

Great Northern Semaphore



Wheatfield, a mile and a half long near Turner, Montana,
on the proposed new Saco-Turner branch

April

1928

60 hour
6 positions



The Shadow of Great Achievement —

GREAT achievements may not always be considered great at the time of their accomplishment, but the shadow of those truly great are projected down through the years.

One of the great achievements of watchmaking is exemplified in Illinois railroad watches—the Bunn Special and the Sangamo Special. They represent a distinct advance in the making of watches for railroad men.

The builders of Illinois watches are not content merely to build up to the standards set by railroad time inspection requirements. Rather, they build up from a standard that has been added to and strengthened each succeeding year of the half century they have been manufacturing timepieces—always more rigid—always more exacting—always harder to meet.

That is why you will hear the expression “Good enough is not enough,” where Illinois watches are concerned. This old organization builds railroad watches that are better than “Good enough to pass time inspection requirements.”

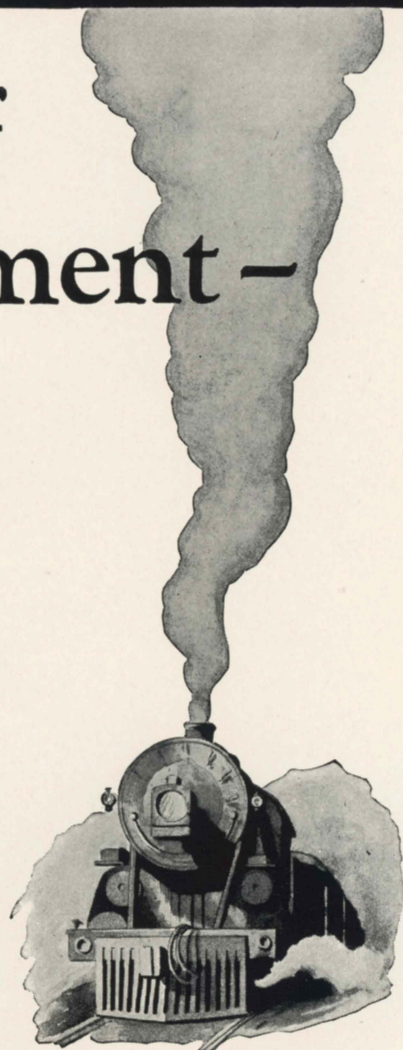
Ask your jeweler to show you Illinois railroad watches—they are beautiful in their outward appearance and beautiful in their performance.

ILLINOIS WATCHES
SPRINGFIELD, ILLINOIS

Illinois Watch

“High Grade — Exclusively”

Our Advertisers are Patronizing Your Magazine



Here and There Along the Line

A Grateful Buck

SUPERINTENDENT J. R. EAKIN, of Glacier National Park, relates a story that is more than ordinarily interesting.

According to Mr. Eakin a buck deer with especially fine antlers had been seen from the back porches of the houses at headquarters and was often fed by the residents with whom he was a prime favorite. Many expressed the wish that they might be fortunate enough to have the buck's horns when he shed them, which usually happens about the first of the year.

One morning, early in January, a woman was feeding the buck when she was astonished to see him rub his horns against the wall until they fell off on her porch. As she fed him more often than anyone else, she thinks it was his way of showing gratitude.

LITTLE SERMONS ON BUSINESS GETTING

TEXT: *The ties he has tended have formed ties of memory that are everlasting.*

AND NOW COMES PATRICK Pewters, retired section foreman of the Great Northern, writing from St. Paul, as follows:

"During the past year, I have secured nine passengers from points South, all of whom traveled over the Great Northern using the Oriental and Glacier Park trains. While in Seattle last Spring, I induced my friends to have their folks travel over the Great Northern; the last two came through in February. I thought it would be right to have this known to the Company, as the Company has never refused to grant me any favors I have asked, such as granting me a pass from Portland to San Francisco, etc."

Though the heat of the day is over, and they are enjoying well-earned rest in the cool of the evening of life, these splendid men who helped to build our foundations, are still doing a splendid work for the organization which their service proves they love and honor. No words can express full appreciation for such a spirit.

A Dependable Railway

Superintendent J. A. Blair finds a lot of satisfaction in the following letter from Manager Wm. F. Grant of the Kansas City Hockey Club, usually called the "Pla-Mors." As this is written this team is in a hot tie with the St. Paul team for a place in the play-off of the hockey league. Here is what Mr. Grant wrote:

"On February 17th, the Kansas City Hockey Club traveled from Winnipeg to St. Paul via Great Northern, and as Manager of the Club, I wish to express our appreciation of the service given us by Mr. Robert B. Felix.

"We do a considerable amount of traveling during the hockey season, and surely appreciate the kind of service rendered by Mr. Felix."



GREAT NORTHERN SEMAPHORE

VOLUME V

APRIL, 1928

NUMBER 4

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

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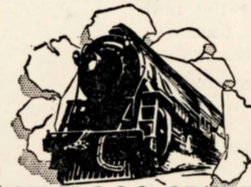
The Great Northern SEMAPHORE is published monthly at Saint Paul, Minnesota, by the Great Northern Railway Company, and is devoted to the interests of its active and retired employees and those of constituent or allied companies.

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

All employees are invited to contribute articles and items for the SEMAPHORE. Contributions should be typewritten, double-spaced, and on one side of the paper only. Photographic material is especially desirable, and will be returned if requested. All matter for publication must be received at the office of the SEMAPHORE not later than the 15th of the preceding month.

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MILEAGE OF THE GREAT NORTHERN RAILWAY SYSTEM

Great Northern Railway (including 400 miles of trackage rights)....	7,530 miles	Nelson & Fort Sheppard Railway..	55 miles
Duluth Terminal Railway.....	2 miles	Vancouver, Victoria & Eastern Railway & Navigation Co.....	230 miles
Midland Railway of Manitoba....	6 miles	Montana Eastern Railway.....	108 miles
Watertown & Sioux Falls Railway..	102 miles	Great Falls & Teton Co. Railway..	9 miles
Minneapolis Western Railway....	2 miles	Spokane, Coeur d'Alene & Palouse Railway	175 miles
Brandon, Saskatchewan & Hudson's Bay Railway.....	85 miles	Total	8,338 miles
Crow's Nest Southern Railway....	34 miles		

NEW SACO-TURNER BRANCH LINE

To Develop Vast Agricultural Region in Montana

WITH THE COMPLETION of the Great Northern Railway's new Saco-Turner branch line of 76 miles, which will extend from Saco to a point 12 miles west of Turner, there will be opened up in what is known as the Big Flat, in Phillips and Blaine Counties, one of the largest tracts of good farming territory remaining in the Northwest, comprising a million and a half acres. There is also, in addition, in this section, another tract of 60,000 acres, which is owned by the state, and which will be offered to settlers in due course, and sold to the highest bidders.

The cost of the new line is estimated at \$2,000,000, a significant reflection of

\$15 an acre for high grade, unimproved land, and \$15 to \$25 an acre for improved land with fences and buildings, and partially under cultivation, such prices to remain in effect for one year, or until early in 1929. The optional land will be available to new settlers, under the supervision of the Great Northern Railway and the Turner Railroad Committee, consisting of W. H. Reed, chairman, H. R. Van Voast and H. P. Thronson, of Turner.

William H. Reed, of Turner, is the pioneer in the so-called summer tillage method, now generally employed in the territory to be traversed by this extension. Mr. Reed organized in 1920, at

ods which should be best adapted to Montana's conditions. In order that the desired co-operation might be assured, a positive requirement of the Summer Fallow Club was that each member should pledge himself to summer-till a definite number of acres. A year later the methods of the Summer Fallow Club were adopted by the Montana Development Association, and immediately thereafter twenty-six other similar clubs were organized, and through these various activities the movement has now become state-wide, and a factor of paramount importance in the making of Montana's reputation as a wheat growing state. Mr. Reed may be cited as an outstanding example of achievement in the use of Montana's opportunities, as he had never farmed until he filed on a homestead near Turner, in 1910, which is now a part of his present farm, previous to which time he was a barber. In the meantime his holdings have increased to nearly 2,000 acres. As an interesting commentary on the value of what may be termed his own system, it should be noted that at the end of the World War Mr. Reed was in debt in excess of \$20,000, all of which he has since discharged, in addition to buying more land, a literal translation of golden grain into golden dollars.

It has been said that there is romance in the coming of wheat. Mr. Reed's experience proves that the romance is made possible by brains, which are more vital than the brawn that was formerly considered as all powerful, his method having been found by the farmers on the "Big Flat," who are actually tilling their farms in the summer, instead of merely plowing the land once in that season and allowing it to remain quiet until the following spring, to be the keynote of the structure of success. They cultivate the land at least three times when it is not being used for crops.

"There are," Mr. Reed says, "five reasons why we should summer-till our land, as cultivating the soil develops plant food, stores moisture and reduces the growth of weeds, and prepares the ground to absorb the moisture that falls, thereby renewing fertility and prolonging the productive life of the soil. Statistics show that in a year when there is 14



W. H. Reed's Farm, Nine Miles Southeast of Turner, Montana.

the confidence of the Great Northern in the agricultural future of the territory. Application for a certificate of public convenience and necessity for the construction of this line is now pending before the Interstate Commerce Commission, and work will be started on the extension as soon as the certificate is issued, surveys having been completed, and material ordered, so that the new branch may be completed in time for the movement of the 1928 crop.

Heretofore farmers have been obliged to transport their grain by truck, over distances varying from 30 to 50 miles, to a railway station for shipment, at an estimated cost of one-half cent a bushel for each mile, which haulage will be reduced by the new extension, to a convenient distance, or an average of nine miles.

As a preliminary condition to the making of this large investment, the Great Northern secured the co-operation of the land owners by the listing of their surplus and undeveloped land at the prices which they were willing to take before the railroad was assured. Options on approximately 150,000 acres were obtained, at prices ranging from \$10 to

Harlem, Montana, the first Summer Fallow Club, with the object of securing the co-operation of a majority of the farmers, so that they would all work together for a common purpose, in the introduction and use of scientific meth-



C. H. Owen's Farm, Eight Miles Southeast of Turner, Montana.

Great Northern Semaphore

inches of rain, the summer tillage method of preparing the soil will produce a carry-over of 50 per cent of the 14 inch fall to the next year, and if the next year gives 14 inches, the soil will have the same advantage that it would if there had been a rainfall of 21 inches. The average amount of rainfall in this territory is approximately 14 inches.

The ground is plowed in May or June; then the cultivating is started. Mr. Reed usually plans to have from 500 to 600 acres of crop each year, and about the same amount of summer fallowed field, on which crop is to be grown the following year, this making a desirable division of the work and keeping his outfit busy from early spring until after the grain is delivered at the elevators. As soon as seeding is done in the spring he starts plowing for the next year's crop. Plowing is usually finished by the end of June or early in July. It has actually been found by digging down, that moisture extends from four to ten feet under the summer-tilled field. The little ridges left by the cultivator prevent the soil from blowing. The surface is ready to go onto with the drills as



Carl Buttolf's Farm, Four Miles West of Turner, Montana.



Oats on the Reed Farm, Estimated 65 Bushels to the Acre.

soon as the weather will permit in the spring, and the farmer has the assurance of an ample supply of moisture in the soil to grow his crop.

Mr. Reed uses the ordinary binder for harvesting, and threshes in the usual way, although combines are used extensively in this part of Montana, as they apparently effect a saving of a large part of the usual expense of harvesting and threshing the crop.

The summer tillage method, being the means of insuring continuous production and larger yields, is becoming more popular in Montana with each succeeding year. By this method Mr. Reed has grown three crops in the last six years that have produced 33 bushels of wheat to the acre, his general average having been 24 bushels to the acre for the six years. He also raises oats, flax, barley, speltz, and rye. In common with many other farmers, he keeps from 50 to 100

April, 1928

head of cattle and considerable poultry, including a large number of turkeys.

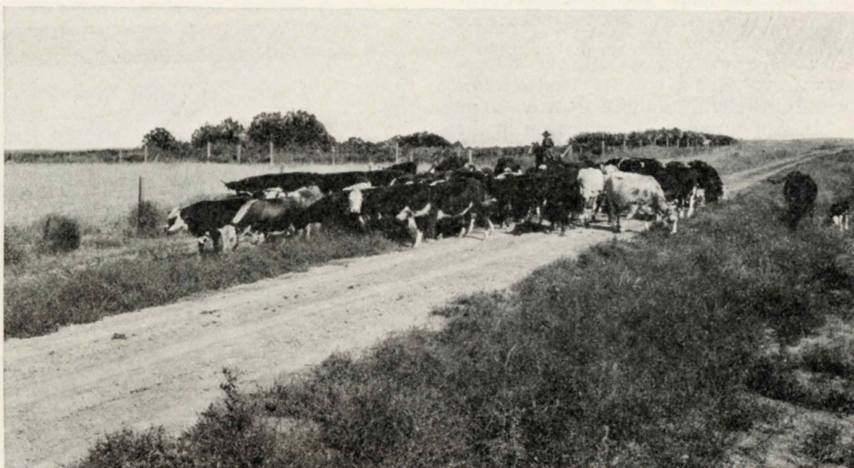
While this particular territory is known as a wheat raising section, many farmers are practicing diversification on farms of moderate size.

In many communities where farming is carried on as extensively as in the "Big Flat," the farmers frequently neglect the raising of their own vegetables and dairy products, but here many of them have gardens and keep a number of milk cows.

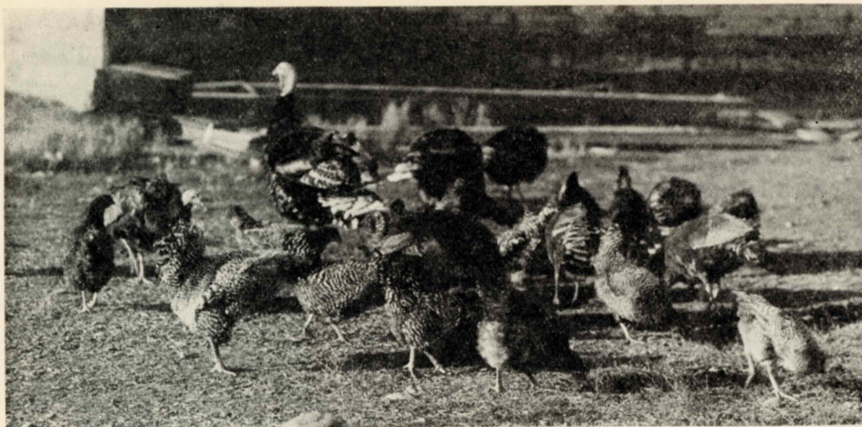
The analysis of the soil at Turner shows this region to be well adapted to the production of wheat, which in some years has a protein content large enough to afford the farmer a premium sufficient to pay the freight from Montana to St. Paul.

In addition to the farming land in this region, there is considerable very fine grazing land, which is more broken, so that the stock industry and agriculture may continue to progress side by side in the territory which will be served by the new Saco-Turner Branch.

The large number of inquiries that are being received at the Great Northern headquarters in St. Paul, in regard to the territory tributary to the new line, indicates that there is a very distinct revival of interest among homeseekers in



Herd of Cattle on the Way to Market, Passing the Owens Farm.



A Fine Flock of Turkeys on the Reed Farm.

the good farming opportunities and the low-priced land of the Northwest. Letters requesting information are being received at the rate of one hundred a day, more than five thousand being already in hand. A large proportion of the people who seem to be interested in the section which will be opened by the new line, come from Canada, Minnesota, Iowa, Nebraska, South Dakota, Kansas and other central states.

The Agricultural Development Depart-

ment of the Great Northern recently issued a new folder, illustrated with excellent farm crop and livestock scenes of the country along the new line, which will be sent to anyone interested, upon request. It lays particular emphasis upon the progress that has been made in farming by the methods followed by Mr. Reed, and outlined in considerable detail in this article.

(Pictures used in this article, as well as that on the front cover, are from photographs by the Ray Bell Films, Inc., of St. Paul.)

It Is a Real Pleasure

IT IS ALWAYS A REAL pleasure to feel that the SEMAPHORE is enjoyed, but never more so than when it goes to some of our "old timers" who are resting after the serious business of life is put aside. The following letter makes us glad that we have the privilege of adding some small part to the comfort and entertainment, so well provided for many of the elder generation at the splendid institution conducted for them in Savannah:

Order Of Railway Conductors Of America

Cedar Rapids, Iowa, March 17, 1928.
E. F. Flynn, Editor,
Great Northern SEMAPHORE,
Great Northern Railway Co.,
St. Paul, Minn.

Dear Sir:

I am in receipt of a copy of letter from our General Chairman, Mr. W. E. Johnson, to Mr. J. W. Bruner, Superintendent of the Conductors' Home at Savannah, Ga., advising that he has made arrangements with you to send four copies of your magazine to the Home each month.

I desire to express to you our sincere appreciation of this courtesy and I know the magazine will be more than welcome by our superannuated membership in the Home.

Yours very truly,
(Signed) L. E. SHEPPARD,
President.

Over Fifty Years Ago

THE SEMAPHORE IS IN receipt of a letter from Mathias Kraker, of 126 Wisconsin Avenue, Wahpeton, who is the father of M. A. Kraker, clerk in the superintendent's office at Grand Forks, in which he relates a number of interesting reminiscences of the early days of the St. Paul, Minneapolis & Manitoba Railroad, and of his personal contacts with James J. Hill, and

work performed for him, which, Mr. Kraker believes, entitle him to be classed as a "railroader" of over half a century ago.

At the time referred to, in 1876, Mathias Kraker was employed by his brother, Joseph Kraker, who was engaged in general merchandise business at Albany, Minnesota, which included the handling of railroad ties and wood. When the depot was built at Albany, there being no painters in the town, Mathias Kraker was put on the job, and advises that he qualified as a painter, satisfactorily daubing the building with the paint which Mr. Hill sent for that purpose. He also kept track of the freight that came to Albany or was shipped from that point, until the appointment of the first regular agent, whose name was Ricker.

A mason was also found in the Kraker family when the chimney was to be built on the depot, Joe Nierengarden, an uncle of Mrs. Kraker's coming from St. Joseph for the job, and

enlisting the services of young Mathias, who carried mortar and brick.

In his letter Mr. Kraker cites a number of instances, proving anew the friendliness of Mr. Hill to those whom he liked and appreciated, such as instructing the conductor to hold the train on which he might be traveling, when he wished to visit Joseph Kraker, who always had a lunch ready for him, sending Mathias to the cellar for wine, rye bread and dried venison, which Mr. Hill particularly enjoyed.

Mr. Kraker has in his possession a number of old railroad tickets, one for instance, bearing the date of October 31, 1883, N. P. Fergus & Black Hills R. R., Deer Creek to Heming; and others—September 23, 1885, N. P. Fergus & Black Hills; and St. P. M. & M. R. R. as follows: May 3, 1888, Wahpeton to Cayuga; November 1, 1889, Elizabeth to Fergus Falls, No. 1951; September 19, 1892, Breckenridge to St. Cloud; and June 1, 1905, Willmar to Wahpeton.

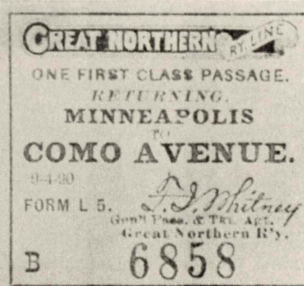
A Dependable Railway

Our General Agent at Great Falls, Montana, C. F. O'Hara, was naturally much pleased to receive this complimentary letter recently from Mr. Maurice Handler of the Standard Furniture Company of Great Falls:

The writer and wife recently had occasion to travel to the Atlantic Coast and take great pleasure in advising you that we enjoyed our trip on the Oriental Limited going and the Glacier Park Limited returning, more than any other train, even of extra fare variety, that we had occasion to travel on.

We found your service superior, and the train crews more courteous, the food better and lower in price, and the ride far more comfortable. We especially wish to commend the crew in the dining car, No. 1011, on train No. 3, Conductor J. W. Wood.

In all our travel experience, covering a number of years, we have never found a more courteous gentleman in charge of a car, nor better waiters to serve us. We hope in the near future to again have the pleasure of a trip on your lines.



He Never Used It

FIFTY YEARS AGO John Van Gaal of Tacoma, Washington, began to work for the Great Northern, or what has since become the Great Northern. He has been on the retired list for some years, and the other day when he dropped in to say "How do you do," he showed us the ticket, a picture of which is shown above, and which he purchased in 1890 and then found he didn't need. This is certainly an "old timer" and splendidly preserved.

Great Northern Semaphore

On Valley

By Mary Ritchie

This story won the first prize in a contest conducted among the pupils of the eighth grade grammar school and high school pupils of Valley, Washington, under the auspices of M. F. Mendenhall, Sr., president of Valley Sanitarium, and Mike Kulzer, merchant, of the same city. Miss Ritchie is eighteen years of age, and has completed eight years in grade and high school, and will be graduated from the latter next May. On account of living in an isolated part of the state, she did not enter school until she was ten years of age.

WHO HASN'T AN IDEAL? Some have an ideal of beauty, some of a government, some of a hobby. Who can read a book such as More's "Utopia" or Sidney's "Arcadia," without having an inspiration to write of his own ideal? This essay will be an endeavor to express a true impression—a real ideal—of the beautiful town of Valley. Surely, neither Sidney nor More could have had a more beautiful background for his ideal.

Climatic conditions in this locality are most desirable. The temperature seldom



Mary Ritchie

goes very far below zero excepting for a very few days around the first of January. Most of the year is a happy medium. The rainfall is sufficient to insure a heavy yield in all sorts of crops.

The town is situated in the northeastern part of Washington, just fifty miles north of Spokane. It is in the extreme southern part of the famous Colville Valley, surrounded by fertile farms on all sides, and green, rolling hills enclose the whole scene.

To the west, about two miles from town, a beautiful crystal lake nestles among the hills. This is Waitt's Lake. There are three summer resorts along the shores, one of which includes a dance pavilion, which is without rival north of Spokane. Great crowds of people come to this lake to participate in the joys of camping, rowing, swimming, picnicking and dancing. In the winter, skating is substituted for swimming.

The lake, in addition to the many icy mountain streams, gives sportsmen an unlimited opportunity for fishing. It is especially noted for its landlocked salmon, while the streams are full of big, firm trout. The valley is known for its

pheasants and deer, and is called the "Hunters' Paradise."

There are two churches and two lodges in Valley. These furnish a means of much social entertainment. Through the generosity of the Odd Fellows, their hall is used for community purposes.

The Valley school is an outstanding feature, and one to which every citizen points with pride. The building is a beautiful brick structure with an auditorium which seats two hundred, and a well equipped stage. The gymnasium is large, furnishing an opportunity for all inside athletics. The high school is fully accredited. At present there are 148 pupils enrolled, several of whom come from Springdale and other outside territory. Two school vans run every day.

But the beauty and the social possibilities are not the only things that Valley is credited with. Its natural resources and industries are another phase of the discussion.

Fifty years ago the valley was a lake. Soon after 1900, the Colville River was dredged, thereby draining the land. This left a very fertile soil for farming purposes. The uplands are all sub-irrigated.

It is truly a beautiful sight in the fall, to see great fields of yellow wheat, and waving green fields of alfalfa. It is very seldom that three crops of alfalfa are not cut. This hay, besides being used to a large extent locally, is shipped to many points in Washington and British Columbia. More grain is raised per acre in this vicinity than in the famous Big Bend Country. There are six threshing outfits in the community which furnish employment for many men. During the first eleven months of 1927, 2,440 tons of hay and 7,500 bushels of grain were shipped from the Great Northern depot at Valley.

There is one very large sheep ranch south of Valley, besides many smaller ones. This is a very profitable enterprise here because of the luxuriant grazing in the hills. Many thousand sheep are sent in to be fattened every year.

Many head of cattle are purchased every fall by the farmers. These are allowed to be fattened in the stubble-fields, after which they are sold at a great profit. Several well-known farmers raise pure-bred cattle. Twenty-five head of pure-bred, and 125 head of common cattle were shipped from Valley by rail, during the first eleven months of last year. This is a small proportion, however, of those which were taken away by truck.

Dairying is carried on to a large extent. There is a cream-testing station in town, from which an average of 100 gallons of cream is shipped every day. Besides this, about 150 gallons are shipped, which do not go through the test. Spokane depends upon Valley for part of its milk supply, 1,700 gallons being taken from here every day.

Poultry and hog-raising are carried on with great success. Truck-gardening is also very profitable. Over forty tons of potatoes were shipped from here by rail last year. These went to many points in the United States.

Mining is another important industry. Geologists claim that Valley has great mineral possibilities. The largest body of magnesite in the United States is found here. This industry is well developed. A peculiar kind of rock in black, green, pink and ivory colors is found here, which is used for coloring magnesite. Most of this is shipped to the coast, where stucco houses are so popular. Nine carloads of this rock have already been shipped this year. There are many iron, coal and copper deposits, which have not been developed as yet. At present a large deposit of an ore containing lead and silver, is being developed. This is an extremely promising mine.

Jump Off Joe Creek, the outlet of a lake of the same name, not quite a mile from town, tumbles off the mountains down a narrow canyon, into the valley. A large electric plant is located there, which furnishes power and light to all the surrounding territory. This is a great asset to the community, because it furnishes cheap power, and keeps the money here. The power also eases and hastens both home and farm work.



High School at Valley, Wash.

The great timber areas surrounding Valley are a source of wealth to the community. A sawmill is now operating in Valley, which gives employment to many town people. Another advantage is that people now living here can supply their lumber needs cheaply. Also, the mill is in position to buy up timber from small land owners, then mill it and ship it. This would be impossible for the individuals. During the past eleven months, 1,000,872 feet of logs, 1,548 cords of wood, 12 cars of poles, three cars of posts, 40 cars of ties, and 1,920,000 feet of lumber were shipped from Valley.

Valley is a subdivision on the Great Northern Railroad. This road gives excellent service, having at least two freight trains every day. Many families live here who are connected with the Great Northern.

The train service combined with the stage service, makes transportation extremely efficient. The stages run nearly every hour, so that you can go to Spokane in about an hour and a half, and return in about the same time.

Driving is made very pleasant by the system of good roads. The smooth, white, gleaming, ribbon-like road, which runs through the Colville Valley is the Inland Empire Highway.

There are two general stores in Valley. One is large, and as convenient as a great department store. Certainly no town the size of Valley has a store that can be compared with Kulzer's.

(Continued on Page 6)

A Popular and Profitable Occupation The Raising of Flowering Bulbs Developing in Washington

By Horace G. Best, Agricultural Department, Seattle



Tulip Field in Puget Sound Region

A GREAT DEAL of interest is being taken in certain parts of the Puget Sound country, in the growing of flowering bulbs for the wholesale trade of the United States. The government experimental farm at Bellingham, Wash., on the Great Northern, has been in operation for twelve years. Its main work has been the testing of varieties of narcissus, tulips and lilies. These tests have demonstrated that the hardy and semi-hardy lilies, hardy narcissus and practically all of the common tulips are at home in Puget Sound climate.

It is largely through the tests by this experiment farm and the experience of some of the pioneer bulb growers that the culture of bulbs has developed so rapidly in this region. At this time, narcissus is the most widely grown. Tulips have not hitherto been grown so extensively, partly because there is no government restriction on their importation, but there are a number of tulip plantations that are doing very well and they are apparently grown successfully. Easter and Regal lilies do very well and there is a large market for them, especially the former. Hyacinths have not been tried except in trial plots, but there seems to be no reason why they can not be grown, once the growers learn how to propagate the bulbs, for the propagation of the hyacinth is more of a problem than the multiplication of tulips, narcissus and lilies, all of which increase by division. The hyacinth does not divide to any great extent, and must be propagated by special methods which require extreme care.

Bulb growing is not an industry which an amateur with no considerable capital would care to attempt. One of the first requisites must be a love of flowers, as well as experience; for no crop is surrounded with so many technicalities regarding its culture. The soil must be

carefully studied, the right kinds of fertilizers used and proper methods of cultivation employed. After that the crop must be dug at the right time, and most important of all, if the grower is to make a success of the venture, is a knowledge of marketing. If the grower has all these attributes, the Puget Sound country offers every inducement for bulb growing.

The production of bulbs requires a great deal of labor during the spring and summer months. The grower should study the markets even before he selects the type or kind of bulb he intends to produce, as market methods vary with this crop, but are highly specialized. There is practically no open market on which such material can be thrown, like that of common field crops, and the man who grows bulbs must find a market for them.

There are about one hundred and sixty to one hundred and seventy-five acres of various kinds of bulbs in Puyallup County, south of Seattle. In Whatcom County, there are several large bulb plantings of from sixty-five to eighty-five acres each. The price of land used for bulb growing varies from \$300 to \$400 an acre, depending upon its location and the quality of the soil.

Puget Sound bulbs are marketed in slatted crates to wholesale bulb dealers all over the northwestern section of the United States, largely in main centers of population. The bulbs sent to dealers, are redistributed to retailers and to the larger greenhouses direct. However, in a few cases, bulbs are sold to retailers or the larger greenhouses by the bulb growers or bulb associations in this neighborhood. The larger bulb growers sell their bulbs themselves. The time element is more important than is realized by many prospective growers. Bulbs are different from any other annual crop, in that there is practically no

possibility of a grower starting in and making a success financially of one year's efforts. It is an industry that must be established. Unless the grower is willing to devote several years to the work, it is not worth his consideration.

The climate in the Puget Sound region is ideal for bulbs as the fall and winter months are not extreme in temperature. The abundance of moisture in the fall and winter promotes the proper root development of the bulbs. Early spring with plenty of moisture and cool even temperature produces maximum growth of the bulbs, and a very slow and gradual change from cool temperature to a dry midsummer, causes them to ripen before foliage dies. Such weather conditions give the greatest possibilities to the bulb industry. It is safe to say that no country has a more equable climate, necessary for this business, than that in and around Puget Sound, and large bulb buyers are turning more and more to this section for their supply of bulbs upon which they can certainly depend to be and remain in good condition, especially narcissus, tulips and lilies.

On Valley

(Continued from Page 5)

There is a telephone system in Valley. The twenty-four hour service is remarkable, and a thing which every inhabitant appreciates. The excellent rural free delivery system also helps to keep the farmers from becoming isolated.

Valley also boasts a garage, a service station, a blacksmith shop, a hotel, two meat markets, and a wonderfully displayed electrical equipment shop.

The State Bank is another feature. The State Bank Examiner reported it as being perfectly kept, and it is a well-known fact that this bank paid dividends while many others did not.

The people are very public spirited and co-operative. It was the co-operation of the citizens that dredged the river, that built the first sanitarium, that is now endeavoring to better conditions.

The Valley Parent-Teachers Association is the first one that was organized in Stevens County. At present, it is busy improving the school grounds.

The new Vallamont Sanitarium will be a drawing card for the town. Before the old one was destroyed by fire, patients came from such distant points as Seattle and Canada, to be treated here. The new location is far more desirable than the old one. It stands back against the hillside in a quiet spot about a mile from town. It is a flag-station on the Great Northern, and all the stages stop there. This makes it easy to get patients to and from the sanitarium. The gardens, the ideal climate and the swimming pool make it all the more an ideal place to cure the ill.

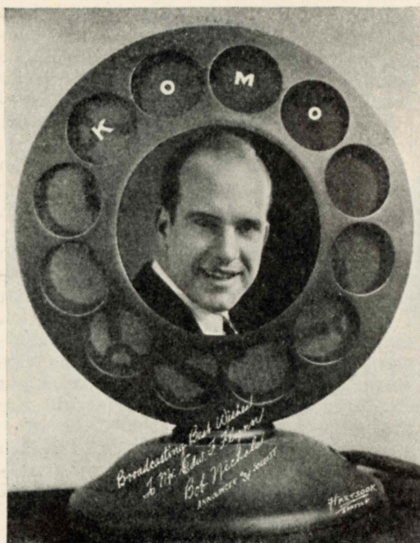
So, with all these priceless gifts of nature, and other possibilities, who wouldn't like to live in Valley? Every citizen is proud of the community, and is trying to improve it still more. Who now thinks that this isn't a better background than either Sir Thomas More or Sir Philip Sidney had for an ideal?

"Shirts that laugh at the laundry," are advertised by a certain firm. One of ours, bought elsewhere, has such a keen sense of humor that it arrived home the other day with its sides split.—*The Farmer.*

Great Northern Semaphore

Sons to be Proud of

THE ACCOMPANYING pictures are of two young men, sons of R. A. Nichols, accountant for the Great Northern at Seattle, where they all reside. The upper picture is of Bob



Bob Nichols

Nichols, who is announcer and soloist for KOMO, Seattle radio station. The lower picture is of Byron Nichols, a student at the University, majoring in music, and a member of the Seattle



Byron Nichols

Symphony Orchestra, in which he plays the viola, although his favorite instrument is the piano. We all hope we may have the privilege of hearing them sometime, either on the air or in person.

Why Stop the Business of the Busy World?

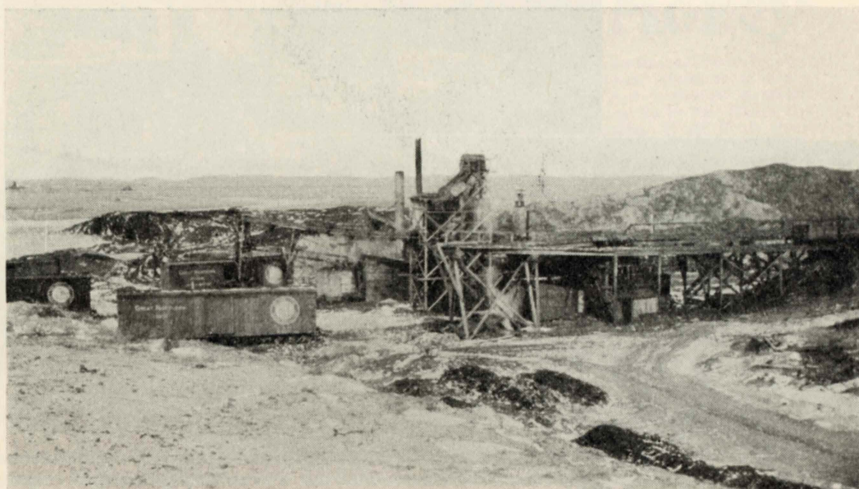
By Dean Yale, Harrington, Wash.

THE FOLLOWING ESSAY written by Dean Yale, fourteen years of age, a student of the Harrington Grade School, Harrington, Wash., will be of interest to readers of the SEMAPHORE, since it is the result of the co-operation which exists between teachers and railroad men in educational experiments of a practical nature.

Richard D. Barnhart, principal of the Harrington school, in his work with the

Lignite Coal Loading In Northwestern North Dakota

By C. L. Ticen, Relief Agent, Kincaid, N. D.



Tipple, Truax Mine, Kincaid, N. D.

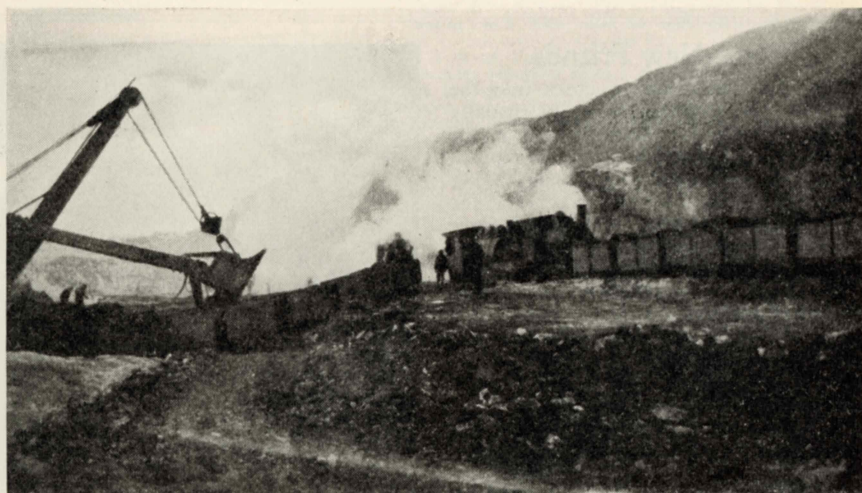
ONE CARLOAD OF Lignite coal mined and loaded every seven and one-half minutes at the old Truax Coal Company mine at Kincaid, N. D., is the record made on January 6, 1928, the company being the largest producers in the state of North Dakota.

Sixty carloads of good, screened Lignite, mined and loaded in eight hours at the Truax mine of the Truax-Traer

donkey engines, to the tipple, where it is put over screens and then loaded into box cars.

Two thousand and seventy-nine carloads, approximately 73,000 tons of Lignite were mined and loaded last November, which far surpassed any month in the history of the industry in North Dakota.

The demand for Lignite coal is in-



Hauling Lignite From the Pit to the Loading Tipple

Coal Company, is the record for the state for the production of Lignite. This record was also made on January 6, and surpassed by one car the loading of the previous day.

In the operation of mining and loading is included the digging of the coal by steam shovels, loading it in coal cars, by which it is transported from the mine over narrow gauge tracks, pulled by

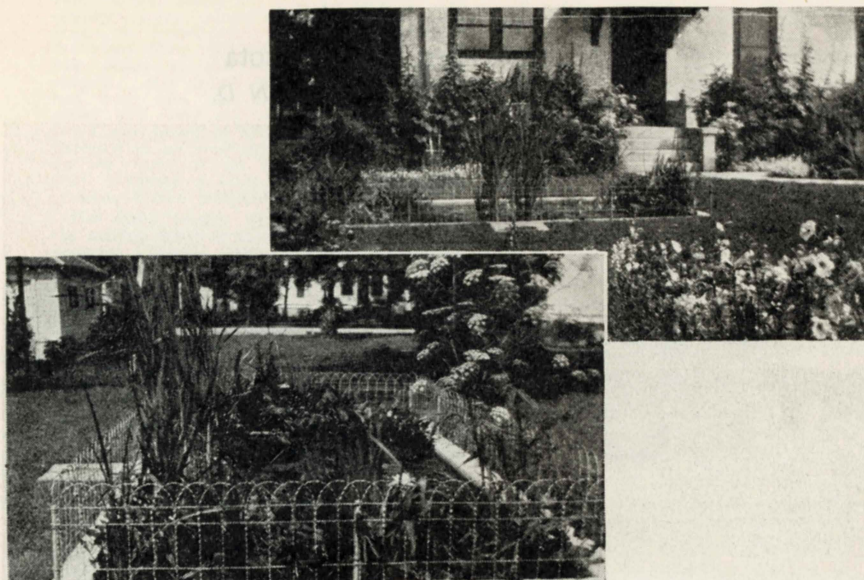
creasing rapidly. Most of it is consumed in the state, and while the demand is not strong yet in Minnesota, several cars are shipped to that state each month, and the demand is becoming stronger. Mining Lignite is fast becoming one of the principal industries of North Dakota and several hundred men are now employed by the mines, where they work the year around, and near which operations they live with their families.

eight grade civics class, has this year endeavored to make everything connected with good citizenship so clear that it will not be forgotten. In demonstrating to them the importance of co-operation in business, he has taken the class as often as possible to business offices and plants, so they could see just how business of different kinds is carried on. On the occasion of a visit to the Great Northern depot at Harrington, J. A.

Robasse, agent, and Operator L. J. Manetsch explained to the children the working of the telegraph, and also the extent to which the business world depends upon it.

After the importance of the messages which are transmitted over the wires was explained, the subject of what happens when an insulator is broken was brought up, and Dean Yale's essay shows

(Continued on Page 9)



A Charming Spot

DOESN'T THIS PAIR OF views make you wish for summer? And doesn't it make you sort of wish for a chance to see Crookston, Minnesota, especially if you've never had the pleasure of being there? Of course, those who have, want to go again, and those who live there, declare it is the finest—but, of course we all think that

about our home towns. If we don't we ought to move out!

The pictures are from snapshots of the gardens and fish pool of Mrs. Paul Crosier, wife of Great Northern conductor. It is our guess that P. C. is pretty anxious to get home to a garden like this and we have an idea that their home is just as lovely inside as it is outside.

An Appreciated Tribute

AFTER FORTY YEARS of service with the Great Northern, Engineer Erick Tweeten, of St. John, North Dakota, has written to the SEMAPHORE that he is to be retired with pension, and we feel that a paragraph from his letter is well worth presenting to our readers. There isn't a man in our service that ought not to get a thrill out of such a sentiment coming voluntarily from one who has given his life to carrying on his part of the great business of transportation:

"This pension assures Mrs. Tweeten a good living for the balance of our days, for which I am indeed thankful, and in looking back through the forty years and six months of my work with the Great Northern, I have not a single regret to offer, and am only proud that I was able to serve with an organization that has done so much for the development of this country and in doing this work, still had time to recognize its employes by providing for their old age through the pension system."

We all wish Mr. and Mrs. Tweeten many years more with the Great Northern family and a chance to enjoy a well earned rest.

Truth in Advertising

"Look here! I bought this andiron from you and the placard said, 'Brass andiron,' but when I got home, I found it partly iron."

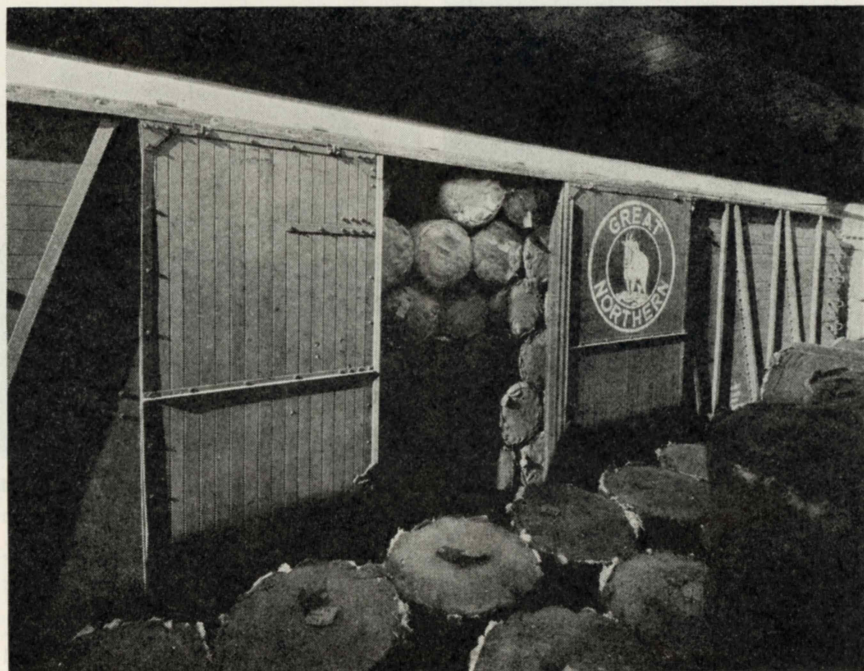
"Exactly, brass and iron." — *The Farmer.*

Some New Friends

WHEN NEW FRIENDS come into the Great Northern family, usually something is said about it in the way of welcome. This is a fine practice, and we feel that the same thing should be done with new advertisers, for they must be friendly to us and believe in us, or they wouldn't use our columns to tell us about what they are selling.

Some of those who are giving us business this year, who have not previously used our columns include Edgeworth tobacco, a blend for pipe smokers, which many people say is as fragrant and satisfying as was ever grown. If you read their advertising, you will find out all about it and why the makers think it is an ideal smoke for railroad men. Then we have just received an order from the La Salle Extension University, and we all know how helpful such institutions are to those who want to brush up on the lines of education in which they are specializing. Some time ago, we told you something about the consolidation of the Hamilton and Illinois watch concerns, which are the first watch manufacturers to use our magazines. The Double Wear shoes are also using our columns, and the makers are located on our lines, as are the Lee Overalls, both having plants in Minneapolis, although they advertised with us last year also, as did the Crown. The Olson rugs are with us, too, and we are very glad to say the International Correspondence Schools are "old" friends, and we are mighty proud to have the old ones continue as well as to have the new ones come into the fold.

Give our advertising friends a word of greeting when you have a chance and you will help them and the local dealers



Great Northern Goat in the Cotton Country

IN THE *Acco Press*, of Houston, Texas, for the month of December, there is shown a picture of a Great Northern car loaded with 459 bales of cotton, from the Frederick Seed Farms, Frederick, Oklahoma, which figure represents the highest October average made in the ACCO Bale Car Loading Contest, and was attained by J. A. and O. L. Fletcher, of Temple, Texas. Readers will be interested to note the round bales in the accompanying picture from the cotton compresses of Anderson, Clayton & Co., who publish the *Acco Press*.

who handle their products. The SEMAPHORE accepts only advertising from those whose goods are reliable and are

of a character which our readers might be interested in buying at some time or other.



A Tribute to P. L. Clarity

TO WISH HIM GOD SPEED as he entered upon his well-earned retirement, after 56 years of continuous service, 130 friends of Peter L. Clarity, superintendent of Minneapolis passenger station, assembled at the University Club, St. Paul, Saturday evening, March 3, and put over a complete surprise on "P. L.," who had been asked to keep the evening free, but not informed for what purpose, F. D. Kelsey having at first told him that he wanted to take him to a fight.

Upon arrival at the University Club, however, when first one old friend and then another came within his range of vision, Mr. Clarity knew that he had been purposely kept in ignorance of the true nature of the affair, in order that his enjoyment might be the greater. The guests came from all departments, many of them accompanied by their wives, and some from other cities, because P. L. counts his friends over a far-flung territory. It was a family affair, through all the joy of which ran the subdued and tender sadness which always accompanies such a gathering and found expression in the singing of "Auld Lang Syne."

Rightly conjecturing that Mr. Clarity, after being on and about railroads for over half a century, would find it impossible to abandon them immediately, and would probably be traveling quite

a bit for pleasure, his friends decided to start him off right on his joy rides, and as the last course was nearing completion considerable excitement was created by the entrance of young Dick Campion, son of Special Agent Dick Campion, resplendent in his Great Northern Band uniform, and bearing a heavy load of freight, which proved to be a complete traveling outfit, consisting of a handsome bag nearly as large as a Mogul engine, and the new miniature trunk which can be carried like a suit case, and conveniently put under the Pullman berth, called the "Wardrolette." The presentation speech was made by Mr. Budd, who also presented to Mrs. Clarity a handsome corsage bouquet. Again came Dick Campion, Jr., bearing several boxes of flowers, and when, at the close of the ceremonies, the guests filed past the speaker's table to shake hands with the friends whom they had come to honor, Mr. Clarity presented to each of the ladies an individual bouquet of sweet peas.

J. C. Rankine, superintendent of telegraph, and president of the men's club, and, in addition, master of epigram, acted as toastmaster, each word of his snappy introductions counting double. G. R. Martin, vice-president, responded in like manner, as did D. J. Flynn, of Superior, while Edward F. Flynn, director of Bureau of Public Relations, made

a few brief remarks. Frank L. Madden, known to radio fans as "Officer Mulcahey," related with his dry humor, incidents of his youth, when he had been jealous and envious when his pal, Mr. Clarity's son, Charles, boasted of promotions coming to papa Clarity, when his own pa had not been thus favored, and of sundry pieces of apple pie from Mrs. Clarity's kitchen.

Concluding his speech of friendship and appreciation, which included all other veterans and all employees, Mr. Budd presented Mr. Clarity with a life pass on Great Northern lines, a reproduction of which is shown below.

Mr. Clarity's response showed the true railroad man, always ready for an emergency, although his feelings were overflowing, and his happiness almost too deep for words.

Incidental music was furnished during the dinner, and afterward for dancing, by Harold Lindgren and his Oriental Limited Orchestra. With their usual generosity the Great Northern Quartette and the Great Northern Songsters contributed a splendid quota to the evening's entertainment, and Agnes Thompson recited with her usual charm.

The picture above shows Mr. and Mrs. Clarity at Hot Springs, Arkansas, on February 20, 1922, enjoying a somewhat primitive method of transportation, and perhaps a happy omen of future adventures.

Why Stop the Business?

(Continued from Page 7)

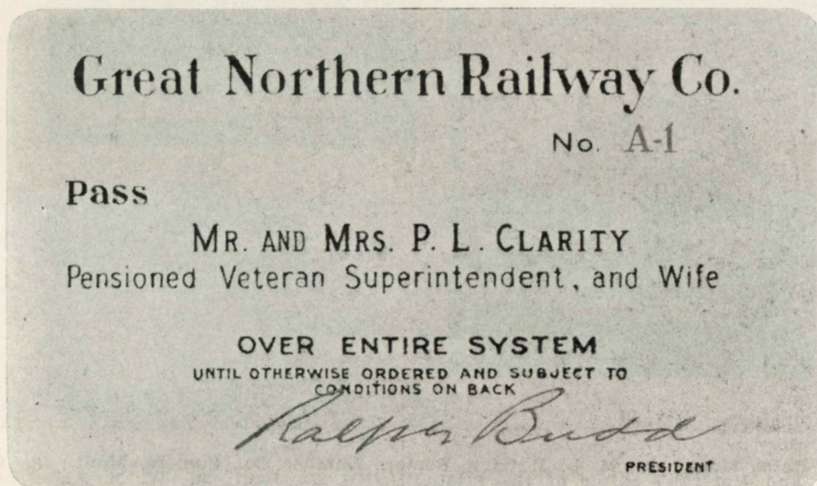
that these pupils acquired much valuable knowledge of the necessity for the co-operation of all members of society if good business and good living conditions are to be maintained. The pupils spent a little time in a class, discussing the effects of a broken insulator, and then wrote their essays, of which Dean Yale's is representative.

Why Stop the Business of the Busy World?

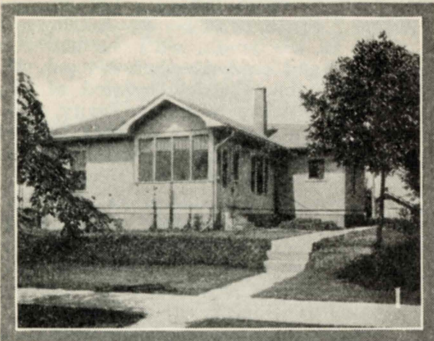
By DEAN YALE

Did you ever break an insulator on the telegraph poles by the railroad track? If you have do you know what you did? You just slowed the business of the busy world till a man could fix it. When you broke the insulator the wire fell on the wood. Usually this causes a short circuit and no message can go over the line. This might cause much important business to be stopped. People cannot tell each other what has happened and what they want. If a storekeeper wants a dozen blankets for a sale in a short time, he can get them if the insulators are not broken. The railroad company uses the telegraph to give the engineers instructions and to tell the chief operator if the train is on time or not. When the insulators are broken they cannot give these messages. This may cause a terrible wreck and kill many people on the train. So don't be foolish, it may cause the death of many.

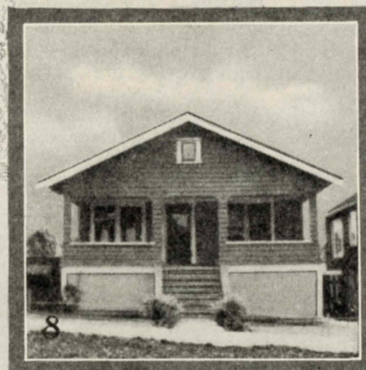
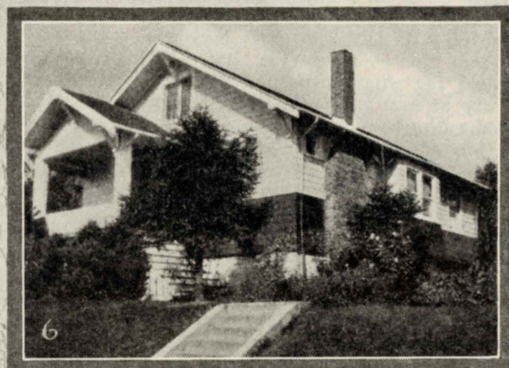
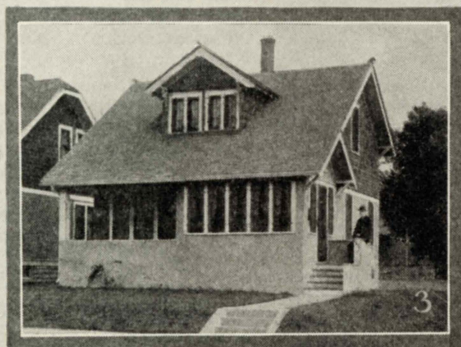
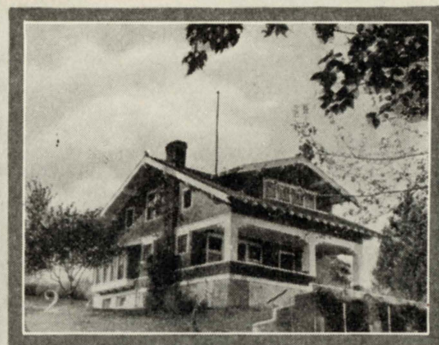
You all may not know what insulators are. They are the glass things that are on top of the poles and hold the wire. They also keep the messages from stopping and going into the ground. So be sure and do not break an insulator, for you are stopping the business of the busy world.



Pass Presented to Mr. and Mrs. Clarity



More Employees' Homes

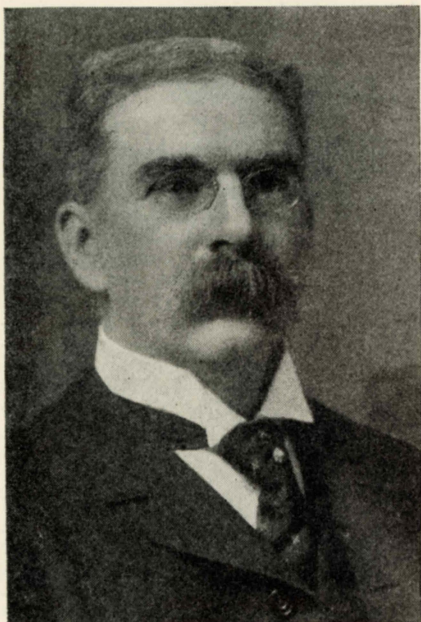


1. Leonard and Gust Silven, carmen, Great Falls, Mont.; 2. M. L. Matzick, Somers Lumber Co., Somers, Mont.; 3. C. A. Affleck, veteran retired storekeeper and Veteran's editor of the SEMAPHORE, St. Paul; 4. W. M. Anderson, brakeman, Minot, N. D.; 5. L. E. Erickson, agent, McGregor, N. D.; 6. John Van Gaal, retired veteran car builder, Jackson St. Shops, Tacoma, Wash.; 7. E. Rohloff, carpenter foreman, St. Cloud, Minn.; 8. George Nicklen, engineer, Vancouver, B. C.; 9. Stanford Fowler, cooper, freight house, Great Falls, Mont.

More Than Half a Century in Great Northern Service

ON FEBRUARY 1, 1928, the pension system of the Great Northern Railway Company became applicable to one of its vice-presidents, E. T. Nichols, of the New York office, who was also assistant secretary and assistant treasurer.

Mr. Nichols' connection with the company came about in this wise. John S. Barnes was an ex-officer of the United States Navy, with whom Mr. Nichols' father had been well acquainted, and the elder Mr. Nichols, who was a captain in the Navy, wrote Mr. Barnes, who had become a member of the firm of J. S. Kennedy & Co., regarding a position for his son. As a result a position was secured with that house, which was then the representative of the Committee of Dutch Bondholders of the St. Paul & Pacific Railroad Co., and the First Division, St. Paul & Pacific Railroad Co. Late in 1875 or early in 1876, Mr. Kennedy was appointed substitute trustee



Vice President E. T. Nichols

under some if not all of the defaulted mortgages of the First Division Company, and later the trustees became "Trustees in Possession," and it was then that Mr. Nichols became assistant secretary of the First Division Company. From February 1, 1876, to the time the St. Paul, Minneapolis and Manitoba Consolidated Mortgage was made, he was continuously either an officer of the First Division, St. Paul & Pacific, or an employee of J. S. Kennedy & Co., concerned solely with the work of the railway company.

Some time in the early part of 1883, the St. Paul, Minneapolis & Manitoba Railway Company opened its office in New York at 63 William Street, Mr. John S. Kennedy becoming vice-president and Mr. Nichols being given the title of assistant secretary. Since then he has been continuously on the list of officers of St. Paul, Minneapolis & Manitoba Railway Company or the Great Northern Railway Company, and also

was a director and secretary and treasurer of the Northern Securities Company during the period from its creation to the time the decision of the United States Supreme Court deprived its directors of the privilege of stockholders to receive dividends and to vote stock of the two Northern Companies, and forced the distribution of those stocks ratably to Northern Securities Company stockholders.

Mr. Nichols' first acquaintance with Mr. James J. Hill, which was in any way intimate, occurred in 1880, for it was about that time that Mr. Hill began to put some of his personal affairs in Mr. Nichols' charge. Mr. Nichols says that this close relation gave him the opportunity of understanding Mr. Hill's devotion to the interests of his "cestui que trustent," and his indifference to his own personal interests except as those interests were identical with those of the stockholders. It was Mr. Hill's high standard of responsibility and duty, and Mr. Nichols declares that it was a great satisfaction to be associated with "The Empire Builder," and the memories of that association will be a life long happiness.

An interesting side light on Mr. Nichols' early experiences, and which may in a measure be considered a part of his education, was a trip made by him, as personal clerk to his father, then a captain in the Navy. Captain Nichols was selected as chief of staff to Rear Admiral John Rodgers, who was then going out to take command of the Asiatic Squadron. Young Mr. Nichols had the rank of "midshipman," and spent two years on the station in Oriental waters and lands, including participation in the Korean War, the shortest and in point of quick action, the most successful war in which the United States has ever engaged.

Making People Glad

A bright-eyed, shabby little fellow was working his way through a crowded street car selling his papers.

A white-haired old gentleman seemed interested in the boy, and questioned him about his way of living and his earnings. It appeared that there was a younger brother to be supported. "Jimmie is lame and can't earn much himself," said the boy.

"Ah, I see," said the gentleman. "That makes it hard. You could do better alone?"

The shabby little figure was erect in an instant, and the denial was both prompt and indignant.

"No, I couldn't," replied the boy. "Jim's somebody to go home to. He's lots of help. What would be the good of havin' luck if nobody was glad? Or of getting things if there was nobody to divide with?"

"Fourteenth Street!" called the conductor, and as the newsboy jumped out into the gathering dusk, the old gentleman remarked to nobody in particular: "I've heard many a poorer sermon than that."

New Station Superintendent Michael J. Welsh Succeeds P. L. Clarity at Minneapolis

MICHAEL J. WELSH, who, on April 1 succeeded P. L. Clarity as superintendent of Minneapolis passenger station, entered the service of the Great Northern Railway twenty-four years ago, on April 1, 1904, as file clerk at Havre, Montana, where he worked on the various desks in the office of C. O. Jenks, then superintendent of the Montana Division, until June 1, 1906, when he was transferred to Spokane, and was engaged in the same line of work until September 1, 1907, in the offices of J. E. Hood and C. L. Main, superintendents of the Spokane Division.

He was appointed assistant chief clerk to E. L. Brown, general superintendent at Spokane, September 1, 1907, and remained in that position two years, or until September 1, 1909, when he was promoted to chief clerk to W. R. Smith, superintendent of the Kalispel Division, at Whitefish, Montana, which position he held for a brief period of two months, or until December 1, when he was transferred to Everett, as chief clerk to J. H. O'Neill and W. R. Smith, superintendents of the Cascade Division.



M. J. Welsh

From August 1, 1914 to May 1, 1916, he held the position of chief clerk to J. H. O'Neill, general superintendent at Seattle.

He became trainmaster on May 1, 1916, on the Spokane and Marcus Divisions, under F. J. Gavin and R. E. Landis, superintendents holding that position until September, 1917, when for two months, or until November 1, he was trainmaster on the Montana and Havre Divisions under Superintendents C. E. Leverich and R. D. Woodcock.

For ten years, from November 1, 1917 to December 31, 1927, he was trainmaster on the Cascade Division under Superintendents J. M. Doyle and C. C. McDonough, at Everett and Seattle.

On January 1, of the present year, he was appointed assistant superintendent of Minneapolis passenger station, remaining in that position until the first of April, when he formally succeeded P. J. Clarity, upon the retirement of the latter.

Our Honor Roll

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



Frank X. Gates, B. & B. foreman, St. Cloud Division; effective December 1, 1927.
 John Knudson, section laborer, St. Cloud Division; effective December 1, 1927.
 John Kloskin, handyman, St. Cloud Division; effective January 1, 1928.
 Jasper Vale, passenger conductor, Dakota Division; effective January 1, 1928.
 Erick Tweeten, engineer, Minot Division; effective January 1, 1928.
 William Halliday, section foreman, Mesabi Division; effective January 1, 1928.
 Joseph P. Gallagher, passenger brakeman, St. Cloud Division; effective Jan. 1, 1928.
 John McElligott, watchman, Special Agent's Department; effective January 1, 1928.
 James Watson, section foreman, Montana Division; effective January 1, 1928.
 Fred Nelsen, foreman, Jackson Street shops; effective February 1, 1928.
 John A. Heinz, spring maker, Dale Street shops; effective February 1, 1928.
 James M. Rooney, assistant trainmaster, Mesabi Division; effective February 1, 1928.

In Memoriam

George J. Stephens, conductor, Butte Division; retired November 1, 1917; died December 17, 1927.
 Charley Atchinson, cook, Dining Car Department; retired May 1, 1919; died January 23, 1928.
 Thomas Delaney, roundhouse foreman, Cascade Division; retired September 1, 1926; died January 24, 1928.
 Edmund Rice, engineer, St. Paul; retired May 1, 1923; died January 22, 1928.
 Tom Bowen, coal chute operator, Grand Forks, B. C.; retired November 1, 1927; died February 13, 1928.
 Pensioners on February roll..... 343
 Pensioners died since September 16, 1916..... 181
 The amount paid out in pensions to February 29, 1928.....\$779,184.04

FRANK X. GATES

Born December 1, 1857, in Germany. He was employed as a carpenter foreman for another railroad in Minnesota, North Dakota and Montana for about eleven years before he entered the Great Northern service March 17, 1890, as B. & B. Foreman on the Breckenridge Division. He has worked also on the Willmar and St. Cloud Divisions under James Durkin, C. H. Bauman, J. E. Nelson, M. Dunivon and J. Zinke. He was retired account age limit and pensioned effective December 1, 1927 with 38 years' service. His address is 1528 Aldrich Ave N., Minneapolis, Minn.

JOHN KNUDSON

Born October 6, 1857, in Denmark. From 1894 to 1904 he was employed farming at Raymond and Spicer, Minn. He entered Great Northern service as section laborer at Spicer, Minn., in August, 1904, under Ole Thorvig, foreman. In July, 1906, he was made section foreman at Spicer and worked as

such to April, 1907, since which time he worked as laborer until he was retired account age limit and pensioned effective December 1, 1927, with 23 years' service. His address is Box 196, Spicer, Minn.

JOHN KLOSKIN

Born December 12, 1857, in Lolkou, Marienwerder, Poland. Came to the United States in 1888 and was employed as wiper for the Great Northern Railway at St. Cloud, January 1, 1889, under James Key. He also worked as engine watchman, and boilermaker handyman. From 1912 to 1916 he was roundhouse foreman at St. Cloud. From that time he worked as handyman until he was retired account age limit, and pensioned effective January 1, 1928, with 39 years' service. His address is 335-19 1/2 Ave. N., St. Cloud, Minn.

JASPER VALE

Born January 5, 1855, at Point Rock, Meigs Co., Ohio. During the period from October, 1874 to April, 1881, he taught school, was census enumerator and farm laborer in Winona County,

Minn. For the next two years he was a clerk and collector for Lawrence Bros., at Casselton, Dakota Territory. This was followed by six years' service as baggageman and clerk at Casselton for a railroad. Mr. Vale entered Great Northern service as brakeman on the Dakota Division under C. H. Jenks, Superintendent, in February, 1889. In September, 1891, he was promoted to conductor. He also worked under Superintendents E. J. Evans and R. Harding. For a short time in 1892, he acted as agent at Casselton and from 1897 to 1901 he was agent at Devils Lake and Larimore. He has been passenger conductor since 1904. He was retired account age limit and pensioned effective January 1, 1928, with 36 years' service. His address is 499 Colusa Ave., Berkeley, California.

ERICK TWEETEN

Born May 4, 1863, in Dane County, Wisconsin. He was farming for his father in Otter Tail County, Minn., before he came to the Great Northern Railway as wiper in March, 1887, at Barnesville. He worked under Frank Bruce and J. O. Pattee. Mr. Tweeten began firing in August, 1887, and was promoted to engineer, November, 1890. All his service has been on the Dakota and Minot Divisions. He was retired at Minot, account permanent incapacity and pensioned effective January 1, 1928, with 41 years' service. His address is St. John, No. Dak.

WILLIAM HALLIDAY

Born March 4, 1860, in Canada. He worked on a farm from 1884 to 1892 and from 1894 to 1895, and 1897 to 1899 at different places, including Cormorant, Minn., McIntosh and Erskine. In January, 1899, he was employed as section laborer on Dakota Division and since May, 1899, he has worked as foreman at McIntosh, Burwell, Bagley, Mentor, Dugdale and Cass Lake. He was retired account permanent incapacity and pensioned effective January 1, 1928, with 29 years' service. His address is Cass Lake, Minn.

JOSEPH P. GALLAGHER

Born March 8, 1863, in New York City. In June, 1887, he was employed as passenger brakeman for the St. Paul, Minneapolis and Manitoba Railway, at St. Paul, under J. B. Rice, superintendent. All his service has been on the St. Cloud Division, as brakeman or baggageman. He was retired account permanent incapacity and pensioned effective January 1, 1928, with 40 years' service. His address is Long Beach, Calif., in care of the Western Trust and Savings Bank.



Another Group of Recent Pensioners

From left to right: George E. Lacy, conductor, Sioux City, now residing at Gainesville, Florida; Fred Hasse, janitor, St. Cloud Division, Barnesville, Minn.; Thomas Urban, crossing flagman, St. Cloud Division, St. Paul, Minn.; Patrick J. Hogan, yard foreman, Dale Street Shops, St. Paul, Minn.; James Lenahan, engineer, Havre, Montana.

JOHN McELLIGOTT

Born December 27, 1857, in Ireland. His Great Northern service started September, 1881, when he was employed as trackman at St. Paul under J. C. Brennan, roadmaster. In February, 1887, he became a switch tender at St. Paul for J. Jarvis, yardmaster. He also worked under J. W. Morrison, yardmaster. Since February, 1909, he has worked as watchman in the Special Agent's department. He was retired and pensioned, effective January 1, 1928, with 46 years' service. His address is 834 Cortland Street, St. Paul, Minn.

JAMES WATSON

Born April 26, 1859 in Aberdeen, Scotland. He has been in service since March, 1892, as section foreman and has worked on the Montana Division at Toledo, Inverness, Chester, Burnham and Kremlin. Since 1907 he has been at Inverness. He was retired account permanent incapacity and pensioned, effective January 1, 1928, with 36 years' service. His address is Inverness, Montana.

FRED NELSEN

Born August 25, 1862, in Denmark. He worked in St. Paul from June, 1887 to 1892, as hostler, driver and coachman. His service for the Great Northern dates from July, 1892, when he worked as laborer and drayman at the Jackson Street Stores, under S. F. Forbes, General Storekeeper. He also worked under W. G. Tubby. In October, 1898, he transferred to Jackson Street Shops where he worked as teamster, carpenter and foreman. He was retired account permanent incapacity and pensioned, effective February 1, 1928, with 35 years' service. His address is 400 Jenks Street, St. Paul, Minn.

JOHN A. HEINZ

Born May 21, 1859, in Germany. He entered the Great Northern service as helper at Dale Street Shops, May, 1904, and in December, 1906, he became a spring maker, and remained at Dale Street Shops until he was retired account permanent incapacity and pensioned effective February 1, 1928, with 24 years' service. His address is 1070 Ivy Street, St. Paul, Minn.

JAMES M. ROONEY

Born January 9, 1858, in Chicago, Ill. From 1875 to 1880 he worked as operator and train dispatcher for a railroad in Illinois, and from 1880 to 1900, dispatcher and chief at Escanaba, Mich. His Great Northern service dates from May, 1900, when he was employed as agent and yardmaster at Cass Lake, Minn. From 1904 to 1918, he was trainmaster at Superior, and for the last ten years he was assistant train master there. He was retired account age limit and pensioned effective February 1, 1928, with 28 years' service. His address is 1322 Belknap Street, Superior, Wis.

In Memoriam

GEORGE J. STEPHENS

Born October 15, 1847, at Montreal, Canada. From 1866 to 1884 he was in train service for different railroads in Canada. He entered Great Northern service as brakeman at Barnesville. One

April, 1928

A Tribute to Farm Women

Master Farm Homemakers Honored in Twenty-two States

THE YEAR 1926 WITNESSED the introduction into the Northwest, through the initiative of *The Farmer* of St. Paul, of the Master Farmer movement, which was the outgrowth of a national determination to give adequate public recognition to those farm owners and operators in many states, whose accomplishments stood out as pre-eminent. This was done at banquets attended by representatives of urban business and professional men and women and was followed by a similar event in December 1927, and meantime, the movement to pay tribute to the accomplishments of farm women in the Northwest, in connection with a like movement in twenty-two states of the Union, was undertaken by *The Farmer's Wife*, the companion paper to *The Farmer*.

In both cases, the men and women so honored have been selected with great care through the use of a questionnaire, called a "work sheet," containing questions regarding the farm management (in case of the women, home management) rearing of the family, handling of the farm finances and participation in civic affairs. All candidates for Master Farm Homemakers (as well as for Master Farmers) must be nominated by their own neighbors, and those who have had the pleasure of attending the banquets at which awards of merit were made in both cases, realize how well the selections have been made by the fellow citizens of those honored, and by the judges who were charged with the difficult business of choosing from hundreds of those who had achieved greatly,

the small groups to be given the tokens of appreciation, representing the comprehension of the entire body politic of the importance of the work being done by the farm people of America, and the splendid way in which it is being done.

On February 9, two women were so honored in South Dakota; on March 1, four were publicly acclaimed in North Dakota, and on March 8, five Minnesota Farm Homemakers were declared Masters in St. Paul. There is something truly glorious in the modesty of these women, who have conquered many difficulties and overcome many obstacles, in making their homes and surroundings, things of beauty and joys forever, as well as practical and profitable from a business standpoint. In fact, at all these public meetings, when the gold pins were awarded, a notable feature of the occasion was the characterization of both farming and farm homemaking as businesses and professions.

In all this work, the publications which have initiated the movement and given it such definite impetus, have had the hearty and enthusiastic co-operation of the state agricultural colleges, especially the extension services, and it is from these divisions that the judges of the "work sheets" have been secured. It is intended to make the recognition of these successful leaders in farm development and influence upon the rural communities, an annual event, and the effect of this movement upon the standard of human living and ability to achieve and also power to serve, will be far reaching and an undeniably beneficial contribution to the national welfare.

year later he became conductor on the Montana Central Railway and continued in this service until he was retired account age limit and pensioned, effective November 1, 1917, with 31 years' service. For several years he had lived at 296 Grand Boulevard, Montreal, where he died, December 17, 1927.

CHARLEY ATCHISON

Born April 12, 1849, at Rock Island, Ill. He worked for 8 years as cook on two other railroads running out of St. Paul before he entered Great Northern service as cook in December, 1892, and remained with the company until November, 1895, when he left service and did not return until May, 1898. During the year 1901, he was cook on Mr. J. J. Hill's yacht. He continued in service until he was retired account of age limit and pensioned, effective May 1, 1919, with 21 years' service. He died January 23, 1928, at 252 Sherburne Ave., St. Paul, Minn.

THOMAS DELANEY

Born October 7, 1867, in Pennsylvania. In September, 1892, he was employed as machinist at St. Paul Shops under George Dickson, general foreman. May 1, 1902, he became general foreman, Everett Shops. August, 1903, as machinist, Delta roundhouse. June, 1905, roundhouse foreman, Leavenworth, Wash. He has also worked as machine foreman, gang foreman, general foreman, and

roundhouse foreman. On August 15, 1926, he was retired account incapacity and pensioned, effective September 1, 1926, with 43 years' service. He died January 24, 1928. His address was 2002 Highland Ave., Everett, Wash.

EDMUND RICE

Born August 27, 1855, in St. Paul, Minn. His service for the Great Northern Railway dates from September, 1877, when he started as fireman on the St. Paul and Pacific at St. Paul. In April, 1880, he was promoted to engineer and continued as such until he was retired account permanent incapacity and pensioned, effective May 1, 1923, with 46 years' service. He died January 22, 1928, at 79 Manitoba Ave., St. Paul, Minn.

TOM BOWEN

Born March 16, 1858, at Garthorpe, Lincolnshire, England. Before coming to America, he was a keeper and care taker at Yorkshire under Mr. Mempson. He farmed for over six years in High Bluff, Manitoba. In February, 1906, he was employed as car repairer at Weston, B. C., under T. Collier, foreman. In 1907, he was transferred to pumper and worked from then on as pumper and coal chute operator at Grand Forks, B. C., until he was retired account permanent incapacity and pensioned, effective November 1, 1927, with 22 years' service. He died February 13, 1928, at Grand Forks, B. C.

Great Northern Semaphore

St. Paul, Minnesota

APRIL, 1928

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

A New Frontier

THE BUILDING OF THE Saco-Turner branch of the Great Northern Railway in Phillips and Blaine Counties, extending from Saco, on the main line of the Great Northern, approximately seventy-six miles in a northerly and westerly direction, to a point about twelve miles west of Turner, Montana, opens up what might be called "A New Frontier."

The completion of this line will open a new territory and provide homes for hundreds of new settlers in a region that has proved itself rich and profitable. How different this frontier from the old frontier of thirty or even twenty years ago! Today, the man locating in this section, will have for his energy and intelligent farming all the comforts of life. No longer is a farmer banished from civilization. In this territory, the new settler will find opportunity for all modern conveniences.

The farmer who devotes as much of his time to his farm today as a railroad man does to his railroad work, and devotes such time scientifically and intelligently, can have electric light, hot water heat, sanitary plumbing, a radio, an automobile, and an opportunity to lay aside something for the proverbial rainy day. This has been proved by Wm. H. Reed of Turner.

Sometimes it has been said that certain farmers are not successful because they have taken up agriculture as a sort of last resort, and occasionally fun has been poked at the fact that many farmers have taken up that line of work after having been barbers, circus men, actors, or having pursued other callings.

Wm. H. Reed, whose story is told in this issue of the SEMAPHORE, has proved that it is not the calling one has pursued nor his previous experience, but the man himself. Mr. Reed has farmed intelligently, carefully, and scientifically. He has been enthusiastic about his farming and has made it his life's work. He enjoys his work and has succeeded just as other men, who go into this new frontier, may succeed.

Arbor Day

IT IS INTERESTING to note, in connection with the celebration of Arbor Day, the latter part of this month, that while the United States Government at the beginning of the nineteenth century, bought timber lands, and a quarter of a century later, authorized the President to take measures for their preservation, it was not until 1864 that the importance of tree planting and reforestation was realized. The matter was brought to the attention of the public largely through a book written by George P. Marsh in that year, entitled "Man and Nature," and others following his ideas.

The practice of tree planting started

in Nebraska in 1872, when over a million trees were planted in that state, the idea having originated with J. Sterling Morton, at one time Commissioner of Agriculture of the United States. The movement spread rapidly, and Arbor Day was appointed by nearly every state and territory in the Union, sometimes as a legal holiday, and sometimes merely advisory, to assist in foresting or reforesting cutover or thinly wooded tracts, or shading or beautifying towns. It is now observed principally by schools, with the object of instilling into the minds of children the importance of the forestation and preservation of trees. The observance of Arbor Day has not a definite date, but is set each year by the President of the United States, and in turn proclaimed by the Governors of their respective states, being usually celebrated toward the last of April.

Over the entire country may be found evidence that the observance of Arbor Day has been of great benefit. Many of the trees which were perhaps planted indiscriminately, have taken root, and are now large enough to provide shade, in addition to enhancing the beauty of the landscape. Planting trees helps us to become acquainted with them, and perhaps teaches us to love them just a little bit more.

Great Northern employees in particular should take special interest in the planting of trees, since timber plays such an important part in the life and business of our company, and by setting out one or more trees on the coming Arbor Day, we can help to make it mean something more than a name, and to perpetuate its memory and our own.

Mistakes

CHANNING, in his address on "The Present Age," said: "Mistake, error, is the discipline through which we advance."

Well, if Channing be right, that is a rather unsatisfactory method of advancing, even though it be said that men who make no mistakes seldom accomplish anything worth while. Whether this be true or not, the man who makes mistakes if he be a thinking man takes the blame to which he is entitled, and the bitterest punishment he suffers isn't the criticism of superiors or the remarks of associates or the public, but his own intimate knowledge that he has erred. Likely enough he knows how the mistake could have been prevented.

No man makes mistakes purposely, thinking that through his mistakes he will be disciplined into advancement, but possibly his advancement into the sphere of fewer mistakes may come from the fact that he knows he has erred, and is trying to prevent a recurrence of the blunder. There is hope for a man who may profit by mistakes he has made, if such experience precludes his making the same error again.

Unfortunately, perhaps, we try to mitigate, to minimize our mistakes, thinking that through them we are advancing. Should we reach such a conclusion, then mistakes are fatal; then we no longer advance, but commence to go backward. If we err while making an effort to do something really worth while, and the possibility of an error could not be foreseen by a reasonably intelligent and thinking person—and if we suffer through the mistake, then perhaps that error may be used as a stepping stone

for—perhaps not advancement, but betterment, because that mistake will not be made again.

The trouble with most of us is that our mistakes are made through carelessness, and not while we are really doing something unusually difficult, or out of the ordinary.

Advancement is more likely to come to the one who makes few mistakes than to the one who thinks that through his mistakes he will advance.

April Fools' Day

MOST OF US TAKE April Fools', or All Fools' Day without stopping to think of its origin, and strange to say the origin of the custom is much disputed. The most plausible explanation of what seems a waning custom, of assuming license to play practical jokes on friends, on this day, is that it is in some way or other a relic of those once universal festivities held at the vernal equinox, which, beginning on old New Year's day, the twenty-fifth day of March, ended on the first of April. This explanation seems quite probable, from the fact that the exact counterpart of April fooling is found to have been an immemorial custom of India. The festival of the spring equinox is there termed the feast of Huli, the last day of which is the thirty-first of March, upon which the chief amusement is the befooling of people by sending them on fruitless errands.

It has also been suggested, and with apparently as much ground for support, that Europe derived its April fooling from the French, which was the first nation to adopt the new calendar, Charles IX in 1564 having decreed that the year should begin with the first day of January. Thus the New Year's gifts and visits of felicitation that had been the feature of April 1, became associated with the first day of January, and those who disliked the change, were fair butts for wits who amused themselves by sending mock presents, and paying calls of pretended ceremony, on the first day of April.

The custom of observing April Fools' Day did not become general in Great Britain until the beginning of the eighteenth century, and quite naturally, from about the same time, was followed in the United States.

G. N. Agent Boosts Road

THE MORE YOU SEE of most Great Northern agents, the more you realize what assets they are for the system. A case in point is seen in the programs of the two recently given by American Legion Post 69 at Granite Falls, Minnesota, where the Legion boys seem to have the inside track on real theatrical productions.

In these programs Agent A. Zimkoski has a quarter page advertisement of the Great Northern and they are both very much to the point. In one he says "A dependable railway. Personal interest in the individual and a desire to serve is our aim."

Another advertisement is inserted by him boosting for the local band. You have to "hand it" to these fellows when they get into the good citizenship crowd, they are in the front rank and don't fall back either. We are indebted for these programs to H. E. Dryer, traveling freight agent.

VETERANS' CORNER

CHARLES A. AFFLECK
Department Editor
1534 Thomas St.
St. Paul, Minn.

ELECTED TO MEMBERSHIP IN THE GREAT NORTHERN VET- ERANS ASSOCIATION

MARCH 21, 1928

Adleman, Charles, engineer, Superior, Wis.
Anderson, Charles, express messenger, Billings, Mont.
Berg, John E., conductor, Crookston, Minn.
Budlong, Charles, passenger car inspector, Seattle, Wash.
Burton, Harry, conductor, Williston, N. D.
Cabbage, Clyde, engineer, Great Falls, Mont.
Carswell, Wm., trainmaster, Spokane, Wash.
Clary, Ira E., trainmaster, Skykomish, Wash.
Czock, John, roadmaster, Minneapolis, Minn.
Dunbar, Walter E., conductor, Grand Forks, N. D.
Fitzgerald, Jas. B., conductor, Willmar, Minn.
Franklin, Carl T., engineer, Minneapolis, Minn.
Gilson, Wm. E., ticket and baggage agent, passenger station, Minneapolis, Minn.
Gipple, Will B., dining car steward, Seattle.
Hall, Omer, agent, Red Lake Falls, Minn.
Hanson, Oscar P., telegraph operator, Maryville, Wash.
Harvey, Wm. D., conductor, Williston, N. D.
Howe, William, engineer, St. Cloud, Minn.
Johnson, Julius, water inspector, Wolf Point, Mont.
Killilea, Arthur F., engineer, Great Falls, Mont.
Kimball, John B., traveling engineer, S. P. & S. Railway, Vancouver, Wash.
Laughlin, Daniel W., engineer, Spokane, Wash.
Leathart, John C., engineer, Rutland, N. D.
Lux, Frank, engineer, St. Paul, Minn.
Leslie, Robert L., conductor, Spokane, Wash.
Meyers, Peter, engineer, Willmar, Minn.
Miller, Robert T., conductor, Sioux City, Iowa.
Muller, Eugene A., train baggageman, Seattle.
McDonough, Jos. J., conductor, Havre, Mont.
McKinnon, Wm. S., carpenter, Superior, Wis.
O'Hara, Clifford, train baggageman, Spokane, Wash.
O'Neill, Frank, engineer, St. Paul, Minn.
Paul, James W., engineer, Spokane, Wash.
Payton, Thos. H., conductor, Superior, Wis.
Peterson, Andrew, bridge carpenter, Superior, Wis.
Pischke, John A., engineer, S. P. & S. Ry., Vancouver, Wash.
Saver, William J., conductor, Crookston, Minn.
Siverson, John, pensioned section foreman, Westhope, N. D.
Stalcup, John M., agent, Hinsdale, Mont.
Sullivan, Wm. L., engineer, Crookston, Minn.
Tobin, William, conductor, Lewistown, Mont.
Watson, Edward J., agent, Leavenworth, Wash.
Whitmore, Fred., engineer, Spokane, Wash.
Wright, Frank B., engineer, Sioux City, Iowa.

Attention! Members Veterans' Association

J. A. SINKS, financial secretary of the Veterans' Association, respectfully calls the attention of all members to the following notices:

1. That pensioned employees are exempt from payment of dues, and any member who was pensioned on or before January 1, 1928, is not chargeable with dues for the year 1928.

2. That dues for the year 1928 were payable on January 1, and will be in arrears on May 1, 1928.

3. That tickets to the banquet at the annual meeting in Winnipeg will be issued free to members holding 1928 cards. Members who do not hold 1928 cards should remit \$3.00 to the financial secretary without further delay.

J. A. SINKS,
Financial Secretary,
March 21, 1928.

April, 1928

How About Badges?

VETERANS wishing to have an Official Veteran Association ribbon badge to be worn on special occasions, may obtain same by sending \$1.00 to the Secretary, R. L. Bonham, Room 816, General Office Building, St. Paul, Minn.

Veteran Engineer Dies

THE SAD NEWS OF THE death on March 8, came to a host of friends of Engineer Harry Osgard, of Minneapolis. Mr. Osgard came to the Great Northern service in 1888, and was one of four brothers working for the Company, whose total years of service, added together, come to over one hundred and fifty-five years.

Mr. Osgard was born in Roken, Norway, February 8, 1871, son of Edward and Johannah B. Osgard. He is survived by his wife, four daughters, two sisters and six brothers. He was very active in the national affairs of the Brotherhood of Locomotive Engineers. He was also an enthusiastic member of the Great Northern Veterans' Association and a member of Cataract Lodge, A. F. & A. M. of Minneapolis.

Mrs. Osgard and family and the brothers and sisters of the deceased have written to the secretary of the Veterans' Association as follows:

"We want to extend you as well as Mr. Hoffman and Mr. Fritz and Mr. Wemyss our sincere thanks as well as to the rest of the Veteran brothers who took an active part in carrying the burden and rendering so much helpful assistance during the illness and death of our deceased husband, father and brother."

Mr. Osgard was genuinely respected and admired and his passing will leave a definite void among them and in the work he was so ably performing.

Passing of Fred W. Wright, Old Time Car Foreman

FRED W. WRIGHT, a member of the Great Northern Veterans' Association, died at Portland, Oregon, February 20, 1928. Mr. Wright

was born in England, February 25, 1860, and came to America when about 20 years of age.

Had he lived one day longer, or until February 21, he would have completed forty-five years of continuous service with the Spokane, Portland & Seattle Railway and the Great Northern, having entered service with the St. Paul, Minneapolis & Manitoba, the predecessor of the Great Northern, at Neche, Dakota Territory, February 21, 1883.

Mr. Wright remained at Neche until January 5, 1887, when he was sent to Aberdeen, South Dakota, a new station, which had been reached by the St. P. M. & M. R. R. that winter. In March, 1887, he was sent to Minot, then the western terminal, at which point a large amount of construction material had been accumulated in preparation for construction work to be done that year. At this time Mr. Wright was car and wrecking foreman over all the territory from Minot, North Dakota, to Helena, Montana Territory, this latter point being reached on November 18, 1887. Mr. Wright then became car foreman at Great Falls, where he remained until the fall of 1907, when he was again transferred to Minot. In October, 1908, he was selected to be the first car foreman on the Spokane, Portland & Seattle Railway, engaging in those duties on November 3, of that year. On him devolved the task of organizing the first car repair forces, with headquarters at Portland, Oregon.

By 1910 the M. C. B. work had become so much of an item that it was necessary to separate it from the physical mechanical department; the billing work was then assumed by Mr. Wright, and he continued in service as A. R. A. accountant in the office of Superintendent of Motive Power, until his death.

Your department editor had the privilege of enjoying the personal acquaintance of Mr. Wright covering a long series of years. The SEMAPHORE joins with his many friends in extending sympathy to his family.



Great Falls, Montana, in 1889

HERE IS A PICTURE of the east side, Great Falls, when the superintendent's office, telegraph office and storehouse were all in one in 1889. The gentleman in his shirt sleeves nearest the first insulator is Conductor C. H. Munson, and the others are fellow employees of his. Mr. Munson was good enough to let us have the picture for publication.

For the Health of Your Children

Is My Baby Normal?

WALTER R. RAMSEY, M. D.

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

A FEW DAYS AGO WITH a group of University medical students, I made the rounds of the newborn ward of one of our big general hospitals. There were twenty-six babies in the ward, the oldest having an age of eight days, the youngest having been born that same morning.

It was bath time, so we had an opportunity of making a careful observation of each babe without clothing. In that group of twenty-six there were babies of every description. There were blondes and brunettes, red skins, white skins, pink skins and yellow skins; there were babies with black, white and yellow hair and babies with no hair at all; there were fat babies and lean babies, long babies and short babies, babies with pug noses and one even with a Roman nose. We found eyes of every shade, and mouths of every shape. Among all of these babies no one had a deformity or other palpable physical defect. Hardly any two had the same weight, and no two had the same features; they were all different.

At six months the individual differences will be as marked as they are today, with the added variations of temperament which will then begin to be more apparent. At one year and at five years the differences will be as great as they are at six months and at one year.

Every mother of these twenty-six babies will ask the same question of the physician, "Is my baby normal?" The word normal, like many other adjectives, is comparative. A child is normal or subnormal as compared to some standard. Livestock is judged on points, and the horse, cow, sheep or pig which has the most points as compared with the "standard" gets the blue ribbon.

In the judging of animals this is a comparatively simple matter, as animals which compete for prizes usually belong to a certain definite breed. We do not enter Shorthorns, Herefords, Jerseys and Holsteins in the same class. Each is entered in a separate class and each is judged in comparison with his fellows in that class. When we come to judging babies, how different.

The parents of these twenty-six babies came from many different nationalities—Scandinavians, Irish, Germans, French, Italians and one Japanese. There were several of these diminutive specimens of humanity within whom were represented four or five different nationalities. America is truly the melting pot and we are a nation of mixed breeds.

How then can we tell which of these twenty-six babies is a first class baby?

On July 4, 1918, I witnessed in Paris a review of one regiment at least of each of the Allied troops. There were French, English, Scotch, Irish, Italian, Portuguese, Canadian, Australian, Hindoo, Moroccan and American soldiers, passing for hours in review. The Australian, New Zealand, Canadian and American troops averaged half a head taller than the European soldiers.

From what has been said, it must be apparent that in this country at least,

where there are so many different races in all stages of blending, there can be no definite single standard either of height, weight or complexion by which we can judge all American children. Any chart which is intended for general use, either for private practice or in our schools, must be regarded simply as an average taken from a large number in which there must be and will be a great number of individual exceptions.

Take for example a baby contest. A mother from a mid-western state wrote me a very complimentary letter a few days ago. She attributed the fact that her baby had taken the first prize at the state fair to some good advice she had received from me concerning its food and general care. There were two hundred and fifty babies in the contest and her baby and four others carried off all the prizes. What about the other two hundred and forty-five? Were they all subnormal? I venture to say that if these babies had been examined in small groups in a private clinic or even by the same judges, but without any idea of a competition, the great majority of them would have passed as fairly normal children.

What then constitutes a normal child at different ages and how can we tell a normal child when we see him?

To be normal at birth a baby must be born about full term without any physical defect or disease. To determine these points accurately every baby must have a thorough physical examination soon after birth, by a physician who has had some special training in the field of children. Every organ is carefully gone over, so that no birth injury or physical defect will be overlooked. A record of the examination should be kept to be added to at subsequent examinations throughout infancy and childhood.

The weight of normal infants varies greatly at birth, for although the average weight of babies is seven to seven and a half pounds, there are many normal babies who weigh as low as six pounds and as high as ten or twelve pounds. These differences in weight depend upon several factors; to some extent on what the prospective mother eats, but to a larger extent on whether the parents belong to the Shetland pony or to the Clydesdale class. If the parents are small people the children usually are small, and if the parents are large the babies usually are large and grow into large children. If the parents are mixed, one large and one small, the children will usually be mixed or average.

From birth on, normal babies follow a fairly definite program in their physical and mental development. For example: At six months a baby is expected to double its birth weight, for contrary to the ideas of twenty years ago there is no longer a premium for fat babies. Instead of being fat, a baby must be vigorous, showing proper bone and muscle development. This normal development is indicated by the general tone of the tissues, the baby's activity and its ability to perform certain feats,

such as sitting alone, holding up its head, sticking objects, including its fingers and toes, in its mouth and in taking an active intelligent interest in its surroundings.

Normal babies get their first teeth at about the same age, the eighth month being the average time at which this great event first takes place. If a baby does not have a tooth by the time it is ten months old, this would be fair evidence that something is wrong with the nutrition of that baby.

When a baby is one year old it should be able to pull itself up and stand by holding on to the sides of its crib or a chair. At fourteen months it will usually begin to take its first steps, and at sixteen months will usually be walking alone. When babies fail in these normal requirements by months, there is usually something wrong and one would be warranted in suspecting that the infant is not entirely normal. At a year a child should weigh approximately three times its birth weight, should have six teeth and be vigorous, alert and happy. During the second and subsequent years the normal gain is much less, being for the second year about six pounds and for the third somewhat less.

For one who is accustomed to seeing and examining many it is not difficult to determine what is physically normal or subnormal. It is when one attempts to decide the mental condition of young infants that the task becomes difficult. However, by the time a baby is one year old, or even younger, it is usually possible to determine with some degree of accuracy whether a child's mentality is fairly normal.

To be born normal is of course vital, but to remain so throughout infancy and childhood is equally vital.

To go back again to the twenty-six new-born babies in the hospital, all having been born fairly normal, what factors will be the most important in keeping them normal so that they will grow into strong, healthy men and women able to shoulder a fair share of the duties and responsibilities in their respective communities?

By far the greatest single factor for their future well-being will be their environment. The character of the food, the general care, the sunlight, the air, the water, the exercise, the clothing, the discipline, the moral tone of their everyday life—upon these things, barring accidents and disease, many of which are preventable, will depend the future of these twenty-six babies. Mothers and fathers must inform themselves accurately about all of these things or they are not even moderately fulfilling their obligations to their children.

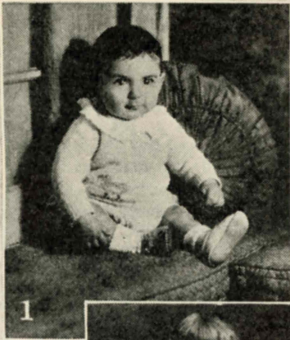
In order to keep children normal they should have a careful physical examination at least once yearly, and if possible, twice yearly. These regular examinations which must be made by a physician who especially knows this field, should be supplemented by special examinations whenever there is a suspicion that things are not going right with the child, or when there is an infection of any sort. Many times what seems to have been a mild infection leaves complications which if not discovered early and remedied leave permanent disability.

It will not be long before every county will have its public health physician and nurse.

(Continued on Page 22)

Great Northern Semaphore

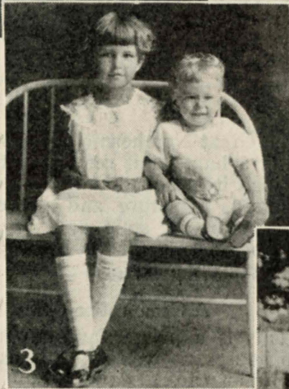
These Little Great Northern Sunshines Don't Mind April Showers



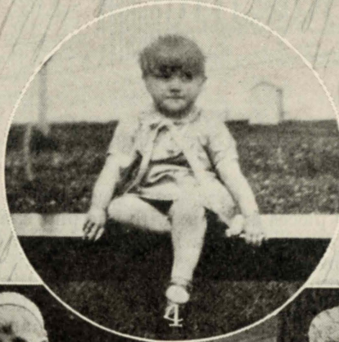
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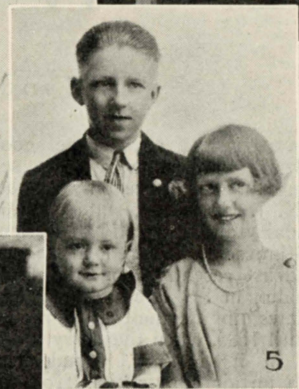
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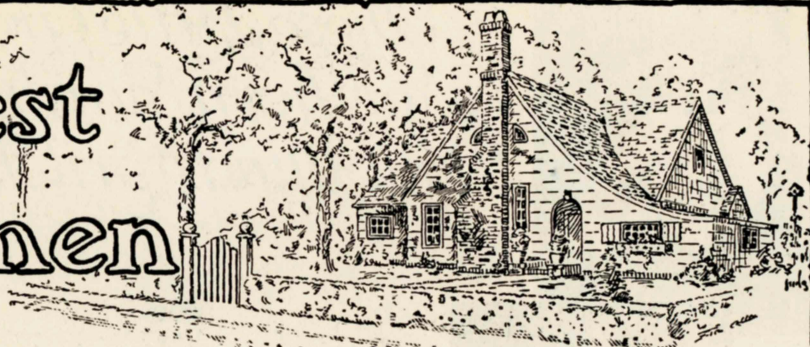
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1. Harold Stanley, son Harry I. Wayne, T. F. Agent, Portland, Ore.; 2. Caroline Vivian and Arline Alberta, daughters Arthur J. Quist, carman, Superior, Wis.; 3. Fay and Merle, daughters, L. E. Erickson, agent, McGregor, N. D.; 4. Virginia, daughter P. Backer, section foreman, Doran, Minn.; 5. Percy, Arda and Virgil, children Anton Anderson, section foreman, Arvilla, N. D.; 6. Raymond Lloyd, son Lewis Bergan, Whitefish, Mont., and nephew, C. W. Rein, signal maintainer, Summit, Mont.; 7. Helen Agnes, daughter N. J. Verkinnes, conductor, St. Cloud, Minn.; 8. Gertrude, daughter Ernest Edinger, B. & B. carpenter, New Rockford, N. D. (with her Daddy); 9. Jackie, son B. J. Conklin, and grandson Patrick Garin, veteran passenger conductor, Seattle, Wash. (with his Mother); 10. Luverne, Dorothy and Jerome, children John Blonigen, roundhouse timekeeper, Great Falls, Mont.; 11. Jean C., daughter J. M. Arnold, relay manager, Grand Forks, N. D.; 12. Hugh Franklin, son Hugh A. Stoddart, engineer U. S. Government, and grandson James Stoddart, right-of-way, land and tax department, St. Paul; 13. Gerald George, son Lewis Bergan, Whitefish, Mont., and nephew C. W. Rein, signal maintainer, Summit, Mont.; 14. Jocelyn Mary, daughter D. G. Paul, carman, Hillyard, Washington.

Of Interest to Women



Conducted by MRS. J. MABEL DILHAN

TO THE PEOPLE OF A state, good, clean, wholesome food is second in importance only to good morals," N. J. Holmberg, state commissioner of dairy and food and of agriculture of Minnesota, declared in a radio talk, broadcast recently from the Hotel Lowry studio, in St. Paul.

Food laws in Minnesota were not enacted until 1885, when the dairy industry, then in its infancy, found itself faced with unfair competition from the producers of cheap substitutes for butter. Since that time numerous laws, regulating the sale and manufacture of dairy products, eggs, general foods, cigarettes, paints, stock foods and canning factories, have been placed on the statute books.

"Nearly every state in the Union," Mr. Holmberg stated, "recognizes the necessity for rigid food control and they are spending liberal sums of money to promote friendliness, as well as to foster fair dealings in all commodities that go to sustain life."

Among the many advantages included in the delightful working conditions which prevail in the Great Northern general office building, those who appreciate the value of high-grade food properly prepared, place the accommodation afforded by the cafeteria on the thirteenth floor, in the first rank. The daily and certain privilege of ordering from a large variety of food, of known quality, and eating it in an immense room, with unlimited light and air, and without the annoyance of being jostled or crowded, constitutes an important factor in the uniform good health so necessary to the maintenance of 100 per cent efficiency, which is the ambition of all Great Northern employees. Among Chef Leo Kramer's specials, chow mein is a great favorite, and requests are constantly being received for his recipe, so that those who desire to do so may prepare it at home. Undoubtedly many fastidious cooks who live too far away to visit the Great Northern cafeteria, will also appreciate this recipe:

Chef Leo's Chow Mein

For an average family, a chicken weighing about 3½ pounds; boil until well done. Also 3 pounds lean veal, cut in inch pieces and sautéed, that is fried in a little hot grease, until thoroughly seared; the grease to be at maximum heat when meat is put in. Add to veal 6 stalks of celery, washed and cut in 1½ inch pieces, and over this pour the chicken broth and cook until done. Mix 3 ounces corn starch with cold water, flavor with chop suey sauce and add to veal and celery, to thicken. Make egg noodles by beating one-half dozen eggs with a little milk, add salt

and fry like pancakes. Cut chicken in small pieces and mix with one pint can of mushrooms. There is needed also one can of Chinese noodles, size No. 2, which put on bottom of serving platter. On top of the Chinese noodles put the thickened veal and celery, and on top of that the egg noodles with the mushrooms and the chicken. Serve with rice on the side, and chop suey sauce, as desired.

The following recipes are favorites of Great Northern dining car chefs, as well as of the public they serve:

Baked Salmon Natural

Cut fish in desired pieces, place in well-buttered pan, add salt and pepper and a little flour to thicken, sprinkle with butter, add a little stock, about one-half pint for two portions, prepared from bones and trimmings. Place in moderate oven and bake until done.

Minced Beef Cutlets

Use left-over beef and trimmings that may be on hand, run through food chopper. Mix onions and 1 green pepper, salt and pepper, shape into form of cutlet, dip in cracker meal, brown on both sides, serve with Espagnole sauce and teaspoonful of peas.

Chocolate Melba

Bake cup cakes. Hull cakes out to the crust. Fill with whipped cream. Place cap which has been removed back on again. Cover with thick chocolate sauce and serve.

Butter-Scotch Sauce

One tablespoonful sugar (browned to golden brown); 1½ pints water; 1¾ cupfuls sugar. Boil 3 minutes, add heaping teaspoonful cocoa, 5 drops extract of vanilla, ¼ cupful butter. Simmer to a glaze, thicken with corn starch.

Stuffed Green Peppers

Chopped onions, celery and fresh bread crumbs sauté. Bake in slow oven. Use this to fill large half of green peppers.

Sauce for Same

Minced mushrooms stewed in butter. Espagnole and tomato sauce added with lemon juice and chopped parsley.

Sweetbreads en Casserole

Soak sweetbreads in cold water with a little salt until all blood is out, then transfer to fresh water slightly salted and bring to boil. Cool off in cold water and peel skin off. Put butter in frying pan, sweetbreads to sauté in this. Add small white onions, fresh mushrooms, green peppers, simmer to a light brown color, add 2 or 3 tablespoonfuls good meat stock. Place all in casserole and cook in oven for 15 minutes.

One Great Northern chef says: "When boiling a ham let it remain in the water in which it is boiled until water is cold. This adds moisture and prevents ham from becoming stale and dry, but be sure to start it off in boiling water—this retains the flavor."

A Combination Grill

(This is a prime favorite in English chop houses, as well as on Great Northern dining cars.)

Small cut of beef tenderloin, 1 veal kidney split, 1 lamb chop, 1 slice of ham or 2 of bacon. Serve hot. Garnish with watercress.

Great Northern Rice Italienne

Boil 1 cupful rice; when done add 3 cupfuls Spanish sauce and ¼ pound American cheese. Bake in casserole in hot oven for 10 minutes and serve in casserole.

Spaghetti a la Glacier Park

Two ounces bacon chopped fine; 2 ounces ham (fat) chopped fine; 4 ounces onion chopped fine; ½ ounce garlic chopped fine; 1 ounce green pepper chopped fine. Braise all together with ham bone and one can of tomatoes; cook for 1 hour, strain and mix with hot spaghetti. Season to taste. Serve in casserole with Parmesan cheese and minced chicken.

Boiled Tenderloin Tips—Southern Style

Cut tail end of tenderloin into pieces 1 inch square, season and boil gently in enough water to cover. Boil 1 head cabbage, 6 carrots, 4 medium-sized onions, 2 green peppers and 6 potatoes. Quarter all vegetables and serve hot en casserole.

Wenatchee Apple Cake

Make a dough with 1 pound of butter, 1 pound of flour and 1 cupful of milk. Roll thin and place in baking pan, cover with sliced fresh apples, mix ground cinnamon and powdered sugar and dust over the apples—then bake. When nearly done add a custard made of 1 pint of milk, ¼ pound of sugar and 3 eggs mixed well. Bake again until custard sets.

Pork Chops—India

Cut 8 good-sized pork chops, arrange flat in baking pan, season with salt and pepper and sprinkle with curry powder. Mince fine 2 good-sized carrots, onions, turnips, raw tomato and small stalk of celery. Cover vegetables with chops. Place contents in oven until vegetables are well cooked. Finish by adding heavy brown stock sauce and allowing to simmer 10 minutes. Serve with rice and garnish with toast.

Great Northern Semaphore



"At the Front" in Oregon

THE GROUP SEEN IN THE picture above, is composed of six members of the Cascade Division engine and train crew, which was "at the front" in connection with the construction of the Bend-Chemult line in Oregon.

From left to right they are, standing: Wm. Riley, engine watchman; C (Topsy) Holland, engineer; C. V. Boies, brakeman; D. H. Waite, brakeman, and Lee Dowling, fireman. Sitting is E. T. Carter, conductor.

Not Satisfactory

Pat was being examined as to his knowledge of a shooting affair.

"Did you see the shot fired?" the magistrate asked.

"No, sorr; I only heard it," was the evasive reply.

"The evidence is not satisfactory," replied the magistrate sternly. "Witness excused."

Pat turned around to leave the box

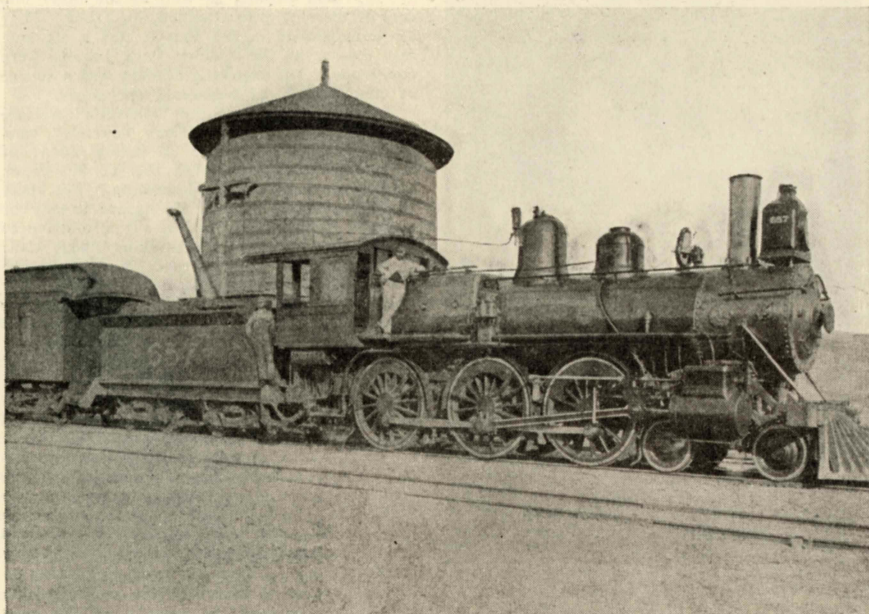
and directly his back was turned he laughed derisively.

The magistrate, at this contempt of court, called him back and asked him how he dared to laugh in court.

"Did you see me laugh, your honor?" queried the offender.

"No, sir, but I heard you," was the irate reply.

"That evidence is not satisfactory," said Pat. And this time everybody laughed.



Another One of the Old Guards

SPEAKING OF ENGINES, here is a picture of one taken in 1897, at Ed-wall (Wash.) tank. This was engine 657, pulling train No. 4, now the Oriental Limited, and shows Engineer Jack Croak, of Hillyard, Wash., standing on the running board and Fireman

Palouse Adams in the gangway. This engine is now No. 957. We are indebted to George Croak, son of the engineer in the picture, for the photograph and information. The younger Mr. Croak is now a train brakeman on the Spokane, Portland and Seattle Railway.

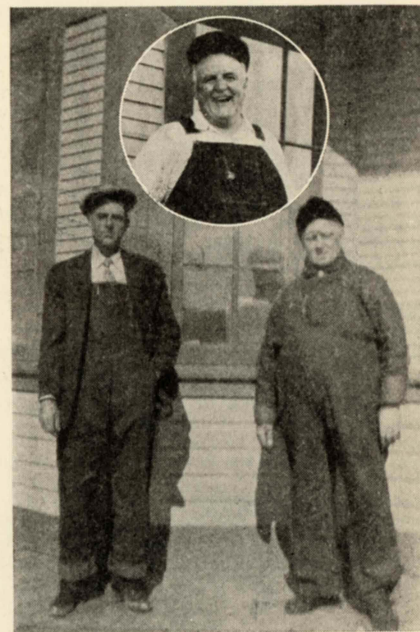
The Memory Has Not Dimmed

WE ARE INDEBTED TO Passenger Conductor Stephen H. Withey of Warroad, Minn., for a privilege of reading a letter to him from John Boe, now at the Fergus Falls (Minn.) State Hospital. Mr. Boe was injured by the explosion of a Baker heater on our lines fourteen years ago. That he appreciated the sympathy extended to him at the time of the accident, and has never forgotten it, is disclosed by his letter, which we quote in part below:

"Just a line to remind you that it is fourteen years since I got burned on hands and face by the explosion of a Baker heater on your train. Can say I am feeling fine and never forgot your kindness to me that day, and your brakeman, also agent and doctor at Roseau and W. L. Hall, the salesman. And also Mr. A. E. Jordan of the G. N. Claims Dept. or rather legal department.

"In fact I shall never forget any of the G. N. boys and I am writing you this to wish you all the best of luck. On your run, please don't forget to say hello to Agent Baker and Tom Majores."

It certainly is gratifying to find that good fellowship is appreciated at the time extended, and certainly so after the lapse of many years.



Taking Life With a Smile

YOU WILL GO MANY a mile to find a cheerier smile than you will see in the picture above on the face of Section Foreman Edwin Rude, who is standing with George Holbrook, agent at Enid, Mont., on the platform of the station. We are told that Mr. Rude smiles easily and enjoys it, as his friends surely do, but the cause of this particular smile is told by himself and we think he had a laugh coming. He said, "This is a snap (referring to the upper part of the picture) I wasn't prepared for. At the moment I was somewhat amused at the sight of a pair of my overalls, worn by a buxom lass, who had borrowed them to go choke-cherryin' in. She had stopped to relace her shoes but quickly changed her mind when half way over, when she was startled to discover that denim was not elastic."

CLUBS

What the Several Chapters and Allied Organizations are Doing

Men's Club, St. Paul Chapter 1

AT THE MEETING on February 21, C. L. Motl, connected with the Minnesota State Highway Department, spoke briefly to the club on "snow removal." After his talk moving pictures were shown, illustrating the state's task of keeping the highways open during the winter and the value and importance to the public of having them open.

Fifteen years ago there were less than twelve thousand vehicles on the roads, representing an investment of about four million dollars. Now there are about seven hundred thousand vehicles, representing thirty-six million dollars. He predicted that soon there will be vehicles representing an investment of a billion dollars on the highways, therefore it is important that the roads be kept open twelve months in the year instead of seven.

The first year when snow removal was attempted they kept one hundred miles of road open at a cost of thirty thousand dollars. Then the highway department studied the weather reports of fifteen years and so arranged equipment that they are now able to keep the roads open in winter for less cost than in summer. There are about five hundred miles of county roads and seventy-five thousand miles of township roads. The films were developed for educational purposes and had been shown to highway commissioners before, but this was the first time the pictures had been shown to a club.

Bernadine Courtney, daughter of Mrs. Courtney of the comptroller's office, furnished several piano selections and Myrtle Hutter was the reader.

THE PEOPLE of St. Paul should be proud of its Community Chest and the manner in which it functions. Some of the workings of the Chest were explained by C. Witt Pfeiffer, the executive secretary, at our meeting on March 7, 1928, who said he was glad to come to the Great Northern Club because Vice-President G. R. Martin was chairman of the budget committee, and because Jas. T. Maher, right of way, land and tax commissioner, conducted the biggest campaign last fall at the least expense that the Chest ever put over, and Vice-President and General Counsel F. G. Dorety was chairman of one of the bodies receiving large amounts from the Chest.

St. Paul's Community Chest is one of the oldest in this country and was organized about eight years ago when there were very few such organizations. Now there are about 350 and last year they raised 66 million dollars for benevolent work. The speaker said there must be some merit in the efficiency and economical operation of handling the combined givings of the citizens, or there would not be so many Chests started in other places. St. Paul gave to the Community Chest last year over 656 thousand dollars which was contributed by more than 62 thousand people, not counting the school children. The speaker emphasized the fact that 94 per cent of the contributions went direct for the purposes for which they were donated, and only 6 per cent was used to cover the overhead, including the campaign. The administration has been divided into five departments. One of the aims of the Chest is to secure information regarding the families helped and aid them in such a way as will enable them to help themselves, and make them self supporting.

The music on this occasion was furnished by Alfred F. Southeray, vice-president of St. Paul Abstract Co., soloist, with Leopold Brunner, director St. Paul Municipal Chorus, at the piano.

Great Northern Railway Women's Club

THE WOMEN'S CLUB luncheon of March 1, was well attended. Dr. Margaret Warwick, pathologist at the Miller Hospital was the speaker. When introduced to the club she announced her subject to be "Post Mortem Examinations." Mention was made to the girls of the importance of post mortems in the advancement of science and the education of those following the medical profession.

A former member of the club, Rosella Renz Jackson, sang a few numbers, with Lucille Michaud at the piano. Other entertainment consisted of a monologue by Agnes Thompson of the Dale Street Shop accountant's office.

The attendance prize was won by Elizabeth M. Mueller of the Mechanical Department.

MOVING PICTURES of the scenery, fishing and hunting along the lines of the Northern Pacific Railway were shown by Mr. Evans at the Women's Club luncheon, March 15. This territory is referred to by the Northern Pacific Railway Company as the Pacific Northwest while the Great Northern Railway Company refers to it as the Great Northwest.

The speaker, Otto M. Jones, of the Northern Pacific Railway, recommended that all who could should spend their vacations in the West, a place that is as quiet as one would like it to be or as rugged and rough as one would care to have it.

On account of St. Patrick's Day being at hand a green candy snake was given as attendance prize and was won by Mary Hackett.



Katherine Scanlan

AT EVERY LUNCHEON meeting of the Women's Club a little "sunshine" box may be seen passing among the girls. To this attractive little box many a penny finds its way. These pennies make it possible to provide comfort and cheer to members who are absent from work on account of sickness or accidents.

The following girls, one from each floor, have been appointed to report members who may be ill during the current year: Katherine Scanlan, chairman, Josephine McMahon, Rita

Gouette, Gertrude Peters, Helene Robertson, Emma Cuturia, Esther Nelson, Edith Olson, Grace Flanagan, Agnes Theissen, Thelma Dahlin, Gertrude Broders and Mable Norquist.



Antoinette Greengard

ANTOINETTE GREENGARD is the newly appointed chairman of the entertainment committee. The other members are Grace Stubbs, Florence Riley, Marie Spellman, Julia Donovan, Mable Knudsen, Edith Mueller, Florence Adair, Laura Hudek, Dolly Locke, Luella Sprain, Esther Osen, Hattie Kasimir and June Douglas.

It is expected when their names are mentioned again soon that it will be in connection with a party they are "putting on."

Glacier Park Juniors

THE MEETING of February 24 was a jolly one, and well attended. Reports of the Duluth carnival were given by President Strong, as well as the other officers of the club who attended the Frolic. They all unanimously agreed that it was a big success insofar as the Glacier Park Juniors were concerned. The bouncing blanket was a source of much mirth to interested spectators.

A guiding factor in the "Glacier's" welfare has been the so-called "Find Yourself" campaigns which have been a yearly event of our club. Mr. Richter of the Y. M. C. A. outlined it briefly at this meeting. For those who have not known of its nature it may be summed up in a few words. It is a drive to enlist the members into thinking about their future with serious reference to their possibilities, many perhaps having neglected their talents, or possessing talents still unknown to them. This vocational guidance is offered through the Y. M. C. A. by various prominent men, who delve deep into the character and education of the one to be guided, and assist greatly in the correcting of fancied faulty impressions, or discovering in raw material great ability. The results shown by these campaigns have been nothing short of remarkable in many instances. This applies to our own club, as well as to many other clubs in St. Paul. The blanks were distributed among the members and it is hoped that they will receive much benefit as the result of their interviews.

The meeting of March 9 was an interesting one, which satisfied the appetite of the sport lovers of our club. Physical Director Theiston of the Y. M. C. A. was our honored guest and speaker. His experience as an athlete, coach, referee and umpire, has given him a wide range of the various sports. The devious ways in which sports are created for the different types of athletes were described by him. The value of each game toward the upbuilding of the body, and the formation of a keen sense of alertness was shown. Another interesting phase of sports given by him showed the

(Continued from Page 20)

popularity of some particular game, in certain sections of the country owing to climate or other reasons. Mr. Theiston's talk was, as he said, impromptu but his knowledge of his profession is so complete that it was one of the treats of the year for his listeners.

Harold Lindgren and the two Pihaley boys gave ample proof of their musical ability with several pleasing numbers.

THE SETTING FOR THE meeting of the Glacier Park Juniors on March 16 was truly Great Northern. The spirit of the late James J. Hill seemed to permeate the atmosphere. Miniature ox-carts, Indian travois, a model of the William Crooks, and a replica of the Oriental Limited graced the speaker's table. Vice President G. R. Martin of the Great Northern, was the speaker, the title of his address being "From Ox-Cart to Oriental Limited." His long experience with the Great Northern enabled him to talk so competently on the subject.

While the early explorers Hennepin, Marquette, and Nicollet had much to do with the opening of the country in the Northwest, it was not until the advent of commercial transportation, even though it was the lowly ox-cart or Indian travois, did the country begin to show life other than that of the Indians. The early trading posts were Fort Gary, now known as Winnipeg, Pembina, and St. Paul, the route of travel being between these points. A caravan of ox-carts would progress slowly and sometimes take a month or more in transit. Later on, developed what is known as the stage coach days, which seemed to be a vast improvement over the ox-cart, affording increased comfort in riding and carrying heavier loads.

In 1871, Mr. J. J. Hill entered into the transportation business by operating the Steamboat Falcon, and organizing the Red River Transportation Company. Mr. Hill's knowledge of the steamboat game was acquired while working at the docks in St. Paul and, as Mr. Martin stated, the very docks on which Mr. Hill once worked can be seen from the windows of our building. The steamboat business thrived during the early 50's and 60's, running up the Mississippi for quite a distance northwest of St. Cloud. Mr. Martin stated that at this time the contemplated movement toward the building of a barge service on the Mississippi, and the successful operation of the same, seems to be quite doubtful. The proposed route would be between St. Paul and Minneapolis to the Gulf of Mexico.

In 1857, the Minnesota & Pacific Railway was granted a charter, but after building 10 miles of track between St. Paul and St. Anthony the road went into receivership. It was at this junction that Mr. Hill afterwards known as the "Empire Builder" took up the reins of the fragments of the M. & P. Ry. and organized the St. Paul and Pacific Railway. Norman W. Kittson, who had been first a competitor and afterwards an associate of Mr. Hill, assisted in this enterprise. From then on, the history of the road reads like a version of Jules Verne made true to life. The extension of the line to the Pacific Coast, with its many branch lines feeding the trunk line, has developed it into one of the great rail systems of the day.

Mr. Martin also mentioned the fact that the Great Northern has been operating a bus company for the past few years, The Northland Transportation Company, operating over 3,000 miles of road with over 300 men employed.

The Oriental Limited Orchestra rendered several popular pieces for which the club was grateful. This orchestra has obliged us quite a few times in the past, and its members are to be congratulated for their unselfish spirit in offering their services.

Basketball Notes

THE B. B. TEAM HAS continued its string of consecutive victories, having decisively defeated all the teams in the league who previously nosed them out in the first round of play. While there is no championship in sight, our boys have definitely demonstrated that since they have finally gained their equilibrium, they are the class of the league. Better luck next year.

St. Paul Clubs at Duluth Frolic Headquarters Crowd Helps Twin Ports Make Merry



The Three Clubs Ready to Leave for Duluth

HAVING FOUND IN 1927 that the Great Northern Clubs at the St. Paul general office building, turned out when invited and helped to make a success of a jubilation, the Duluth Winter Frolic managers, backed up by the Superior Great Northern Club, extended another invitation for 1928. As soon as the invitation reached the Sainly City, the "Goats" began to cavort around and make preparation. A delegation from Minneapolis Club, No. 5, helped to swell the gathering, as was the case last year.

Two carloads of Great Northerners journeyed northward on the 15th of February, with the band in snappy red and green uniforms, reinforced by carnival overcoats. The rest of the delegation, which numbered around one hundred and twenty in all, were uniformed to match. Arthur Witbecker was leading the band and little Dick Campion was there to be made much of by all as he well deserves, for a nicer lad it is hard to find.

Skiff, Maloney, Anderson and Olson, composing the Great Northern Quartet, sometimes called "The Quartet of Quality," were on deck as usual and copped the forty-dollar prize for being the best costumed group. The Misses Capistrant, Anderson, Fearing, O'Brien and Gilbertson, known far and wide as "The Great Northern Songsters," also went as did a host of other headquarters entertainers including Ethel Tamborino, violinist, accompanied by Mary Alicia Browne, Edna Gille, soprano, Agnes Thompson, reader, Evelyn Hansen, soprano, accompanied by Lucile Michaud, John H. Boyd, baritone, Mark Haywood who teams with Anderson in a skit, and the Oriental Limited Orchestra under the leadership of Harold Lindgren, all of whom assisted in a radio program broadcast over the air from WEBC, the Duluth station, in which program the band also joined.

President J. C. Rankine of the Men's Club, assisted by Vice President Jack Mullane, and other officers and President of the Women's Club, Esther Hupfer, assisted by her vice presidents and other officers, as well as Mrs. Olivia Johnson, the first president of the Club, who made most of the arrangements for the visitation, and President Marshall Strong of the Glacier Park Juniors were here, there and everywhere, directing the trips to various plants and public institutions which were serenaded by the band.

Were the bouncing blanketers present and at it? We'll say they were; improved with

practice even over last year. Everybody that could be grabbed was bounced including our own Billy Light, and to cap the climax, May Weisner jumped out of a window of the Androy Hotel in Superior and was caught "as easy as anything."

Wednesday evening, the big parade was put on, and the Great Northern participants from the Twin Cities and the Twin Ports made a splendid showing. After the coronation which followed the parade, many attended the ball at



Billy Light Being Bounced

the Armory, in honor of the Queen, where the Songsters were on the program.

On Thursday a luncheon was held at the Hotel Androy, Superior, at which Superior members of the Great Northern family were guests of honor, as well as members of the local Kiwanis Club, which meets there every Thursday. J. C. Rankine was toastmaster at the luncheon and also at the banquet at the Hotel Duluth, which was held Thursday evening and was followed by a dance. Music was furnished for this by a Duluth orchestra, of which E. E. Roecker, a Great Northern employe is director.

James (Jimmie) McGeever, who is a whiz on skates, was prominent in the skating events and shows up well in the films which were made of various parts of the Frolic program.

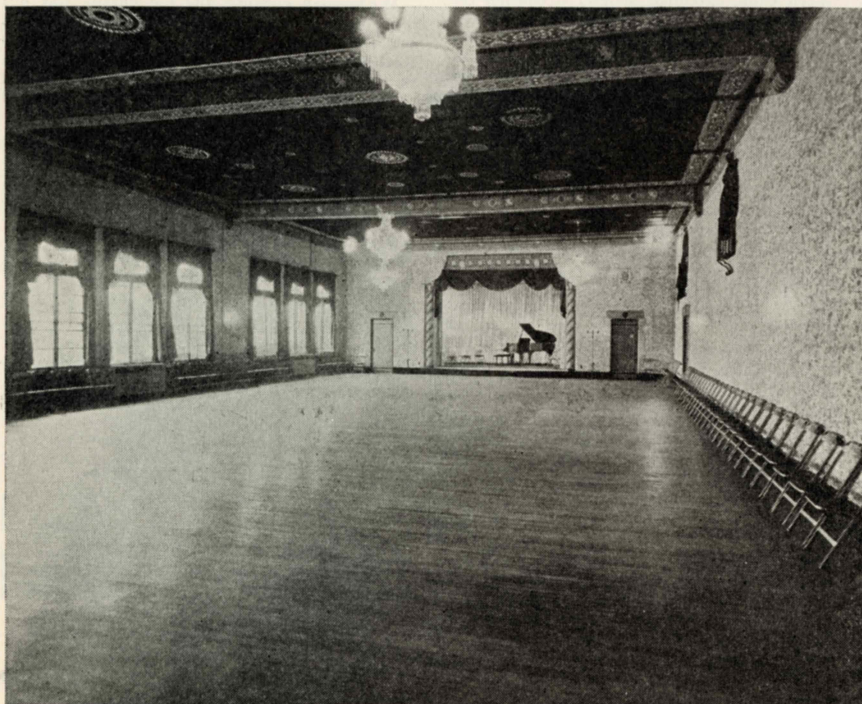
Since the carnival, letters of praise and congratulation have come to the clubs from S. V. Saxby, executive secretary of the Duluth Chamber of Commerce, and Edward P. Kreiner, chairman of the Duluth Winter Frolic committee, both of whom, with their wives, were present at the banquet.

Friday morning, the "bunch," somewhat tired but happy and undaunted, returned to St. Paul, voting the 1928 Duluth Frolic a great one, and declaring one and all that they were as glad as they were last year that they had gone and hoped to enjoy many more of the same.

VANCOUVER

THE WINTER DANCES of the Vancouver Chapter have been coming along very nicely and these monthly affairs are getting to be very popular. In January the dance was held in New Westminster and about two hundred from Vancouver, New Westminster and points south, turned out to what was one of the best dances held as yet by the Club. In February, the monthly affair was held in the Vancouver club rooms and while the crowd was not as large as expected, those who did turn out enjoyed themselves greatly.

On March 15, the New Westminster employees are having a dance in St. Patrick's hall, and according to reports a large crowd is expected. The March affair of the club is to be held on the 23rd, when a complimentary whist party and dance will be held in the local club rooms. The committee is doing a lot of work on this affair, it being something novel in the way of entertainment, and it is expected every member will turn out and bring a goodly number of their friends.



Where the Trainmen's Dance Will Be Held

THIS WONDERFUL DANCE floor of the ball room of the Hotel Lowry, St. Paul, is going to be in possession of St. Paul Lodge, No. 122, Brotherhood of Railroad Trainmen on Monday, April 9, when the forty-third annual ball of that organization will be held. As told in the last issue of the SEMAPHORE, the Quartet and Songsters will be there and Fred Albrecht and his orchestra will make the music, all of which will be broadcast from station WCCO, the St. Paul branch of which is located in the hotel.

The committee on arrangements is straining every nerve to make this the finest ball the Lodge has ever given, and it will have to be a dandy to excel some of the good times they have given their guests. Tickets are thirty-five cents a couple, with no charge for checking.

COMMENCING MARCH 24, the Twelfth Annual Montana State Bowling Tournament will be held at the Anaconda Copper Mining Company's Club House Alleys, at Great Falls. Practically every player available has been entered in the tournament either in Class A or Class B. A large number of local business houses are entering teams in the tournament, which promises to be the best ever held. The feature of the tournament is a class B "Booster" division in which many of the local industries and business houses will be represented. In order to be eligible in the "Booster" division the aggregate average of the five man team can not exceed 800.

The Great Northern Railway Club entrant into the Booster division of the State Tournament is composed of Great Northern League players who bid fair to garner some honors. The team is composed of Tom Bollin, Frank Dorricott, A. H. Malenke, Bob Birch and Les Nelson. At a practice session at the club house alleys, the quintet hit well over their 800 average, which, if repeated in the tournament, will give them a place in the money. They have the best wishes of the employees whom they are representing, for setting a new state record.

EVERETT

MEMBERS OF GREAT Northern Club, Chapter 10, are looking forward to an entertainment which is to be given in the K. of C. Hall March 31. This is the last party to be given under the Club's present officers with E. P. Hagland as president. The committee is working hard to make this affair a big success. Charles J. Moore, painter foreman, who has been so lucky at card parties this winter, is hoping to add to his spring outfit at this affair. Perhaps Mr. Hughes, gang foreman, will have something to say about that as he plays a mean hand himself. There will be dancing from ten until twelve and music by Allen Baker's orchestra.

Is My Baby Normal?

(Continued from Page 16)

Every school district will have its school physician and nurse, whose duty it will be, in co-operation with the local physician, to see that every child in that school district, pre-school as well as those of school age, has a thorough examination at regular intervals. In addition the parents and the school children are taught the fundamentals of public health.

Only in this or some similar manner can the twenty-six babies hope to peacefully wend their way from infancy to childhood to adolescence and on to parenthood, and remain reasonably normal.

Dr. R. R. Ramsey

Mechanical Supervisors' Dance

ONE OF THE MOST ENJOYABLE events of the season in St. Paul, in railroad circles, was the dinner dance of the Mechanical Supervisors, held in the banquet room of the Hotel Lowry on February 21. Around one hundred and fifty members and their families and guests were served. The dinner was followed by a program, with Aney Wemyss, locomotive foreman of Minneapolis acting as toastmaster.

On the program were the Great Northern Quartet; Great Northern Songsters; dancing numbers under the direction of Lenore Manley from her school of dancing, in which Kathleen Rettner, Alice Olson, Marjorie Albright and Eleanor Godbout participated; Miss Huffman, daughter of Master Mechanic E. C. Huffman of Minneapolis, piano solo and vocal selections, with Lucille Michaud at the piano, and Agnes Thompson of Dale Street Shops Superintendent's office, readings.

The speaker was Vice President and General Counsel Fred G. Dorety, and as usual, his remarks were a combination of good common sense and real humor. His plea for the ladies to feed their husbands well because of the importance to the Nation of the men engaged in transportation work, made a genuine hit. Music for the dinner numbers on the program, and the dance was provided by the Oriental Limited Orchestra under the direction of Harold Lindgren.

The affair was an outstanding success, due to the excellent work of the committee on arrangements headed by J. C. Sullivan, roundhouse foreman at Jackson Street.

GREAT FALLS

THE FIRST OFFICIAL meeting of the new officers was held February 27, and it was unanimously decided to conduct a big membership drive as the first work to be given attention. Accordingly, the following membership committee was appointed: Clarence Jewell, superintendent's and dispatcher's offices; Dave Reeves, freight office; J. C. Hickman, telegraph department; Elmer E. Sundquist, passenger station and engineering department; T. J. Dwyer, American Railway Express Company and dining car department; C. T. Christensen, B. & B. and track departments; Henry Kappes, freight house; T. J. Bolin, traffic department and general superintendent's office; Joe Glenn, roundhouse; Elmer Anderson, store department; Virgil Ross and William Oliver, shops; Frank Patterson, Alec Ferguson and Frank Hardy, repair track; Otto Brauch and John Boyle, yard; Raymond Stone and Stanley Totten, Enginemen; Pat Burke, Dick Bohrer, and Al Fay, trainmen. This committee expects to canvass personally every Great Northern employe in Great Falls and neighboring communities, and a 100 per cent membership is confidently hoped for.

Great Northern Semaphore

Club Social and Dance

On Saturday evening, March 10, at Columbia Hall, Great Falls Chapter No. 4, held its first big social and dance of the 1928 season. By 8 p. m. the big hall was well filled with club members and their families. President W. D. Loftus presided, and had his entire official family seated upon the rostrum. After music by the Oriental Orchestra, the meeting was called to order by President Loftus, and an hour was devoted to business matters pertaining to club welfare, and future activities. The discussions by various members, and the remarks of the president, were interesting and entertaining, and were enthusiastically received by those present. The business meeting was followed by a musical and literary program of unusual merit, during which the following numbers were given: reading, by Jesse Caffyn; violin-cello duet, by Elizabeth and Mary Louise, the talented young daughters of Traveling Auditor C. E. Colegrove, accompanied by Mrs. Colegrove; vocal solo by Sam Clutton, accompanied by Mrs. W. F. Clutton; reading, by Catherine Garrison, daughter of Check Clerk Willis Garrison; vocal solo by Jesse Caffyn, accompanied by Marian Halladay. The program was concluded by a memory test given by Mr. Loftus. The seals were cut on a new pack of Great Northern playing cards. The pack was shuffled and passed out to ten members of the audience. Each member then read off the cards he held, and after the entire 52 cards had been read by the various members holding them, Mr. Loftus called back from memory, the exact cards held by each. As explained by Mr. Loftus, it was a real memory test, and not a trick, and is a result any one can attain by careful memory training.

After the program, a cafeteria lunch was served. The floor was then cleared, and dancing was enjoyed until midnight. Music for the dance was furnished by the Oriental Orchestra, consisting of club members Kennedy, Caffyn and Tway, and Mrs. Norma Walker Canon, pianist. Great credit is due Carl Hoelzel and Leo Smith, as chairmen of the program and lunch committees, respectively, and to President Loftus and the club officers. The thanks of the officers and the entire club membership were cordially extended to those musicians from outside the club, Mrs. Clutton, Mrs. Canon, Mrs. Colegrove and Miss Halladay, whose performances at the piano made possible the brilliant success of the entertainment.

SPOKANE

THE REGULAR MEETING of the Spokane Club was held in the Woodman Hall, Tuesday evening, February 28, 1928, with President Frank Sexton presiding. On account of Mr. Sexton transferring to Klamath Falls, F. J. Bauer was elected to replace him for the remainder of the year and he will have charge of the March meeting.

A report was made by the committee on the formation of a Booster Club and it was approved by unanimous vote, the club to be known as "The World Travel Club."

Clara Foster was endorsed as candidate for the title of "Imperial Empress" of the Disabled American Veterans' Exposition, "Chinatown," to be held at the Armory, April 11 to 14. She not only is a charter member of the club, but has put in lots of time assisting the officers and various committees in helping to make the club a success, and she will appreciate the support of everyone in the club.

Alice Stevenson, of Hillyard, is also a candidate for this honor.

After the regular business session, the meeting was turned over to W. E. Haggart, who acted as chairman for the entertainment furnished by the engineers, and an interesting program was presented by the following persons who assisted: Al Elinquist, with the Hillyard High School Band; Eileen Harrington, Betty Ann Smith, Patricia Haggart, Miss Hugle, Owen Picton, Miss Anderson and Miss Sterry, Arthur W. Doble, Alice Roberts, Alice Stevenson and Wilson Bigger.

Refreshments were served and dancing enjoyed to the strains of music furnished by the O. C. Green Orchestra.

April, 1928



New Officers of Great Falls Chapter No. 4, Great Northern Club

Standing, left to right, L. E. Wagner, treasurer, A. J. Shaw, first vice president, Frank Blasing, second vice president; seated, left to right, Elizabeth Jeffries, secretary, W. D. Loftus, president.

The meeting was one of the best and the largest held by the club, but the trainmen who are putting on the entertainment for the March 27 meeting, state that their crowd will have the engineers backed off the map. Time will tell.

Spokane Great Northern Railway Women's Club

IRNA RICE who was until recently employed in the Y. M. C. A., Shanghai, China, addressed the Great Northern Railway Women's Club at its monthly meeting at the Y. W. C. A. on Wednesday, February 8. The affair was a dinner with Miss Rice as guest of honor. Her description of China and its problems was splendid.

Covers were laid for Mrs. P. H. Pugsley, Mrs. Jewell Gray, Mrs. R. K. Merritt, Mrs. Grace W. Hitchcock, Misses Marion Backus, Sybil Sayles, Mary Mills, Marion Lantry, Mary Taylor, Beatrice Spores, Opal Smith, Pearl Bell, Loretta Hurley, Nettie Archer and Florence Higgs. Mary Mills was elected to membership in the club.

Seattle Great Northern Women's Club

THE WOMEN EMPLOYEES of the Great Northern Railway Company in Seattle, Washington, have organized a club, and an election of officers was held on St. Valentine's Day, February 14. Those elected for the present year were: President, Ethel M. Ronald, general manager's office; vice-president, Georgiana M. Conley, superintendent's office; secretary, Mabel K. Reese, engineering department; treasurer, Helene Soloman, Great Northern docks. Regular meeting dates were agreed upon as the second and fourth Tuesdays each month. Nellie Fowles was appointed chairman of the entertainment committee, and as she has some very original ideas along this line, the year promises to be decidedly interesting in that respect. All of the members are intensely enthusiastic and with the co-operation of each one, the organization will undoubtedly be a real success.

THE ANNIVERSARY of the birth of the vice-president of the new club occurred on March 13, and after the business meeting, the members played cards, and one of the members created much merriment by fortune telling, and displayed a remarkable insight into what the future holds for the members. Later in the evening, Miss Conley was escorted into another room, where a birthday cake, with all the trimmings, and presents galore awaited her. There was much fun in watching the unwrapping of the gifts, which proved to be such worth while articles as back scratchers, nigger babies, dolls, jumping ropes, etc.

Fido Gets His

Helen—"Isn't Fido a naughty dog, Mama? He ate my dolly's slipper."

Mother—"Yes, darling, he ought to be punished."

Helen—"I did punish him. I went straight to his kennel and drank his milk."—*London Humorist.*

SPORTS

ST. PAUL Bowling

Great Northern Railway Twilight League

WITH ONLY TWO weeks of the season remaining, the Evening Stars are five games ahead of their nearest rivals and have practically cinched the championship. The Harvest Moons and Dreamers are having a real battle for second place, the "Moons" having a slight edge at the present time. L. J. Kittley of the auditor freight receipts office, shows no signs of letting up and is crashing the pins for a fine average of 197. W. A. Gutz of the auditor disbursements office is second to Kittley with an average of 191. In the IBA, the Great Northern team

shot 2,785 which was not quite high enough to get in the money; however, Kirchoff shot 626 in the singles and he and Gutz rolled 1,200 in the doubles, these two totals taking some of the prize money. The standing and leaders in individual averages:

	Won	Lost	Pin Ave.
Evening Stars	44	25	918-46
Harvest Moons	38	28	906-52
Dreamers	39	30	928-39
Northern Lights	28	32	916-19
Night Larks	30	36	894-1
Sunsets	19	47	871-27
High single game, actual, Kittley, Gutz..			267
High single game, handicap, Whitlock,			
Post			270
High single game, team, Northern Lights.			1,078
High three games, actual, Kittley			661
High three games, handicap, Whitlock ..			722
High three games, team, Dreamers			3,016

TWENTY LEADERS

Kittley	196-47	Ekensteen	178-44
Gutz	190-55	Wedell	177-43
Kirchoff	184-9	Skiff	176-56
Powers	182-21	Wurst	176-38
Ohlander	181-49	Hanson	176-25
Peterson	181-15	McMahon	175-45
Whitlock	180-45	Kemp	173-46
Spreisterbach	179-41	Pitzl	169-38
Lind	179-28	Thompson	169-13
Pagel	179-16	Bleckinger	169-4

R. G. Ekensteen
Secretary

Great Northern Railway Bowling League Final Records for Season of 1927-28

STANDINGS OF TEAMS

	Won	Lost	Pct.
Supts. Office	39	21	650
Shop Office	35	25	583
Store Men	31	29	517
Shop Men	31	29	517
Store Office	22	38	367
Supervisors	22	38	367

SEASON'S RECORDS

High Single Game, Young	257
High Three Games, C. Anderson	644
High Team Game, Store Men	931
High Team Total, Supts. Office	2,640
High Single Scores	Six Hundred Club
Young	257
C. Anderson	255-237
Dorricott	245-233-231
Petreni	237
Jarnot	236-235
McNally	235
Cebulla	235
Borsheim	233
Scanda	231
C. Anderson	644-637
McNally	625-607-605
Dorricott	245-233-231
Petreni	624-600
Jarnot	620
Young	613
Scanda	611
Petreni	608
Cebulla	608

INDIVIDUAL AVERAGES

	Pins	Games	Ave.
McNally	8,088	44	184
C. Anderson	9,293	51	182
Birch	5,295	30	177
Jarnot	10,123	59	172
Petreni	8,615	51	169
Dorricott	7,456	44	169
A. Paul	3,517	21	167
Nelson	5,930	36	165
Strizich	2,957	18	164
Young	9,782	60	163
Scanda	8,747	54	162
F. Pauls	8,385	53	162
Bolin	5,814	36	162
Conover	483	3	161
Murphy	2,863	18	159
Borsheim	8,467	54	157
Rogers	3,769	24	157
R. Jewell	8,244	53	156
Cebulla	9,230	60	154
Tinelli	7,856	51	154
Murath	9,193	60	153
Haab	766	5	153
Palmer	5,277	35	151
Macek	7,857	53	148
Schroyer	1,344	9	148
J. Mahoney	8,800	60	147
Malenke	5,718	39	147
Teague	5,379	37	145
Kugelard	6,437	45	143
Fetters	428	3	143
Heikka	6,873	49	140
F. Skowran	6,721	48	140
Okrush	698	5	140
W. Skowran	7,471	54	138
C. Jewell	6,442	47	137

W. Mahoney	8,046	60	134
Mitchell	1,331	10	133
Matz	2,781	21	132
Halladay	3,559	27	131
E. Anderson	6,583	51	129
O'Hara	882	7	126
Crawford	1,361	11	124
Wallin	4,444	39	114

Auditor of Disbursements

The first annual singles championship bowling tournament of the auditor of disbursement's office, was held at Pfisters bowling alleys on March 3, 1928. Judging from the interest and enthusiasm shown, it was a grand success. Everyone appeared to be satisfied, thereby raising hopes for a bigger and better tournament next year.

Bill Hoschette, the winner, well deserves to be on top. If it had not been for a low third game, he would have "cracked" 700. John Nelson and Phil Oslund bowled consistently, putting them in second and third places respectively.

We had the honor and pleasure of having with us L. W. Hill, Jr., who, after a thrilling finish in his third game landed in fourth place.

Among those present as spectators, were H. J. Sturner and W. J. Warren.

WILLMAR

HERE IS THE standing of the teams in the Great Northern Bowling League of Willmar, Minn for the period ending March 12, 1928.

	Won	Lost	Per Cent
Engineers and Station	11	1	916
Grain Samplers and Telegraphers	9	3	750
Storehouse	7	5	583
Yardmasters	6	6	500
Roundhouse No. 1	5	7	417
Supt's Office No. 2	5	7	417
Supt's Office No. 1	3	9	250
Roundhouse No. 2	2	10	167

The Engineers and Station made high score of 985 for single game and 2,849 points for three game total. Following are the averages of ten top notchers. J. Holmberg, 188; P. Kroghus, 174; H. E. Crist, 174; H. Dale, 160; F. Peterson, 152; T. Peterson, 148; H. V.

Powell, 147; P. Peterson, 145; Radabaugh, 143; S. F. Langord, 136.

The Superintendent's Office Team No. 1, (girls' team) is doing well and it will not be long before it will be given the other teams a close rub. Following are the individual average scores. Reah Miller, 74; Pearl Dille, 71; Myrtle Nelson, 71; Hazel Dalien, 63; Kathryn Lawler, 63.

GREAT FALLS

THE GREAT NORTHERN Railway Bowling League of Great Falls completed its play of sixty games scheduled on March 9. The Superintendent's office quintet took first money, leading the Shop Office runner-up, by a margin of four games. The Shopmen and Storemen ended in a tie for third position, and the Supervisors and Store office teams tied for fourth and last place. Commencing next week a Great Northern tournament will be held for all players entered in the Great Northern League, as a final wind-up of the league. There will be three events for which suitable prizes will be awarded. The five-man event will be held next Friday March 16, and the doubles and singles will be rolled the following week. The great amount of interest which is manifested in the tournament by the officers of the league is to a great extent the result of the enthusiasm and friendly rivalry which was displayed by all players participating in the league work during the last season. The outlook for a 1929 league is indeed rosy, and from all appearances, a six-team league next year will be insufficient to accommodate all the bowlers who will wish to participate.

The final averages of the players for the past season, disclose some facts worthy of mention. Joe Jarnot, of the Shop Office, is credited with toppling over a total of 10,123 pins during the bowling season, some 341 pins better than his closest competitor, he being the only one who went over the ten thousand mark. Another curious feature is the number of games bowled by all players. Bill Young, Ed. Cebulla, Nick Maurath, Bill Mahoney and Jim Mahoney are credited with having bowled sixty games apiece, participating in every scheduled game of the league. This is interesting in view of the fact that these five men alone compose the Storemen's team, and there are no other players in any of the teams who have bowled in all the games scheduled.



Whitefish High Basketball Team
Northwestern Montana Champions

Left to right: Coach Tate, Dick, McKeen, Minckler, Hileman, Avery, Murphy, Dockstader, Stacey.

This is the second year in succession that the railroaders have won this banner.

Great Northern Semaphore

Bill McNally, holding first position in the individual averages, finished in that place with an average of 184. C. Anderson who was a constant threat to him all season having finished in second place, with an average of 182. Bill Young takes high single game honors, with his score of 257 which has been threatened several times, but never beaten. C. Anderson's 644 for high three game total has never been equaled for consistency in three games. High team game honors are won by the Storeman with 931, and High team total for three games by the Superintendent's office with 2,640.

SPOKANE

Transportation League Spokane Standing to March 10th, 1928

	Won	Lost	Pins
Roundhouse	62	38	62,277
Barton Auto.....	51	49	61,158
Operating	49	51	61,954
Colyear Motor	43	57	59,667

AVERAGES

	Games	Pins	Ave.
Reeves	33	6,404	194
Anderson	69	11,342	171
Arthur	6	1,026	171
Morrow	75	12,788	170
O. Thompson.....	69	11,685	169
Nicholson	69	11,508	166
Colville	57	9,463	166
Baker	75	12,185	162
Ertel	75	12,152	162
Kachinsky	60	9,614	160
Roberts	72	11,500	159
Smith	75	11,881	158
M. Thompson	63	9,921	157
Allen	72	11,294	156
Partridge	9	1,374	152
Burns	69	10,399	150
Fox	54	8,128	150
Barton	74	10,913	147
Long	66	9,690	146
Atkinson	69	9,812	142
Todd	5	637	127



Edna Lindstrom

TWO RAILWAY BUSINESS Women's Association bowling teams of the Twin Cities competed with the Chicago Association teams at Chicago on March 10, for the national trophy which one of the Twin City teams won.

The girls representing the Great Northern Railway Company in these teams were Edna Lindstrom, Margaret Heaton and Myrtle Hutter.

The high average in the Twin City team was held by Edna Lindstrom whose picture is printed above.



Great credit is due to Conductor J. O. Nelson for his recent presence of mind when he rescued A. L. Estherson, representative of the Moorhead Inspection Bureau, when the latter had been overcome by monoxide gas, while inspecting a car. Mr. Estherson fell on the track, as he started to get out of the car, in the path of a freight train and Mr. Nelson jumped from his train and snatched him out of danger.

A credit mark has been placed after the name of Brakeman W. S. Ledbetter of Interbay, Wash., for discovering a cracked wheel on GN 23602 at Cashmere, March 7, on train first 402. This watchfulness is very likely to have prevented a serious accident.

Mr. Norman Hill, chief clerk, Minot, N. D., has been commended for extra care in discovering in checking waybills of extra 2107 on February 16, that SP car 67253, lumber for Colone, S. D., routed Portland, Great Northern, Crawford and C. & N. W., could not be delivered at Crawford, Minn., but should have been sent via Billings. Car was held at Minot for instructions.

While inspecting his train at Stanley, N. D., on February 16, Brakeman S. K. Wilson found broken arch bars on BMX car 813, load of oil for Hillyard, Wash. Expression of appreciation for careful attention to duty has been sent to him.

Section Foreman Anton P. Reber, of Albany, Minn., has been commended for noticing brake beam down on train 505 on February 21 while it was passing, and notified train crew and had repairs made, thus avoiding what might have been a serious accident. He has also been commended for discovering sliding wheels on refrigeration car in extra 3002 west on February 23, due to defective triple valve, at which time he ran alongside of the train, while it was moving slowly, and released the air and notified the conductor.

About three miles west of Dayton, Minn., on February 19, Conductor A. M. Strommen discovered FGE 51152, car of spuds, with all three arch bars in bad order. It seems certain that if this had not been discovered, the car would have been derailed, and Mr. Strommen has been given a credit mark for his attention to duty.

When No. 447 was passing Blair, Mont., on February 17, Section Foreman Fred Tatchell, of Blair, noticed what appeared to be a sprung journal or loose wheel. He immediately notified Havre, and the train was stopped and car, which had a broken arch bar, set out for repairs. Mr. Tatchell has been officially commended.

Switch Foreman Wm. M. O'Brien of Minot, N. D., has been awarded commendation for noticing a brake beam down on train extra 2101 west, as it was pulling by the passenger station at Minot, and has been commended for his watchfulness and for notifying the crew and having the train stopped and thus preventing accident.

Official commendation has been extended to Brakeman H. G. Webster of the Kalispell Division for close attention to duty which resulted in discovery of a chipped wheel on GN 120870 at Silvertip, Mont.

A letter of thanks and commendation has been sent to Brakeman T. J. Papineau of Whitefish, Mont., in connection with his action in clearing rocks from track near Stonehill, thereby avoiding delay of train No. 2, and also preventing what might have been a serious accident.

On February 27, Brakeman J. W. Ewinski, on train 274, discovered a broken arch bar on a carload of wheat which he was picking up at Gilman, Mont., and his watchfulness has been commended as the car was set out for repairs, and possible accident averted.

A serious derailment was made impossible, when Brakeman John H. Irwin, on extra 3128 east, on February 28, found a broken arch bar on GN 42077, at Cushman, Mont., and had car set out. His care has been commended.

Commendation has been extended to the following for extreme care and watchfulness on the Dakota Division:

Conductor O. Nelson, on February 16, for discovering broken arch bar on GN 4010, grain for Minneapolis, while inspecting extra 3094.

Conductor Wegman and Brakeman Brainerd, for discovering broken arch bar on GN 123877, car of coal, while inspecting train at Hannaford, N. D.

Conductor Geo. Adkins, for discovering broken arch bar on FGE 20123, car of apples, while inspecting train at Hannaford, N. D.

Brakeman Joe Freemark, for discovering broken arch bar on GN car of shingles, while inspecting train at Caselton, N. D.

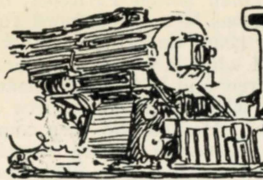


Walter Gutz

Wallie Gutz Rolls Perfect Score

WALTER GUTZ, OF THE office of the auditor of disbursements, got in the hall of fame on March 11, when he rolled a perfect score of 300, which to the uninitiated means that he knocked down all the ten pins on a bowling alley twelve times in succession. Gutz is a member of the Dreamers team of the Great Northern Railway Bowling League and has an average of 191 for the present season so far.

The three-game total on the evening when he made the perfect score was 686, and he took first place in the amateur sweepstakes singles which were being run off at the Ran-Ham Recreation alleys at that time. Congratulations, Wallie, and we hope you do it again someday!



Division News

BUTTE DIVISION

Associate Editor

ELZA TWAY

Great Falls, Montana

Twenty-five years ago every boy in America was a ball player. Every country and city school ground was a baseball diamond, as was every corner lot and vacant field. At the age of 12 every red-blooded American boy could throw, pitch, catch and bat, and was fully as familiar with baseball rules and regulations as the managers of the big league teams, to which ethereal heights of baseball glory it was his greatest ambition to ultimately climb.

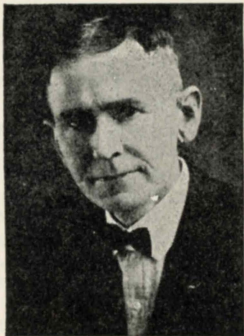
The decline in interest in the great national game among our American boys, has long been a subject of deep concern to all lovers of good sportsmanship and true Americanism. Automobiles, golf, moving pictures, the radio, and many other modern inventions and pastimes have been factors in diverting the minds and activities of our boys from the vigorous and healthful game of baseball. The corner lot diamonds have been deserted. The gang's collection of old bats, coverless balls, and aged mitts, has been consigned to the cob-webbed attic of other days. Even the time-honored argument over the superior qualities of a "Reach" and a "Spaulding" has been forgotten.

Since the inauguration of the Boy Scouts movement, no announcement has met with more universal approval from lovers of American boyhood and the national game, than the recently launched plan of the Americanization committee of the American Legion to organize a nation-wide Junior Baseball League. One hundred thousand boys under the age of 17 will be brought back into the game. Interest in the plan was given great impetus on February 14, when the advisory council of the major leagues, in session at Chicago, voted \$50,000 to assist the Legion in its promotion. State champion teams will meet in regional elimination tournaments, and the winners in each of the major divisions will meet in a "Junior world series" to decide the national championship. The National Junior Champions will be guests of the big leagues at the major world series.

The Great Falls post of the American Legion has already put the movement under headway. The various civic clubs and other organizations of the city have been invited to join with the Legion in forming a junior league in Great Falls, and have been asked to sponsor teams. The Great Northern Railway Club, which will back their Orientals in the regular Great Falls City League, has the matter of a team of railroad boys for the Junior League under consideration. President Bill Loftus advises that at some meeting in the near future it will probably be brought up for discussion, decision as to what action will be taken, depending, no doubt, on the interest displayed in the proposition by the club membership.

Assistant General Freight and Passenger Agent J. F. Pewters was in Great Falls February 25, and as usual found time enough away from important business meetings to call at the local offices and shakes hands with the boys. Mr. Pewters enjoys a half-hour talk with the men of the firing line fully as much as one with the president of a big corporation, and therein, no doubt, lies the secret of his great popularity with railroad men and patrons alike.

Wm. F. Richeldeffer, old time operator at "PD" returned March 1 from Geneva, Indiana, where he was called early in December by the death of his father. Bill says the Hoosier State is all right, but he didn't feel quite natural down there, and the homesick feeling never wore off until he got back across the Montana line.



Engineer Robert L. Coburn, who has been suffering ill health since early in December, recently returned from a month's sojourn at Hot Springs, Arkansas. Mr. Coburn is slowly improving, and it is hoped that he will be able to return to service in a few weeks.

Bob MacKenzie, popular and congenial traveling freight agent, from the Eastern Montana territory, spent Saturday and Sunday, March 3 and 4, visiting with his family in Great Falls, and renewing old acquaintances around the local offices.

Mrs. P. J. Burke, wife of Conductor Burke, left early in February for an extended trip. Mrs. Burke went over the Burlington to Chicago, and will visit friends and relatives in that city and surrounding states, and will then go to Los Angeles, stopping over at Phoenix, Arizona. After a short visit in Los Angeles, she will return to Great Falls by way of Salt Lake.

Mrs. Lena Clees, wife of Section Foreman John Clees, of Sweetgrass, who was a passenger on the C. P. R. returning from Lethbridge, was fatally injured by the derailment of the train on January 17. Her arm was badly mangled and she also suffered internal injuries. She was rushed to the C. P. R. Hospital at Lethbridge, but did not survive the shock, and passed away on January 19. Mrs. Clees is survived by her husband and daughter Louise, of Sweetgrass, and a number of relatives in Loretta, Minnesota. She was well known and very popular in Sweetgrass and vicinity, and was noted for her cheerful and hospitable disposition, being always ready to feed a stranger or help any one in need in the community. She was always out to greet passing train crews, and her loss is sorely felt by them. After one of the largest funerals ever held there, the deceased was laid to rest at Loretta, Minnesota, her old home town. Section Foreman Clees is one of the senior section foremen on the Butte Division, having been in the service 24 years.

Conductor J. F. Sells returned to work on February 21, after an absence of about six months owing to injuries received last August while he was in charge of the ditcher at Wayne. We are all glad to see him back on the job and we guess he is too, from the way he seems to enjoy being at work again.

W. S. Potts, agent at Kevin, returned to his duties on February 28, after an absence of several weeks. During his absence the station was handled by Extra Agent L. D. Cowie.

Mrs. O. Nicholson, wife of Assistant Chief Special Agent Nicholson, joined her husband in Great Falls on March 2. They will take up their residence there.

We are pleased to report that Roy E. Baker, who was taken ill with the flu while working as extra agent and telegrapher, relieving Agent J. P. Canavan at Portage and went to the Boulder Springs to recuperate, has now fully recovered.

Mrs. Maria Maki, mother of Extra Agent John V. Maki, was called to Butte early in March on account of the death of a relative.

It was a sunny, lazy afternoon in early spring time; one of those soft, quiet afternoons when everybody around the telegraph office felt in a mood responsive to the sleepy silence of the wires and the musical drone of the big blue fly as he tried out his wings in the sunshine of the window.

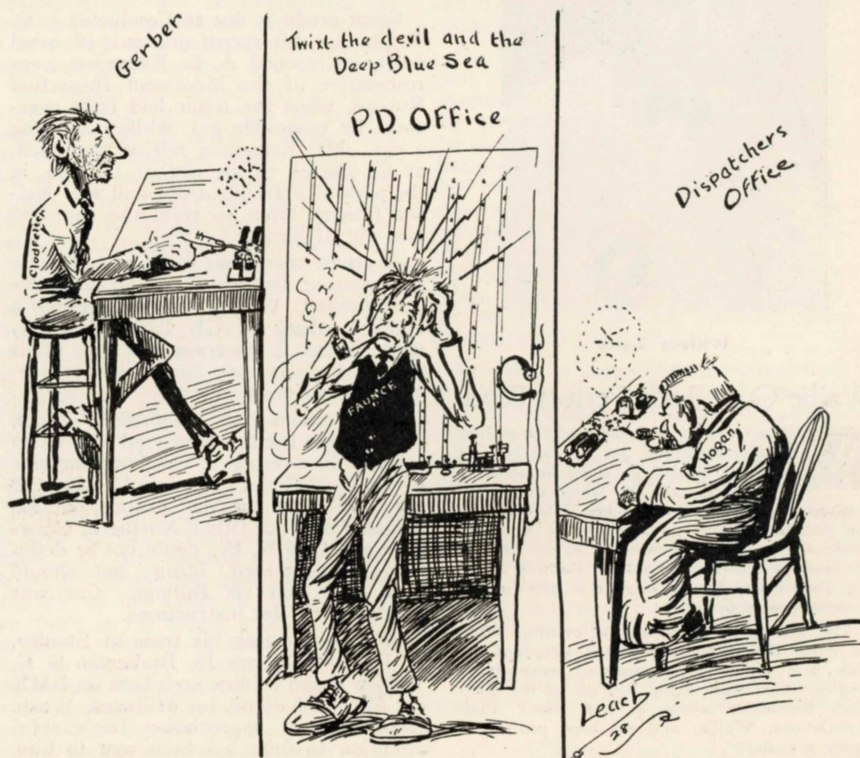
Wire Chief Faunce was enjoying his regular afternoon siesta in the big easy chair at "Pee Dee." We use here this word "siesta" with careful reservations, for while the term is usually defined as a midday or afternoon nap, we hold firmly to the opinion that Jay Emm merely had closed his eyes to give them a little relief from the bright spring sunshine, and that the peculiar gurgling noises originating in the vicinity of the manager's chair, were simply the purring of the office cat, who was asleep under the table.

Now, if there is anything that makes a wire chief madder than a wet hen, it's to have everything go "hay wire" and rouse him from his siesta, especially on an afternoon when not even a spring zephyr is stirring. But facts are facts, and sometimes they insistently demand attention regardless of the ugly temper they may put us in.

Albeit, the repose of the chief was suddenly and ruthlessly broken by a violent disturbance on 652. The agitated relay was emitting a combination of sounds which could only be compared to a nest of mad bumble bees. Rattlety-bang-buzzity-buzz-br-r-r! Dots and dashes in wild confusion.

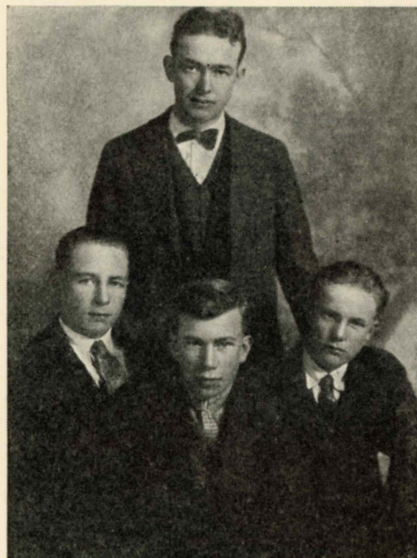
"Wow!" yelled the excited chief, making a jump for the switchboard. "Wot the blickety blitzen's the matter now? Must be tied in on a nest of machine guns somewhere." "Adjust your relay," yells Wild Bill Richeldeffer, from back in the quad corner, "maybe it's a telegrapher in distress."

The chief tuned down the relay to the eleven thirteen wave length, and the following conversation fell upon the ears of the scared listeners:



"GR GD GS HO GR GR GD HO"
 "I GD"
 "Gerber, this is Hogan. Have you got car 61V8M there?"
 "What's that?"
 "I say, have you got car GN P14BO?"
 "No, it's one of the new Fords."
 "You say it's BO?"
 "Yes, makes 60 easy."
 "No, it's not poles, it's company coal."
 "What is?"
 "GN 6 1 4 8 0. I say, is that car at Gerber?"
 "Oh, GN P A N V B O. That went out on P77."
 "O K. Have it kicked up."
 "I K."

"Yow," hollers Wild Bill, "pull the pin on them bozos before I get beyond control."
 Charles A. Lang has been added to the general agent's forces at Great Falls. Mr. Lang is a nephew of E. H. Lang, general traffic manager of the Anaconda Copper Mining Company, and comes to us from Rapid City, S. D., where he has been in the employ of the C. & N. W. Ry.



Belt Stock Judging Team

The Belt (Mont.) stock judging team, from the Smith-Hughes department of the Belt Valley high school, won first place on the Great Northern lines at the stock judging contest at Bozeman, and will be the guests of the Great Northern as Montana representatives at the Pacific International contest at Portland, Ore., next November. Seated, left to right, Harold E. Johnson, William Porter and Eino Kivi. Standing, D. L. MacDonald, instructor.

The annual "get together" dance and social given by Sun River Lodge No. 405, Brotherhood of Railway Trainmen, was held at the Odd Fellows' Hall in Great Falls on February 16. Members of all other railroad employees' organizations in the city were invited guests, and the event was pronounced one of the outstanding social functions of the season. A well arranged program of music, readings, and fancy dances, was followed by a buffet lunch. Prizes in the form of boxes of confectionery, were awarded to the ladies present, the ladies' names being drawn by lot, and every third name drawn receiving one of the gifts. After the entertainment and lunch, dancing, both old-time and up-to-date, was greatly enjoyed by the big crowd. The committee in charge, to whom great credit is due for the success of the social, consisted of P. H. Madison, Jack Houtari, and Harry Jones. Among old timers present may be mentioned P. E. Lamere, who was a trainman for 31 years, has been treasurer of Sun River Lodge for 12 years, and for several years a constable in Great Falls. Clarence Enlow, another old-time trainman, who suffered the loss of a limb in the service, and is at present engaged in the insurance business in Great Falls, acted as chairman for the evening.

George E. Drew, well known Pullman conductor running on trains 43 and 44 between Shelby and Kansas City, died in Kansas City on February 19 from an attack of heart failure. Mr. Drew, who was about 66 years of age, was a pioneer railroad man, coming to the Great Northern from the S. P. many years ago. For several years he was engaged in the shoe business in Great Falls and Kalispell. He resided in Kalispell for a time, and his widow, Mrs. Maude Drew, and daughter Edna, still make their home there.

Lawrence G. Levitte, chief clerk in the general agent's office at Great Falls, and wife, returned February 25 from a two weeks' visit at Oakland, San Francisco and Berkeley, California. At Berkeley they visited with Mr. and Mrs. Howard Anderson. Mr. Anderson will be remembered as trainmaster's stenographer on the Great Northern at Great Falls.

Leo J. O'Brien, for several years dining car steward on the run between Great Falls and Butte, died at Stillwater, Minn., on February 19. His health has been failing for several months, and early in January he went East for an operation, and for a short time hopes were entertained that his condition would grow better. He is survived by his wife who will remain at Stillwater. She has the sympathy of a host of friends among Butte Division railroad employees, in her bereavement.

Mrs. Ed. Videen, wife of Conductor Videen, was called to Grand Island, Nebraska, in February, by the serious illness of her grandmother.

Timothy Ryan, of Fargo, North Dakota, spent several days visiting his sister, Mrs. A. W. Fay, early in February. Mr. Ryan is a hostler on the Northern Pacific at Fargo, and was formerly a fireman on the Great Northern, working out of Havre.

A daughter was born to Mrs. C. A. Rooks, wife of Conductor Rooks, at the Deaconess Hospital on March 2.

Extra Agent L. D. Cowie spent a few days the early part of March visiting with friends and relatives at Malta.

Mrs. R. K. Holt, wife of Conductor Bob Holt, and their two sons, have just left for Los Angeles, where they will spend some little time in an effort to build up her health. Mrs. Holt has been ill for several months, and is going to try some of California's sunshine as a remedy.

Brakeman and Mrs. Fred Sauls have moved to Sweetgrass. Mr. Sauls has taken the Sweetgrass-Shelby local and having decided that life is too short to live away from home all the time he is taking home along with him.

A beautiful Past Master's Jewel was presented to Chief Dispatcher A. C. Huhn on February 25 by Great Falls Lodge No. 118, A. F. & A. M., at a meeting held on that date, Mr. Huhn having just completed a successful year as Worshipful Master.

Conductor S. M. Konsmo has been laid up for the past several weeks on account of an injury received on the Havre local, February 12.

Mrs. Leo White, wife of Brakeman White, left a short time ago for Los Angeles, where she will spend the remainder of the winter.

Operator Herman Nowek, Great Falls yard office, was taken to the Columbus Hospital March 2, suffering from an attack of heart trouble. At the time of this writing, March 10, his condition is reported as little improved.

Traveling Auditor and Mrs. L. W. Van Artsdale announce the birth of a son at the Deaconess Hospital in Great Falls on February 21. Mother and son are reported as doing nicely.

Kolin

Conductor Joe Sells returned from Seattle, February 18, and spent a few days with Agent Charles Sells and family at Kolin. His daughter Norma remained at Seattle to spend the summer with his sister.

J. E. Jennie, station inspector, visited the Kolin station on February 3. If Mr. Jennie had come a day sooner we would have blamed the six weeks' bad weather following February 2 on him, but as it is we don't think he had anything to do with it.

Joe Nedved, section foreman at Kolin, has just purchased a Jewett coach. Guess Joe will pass all of us flivver hounds this summer. He has been showing considerable speed recently, having broken all previous records while storing coal in the station.

Mrs. Charles Sells was a passenger to Lewistown February 29, going there to do some shopping (just after pay day). She also visited with the Robinson family before returning home.

Billings

Methods of expediting the movement of freight through Billings and Laurel terminals, were discussed at a conference of Great Northern, Burlington and Northern Pacific railway officials here Friday, February 3. Among those in attendance were F. Wear, superintendent of the G. N. at Great Falls; Frank Cone, superintendent of the Burlington of Sheridan, Wyoming; Fred Brastrug, superintendent of the N. P. at Livingston; J. A. Mercer, assistant superintendent of the N. P. and J. S. Watson, assistant superintendent of the G. N. of Billings; and I. E. Manion, trainmaster for the G. N. at Great Falls.

H. M. Bachelor, scale inspector, has just completed repairing the warehouse scale at the Billings freight depot.

General Superintendent W. R. Smith and Superintendent F. Wear, were visitors at Billings on February 28.

Lela Rowlen, clerk in the Billings freight office, visited friends in Huntley, Montana, on Sunday, February 19.

Butte

The marriage of Miss Margaret Comba and Switchman P. E. McIntee was recently solemnized at Tacoma. After a wedding trip to California, they have taken up their residence in Butte, where the groom is a popular railroad man. The bride is also well and favorably known here, and is president of the Ladies' Auxiliary of the American Legion.

Evelyn Cunningham, rate clerk at the Butte freight office, recently underwent an operation for appendicitis at St. James Hospital. She is much better, but will not be able to return to work for some time. R. P. Manckhen is holding down the rate job in her absence.

Mark McManus, switchman, was a recent visitor at Salt Lake, Utah.

Mat Falcon, car repairer, is reported ill with pneumonia at his home.

Charles Carlson, car repairer, is back on the job after being laid up with a severe attack of rheumatism.

The rip track bone crushers threatened to stage a wrestling match last week, but somehow it ended in a fade-out. The inspector still retains the championship.

Edward Storey, roundhouse oil man, died on March 3, after a short illness of pneumonia. He had been an employee of the company for five years. He was buried in Butte March 6.

CASCADE DIVISION

**Associate Editor
 D. O'HEARN
 Seattle, Wash.**

Bellingham, Washington

Pete Trotto, section laborer at Bellingham, is erecting a new residence on his acreage tract which he recently purchased near the Bellingham normal school.

Jack Smith, son of C. F. Smith car inspector at Bellingham, has been on the sick list for some time on account of an attack of flu, but is now recovering.

Hans Anholt, formerly section foreman at Richmond Beach, is relieving Jim Roberts as section foreman at Bellingham while Mr. Roberts is handling the extra gang that is laying steel north of Blaine.

Mr. and Mrs. Harry Briley and Dave Anderson of Oyen, Alberta, visited for a few days in Bellingham at the home of Mr. and Mrs. C. F. Smith.

Knute Thorpe, section laborer at Bellingham, was absent a few days during the first part of March on account of sickness.

Conductor Merwin of the Guichon Branch and Mrs. Merwin, were Seattle visitors for the week-end recently. Mrs. Merwin stopped over for a few days. Her mother, Mrs. Chase of Seattle, returned with her and is staying for a few days at Ladner.

Mrs. A. L. Rowan, daughter and son, accompanied by Mr. and Mrs. Goodman of Vancouver, visited Mr. Rowan at Colebrook March 2. Mr. and Mrs. Goodman returned to their home at Vancouver, B. C. the following day.

Conductor Swartengren is handling the work train now, distributing the new rails and track material for laying the new steel between Blaine and New Westminster. J. Roberts of Bellingham has charge of the unloading and the gang. It is understood that the work of laying the steel will begin around March 15 and will likely take from five to six months to complete. Seventy-pound rail is being relaid with ninety-pound rail for a distance of twenty-two miles.

The section at Townsend has been discontinued and the work from bridge 70 to New Westminster will be handled by Foreman Sato at Colebrook. Foreman Sugamoto has transferred to Colebrook and the other men to Vancouver, B. C.

Mr. and Mrs. M. Sharp were Seattle visitors over the week-end. M. J. Odonall and family motored to Seattle for the week-end and Mr. and Mrs. Sharp motored back to their home at Ladner with them. They report a very fine trip.



Mrs. Corlette, Mrs. Rowan, Mrs. Dye and Mrs. Fraser of Vancouver, B. C., motored to Colebrook on March 12 and paid A. L. Rowan a short visit. After having lunch with Mr. Rowan they returned to Vancouver, all reporting a very nice time and plenty of good things to eat. We are not sure as to who the chef was, but don't think that A. L. could get away with it, so the ladies are doubtless responsible for the eats.

Vancouver, B. C.

J. Roscoe, section foreman, was a visitor in Bellingham for two days in March.

Mrs. L. C. Swan, wife of foreman of the welding gang, visited us for two days in March. Mr. and Mrs. Swan recently returned from an enjoyable trip to Chicago, Ill., and St. Paul, Minn.

Mable Meese, stenographer in the engineering department, Seattle, was a Vancouver visitor the early part of March.

R. C. Murphy, C. P. A., Spokane, and Mr. Herbert, inspector for the Pullman Company, also of Spokane, were our guests for a short time early in March. It is not very often we see either of these two fine fellows, and more frequent trips would be appreciated.

Al Mayer, assistant superintendent of the Pullman Company, Seattle, is a frequent visitor to our city, making several trips each month to inspect Pullman service, and it is always a pleasure to have him with us.

L. E. Henderson, superintendent of dining cars, Seattle, was an early March visitor for a day.

David Alendander, ticket seller, city office, accompanied by his wife, spent his two-weeks' vacation at Ladysmith, B. C., on Vancouver Island, the first half of March.

Mr. O'Brien, third trick operator, King Street station, Seattle, was a visitor for several days in February.

George Lawrence, formerly on trains 458 and 459, is now back on his old run, 360 and 359. It certainly seems good to see his smiling face again and the fact that he wears the smile that won't come off is verified by his many friends up and down the line.

Bert Mott, brakeman on 356 and 355, accompanied by his wife and his parents, left early in February on an automobile trip to California. Brakeman Jesse Wright is relieving him.

Mrs. F. C. Meyers, wife of the local agent, left the latter part of February for a three-weeks' visit to Pasadena, California, to visit Mr. and Mrs. Palmer and Miss Lois Palmer. This was her first trip to California, and upon her return she stated she had turned from a strong Pacific Northwest booster to a Pacific Coast booster, not going back on her own section of the country, but feeling that California should be included in the section of the country she would stick up for.

Mrs. Earle Noble, wife of electrician, Seattle, was a visitor for a few days in March.

Mrs. R. J. Anton, wife of Car Repairer Anton, returned the end of February from a three-months' visit to Los Angeles and other California points.

Mrs. McCrea, wife of D. P. McCrea, clerk at Cashmere, Wash., was a visitor here for several days in March.

Mrs. Simmons, mother of Pearl Simmons, returned on March 9 from San Francisco, where she has been living since last July.

Even the worst of women-haters will fall, and Kenny Kincaid, our genial news stand manager, is no exception to the rule, but Kenny had to go over the waters to find for himself a bride and some time in April she will leave England to come to this country. Kenny will take a month or so off for his wedding trip. He will go to the east coast and meet his future bride who is Miss M. Webb. Good luck, Kenny, and may you have all the happiness possible!

J. E. Drayna, conductor, of Kelly Lake, accompanied by his wife, were our visitors in March.

E. J. Keeley, of the depot ticket office, was away several days on account of being sick the first part of March. Earl intends taking a month's vacation soon and is going to California to rest up and look into the Hollywood situation. Mrs. Keeley, Earl's mother, is at present in Los Angeles, visiting with her son, Harry Keeley.

Paul M. Cappock, welder helper, Interbay, was a visitor over the week-end in March.

Engineer Oke Allgren of 355 and 358 now says Lindy, Levine, Chamberlin and the other noted aviators may have their jobs. On the recently inaugurated passenger plane service between Seattle and San Francisco, Oke decided it would be a fine thing to be on the first trip, and when the plane *Cascade* started from Seattle he was one of its passengers. On reaching Eugene, Oregon, the plane had to descend on account of engine trouble and bad weather, and Oke boarded the first train back home and says that when any air train has to cut and run for water, he is through and never again will he get such a bright idea.

George "Dad" Childers left the latter part of February for a short trip to Seattle and Portland. He also made a few days' visit to Seattle the early part of March. Engineer Leo Clark relieved him.

Sincerest sympathy is extended to T. F. X. Beaudet, U. S. Immigration Officer at Blaine, on the death of his wife March 9. Mr. Beaudet is held high in esteem by all the Vancouver employes and others up and down the line, and it was with great regret we learned of his loss.

Ben Ross, roadmaster and master carpenter's clerk, of Seattle, accompanied by his wife and three children, were visitors at the home of E. Thomas, section foreman, over the week-end the latter part of February.

E. Thomas, section foreman, is now a proud grand-daddy; hurrah! On March 1, a fine baby boy, weighing eight pounds, was born to Mrs. Murphy, his daughter. Congratulations.

When it comes to bowling, our Seattle friends know their onions, and we don't mean maybe. On February 22, the Seattle team, composed of J. J. Dempsey, J. C. Shaffer and Carl Moody, came up against our fellows, E. V. Miller, S. R. Manuel, and H. R. Lonsdale. The visitors were Miss Norval Flake, Mr. and Mrs. J. C. Shaffer, W. Grady, Mr. and Mrs. Carl L. Moody, J. J. Dempsey, F. V. Percival, and Cecil Lindsay. The day was spent in Vancouver, then in the evening everyone adjourned to New Westminster, where the two teams fought the argument out. That the Seattle team won three games out of four shows that they know how to throw a mean ball. The high score of the evening was made by Moody when he made a nice run of 213. Everyone expressed the wish that more of the inter-city visits could be made.

W. A. Mitchell, former claims' clerk, was transferred in February to the cashier's position at New Westminster. Henry MacCulla, day baggageman, taking the claims' position, Leslie MacDonald taking the day baggage position, and Joe Sherlock, of Seattle, taking the night baggage position. This makes quite a change in our staff, and everyone trusts that the different employes will like and do very well in their new positions.

Steve Antic, former fireman on 360 and 359, now hostler here, has fallen at last. Of course Steve has not taken the fatal step yet, but when he met this young lady coming up from Seattle some time ago, he made arrangements, as soon as possible, to be located in Vancouver. Yes, Steve, she is a very nice girl and we congratulate you.

Conductor George Ellis, formerly of 711 and 712, is now on the Seattle-Portland freight run. George may be permanently on this run and we most certainly hate to see him leave his run out of here, but at the same time we are very glad to have Conductor H. Olson, who is now running in his place on 711-712.

Frank Hughes, abstract clerk, is giving up the egg business and says he is going to show everyone he is no butter-and-egg man. Frank has sold his home in Burnaby, where as a hobby he had established quite a chicken farm and is moving the early part of April to Central Park, which is about half-way between here and New Westminster.

Congratulations to Mr. and Mrs. R. E. Heaton. On March 11, the stork visited the family and left a bouncing 9-pound and 4-ounce baby boy and a dandy. It seems like just the other day that Bobby was running around as our messenger boy, wearing knickers and now he is a father!

Congratulations also to the former Miss M. Robinson, the well known Y. W. C. A. travelers' aid lady, who meets our trains. On March 10, she became the bride of A. Catin, an employe of the British Columbia Electric Railway. Her many friends among the railroad men of Vancouver and points along the line, wish the newlyweds every happiness in the world and we all know it will be theirs.

H. S. Woodward, local attorney for the Great Northern, of Hobson, Montana, was a visitor for several days in March.

DAKOTA DIVISION

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

C. L. LaFountaine, general safety supervisor, addressed the members of the Parent-Teachers Association, of the Belmont and Junior High Schools, in the high school auditorium, at Grand Forks March 15. At the conclusion of the address, films on safety were shown. There was a large attendance at the meeting.

The following appointments were recently made to fill vacancies in positions of agents and operators: S. A. Anderson, agent, Amenia, N. D.; R. A. Osman, agent, Sarles; E. T. Nelson, agent, Grace City; H. W. Osman, operator, Hillsboro, and T. Devine, agent at Niagara.

Minnie Fisher, assistant material clerk in the superintendent's office, returned from a three-months' leave of absence, and resumed her position March 10.

Sympathy is extended to Conductor J. L. Handlon and Fireman Ed Handlon, on account of the death of their father, which occurred March 12.

Work on the terminal improvements at Grand Forks and Fargo is now in full swing. A steam shovel started operation in the old gravel pit at Arvilla March 5, and filling is now being hauled to Grand Forks, for the new yard tracks. Loading of filling for Fargo yard tracks started at Downer pit March 12.

A. V. E. Peterson, traveling field accountant, arrived at Grand Forks March 5, to take charge of the accounting work covering the improvements at Fargo and Grand Forks.

Manette Gravelle, comptometer operator, superintendent's office, visited with friends and relatives at Minneapolis the latter part of February. She returned with the third finger of her left hand adorned with a beautiful sparkler, and indications are that we shall be looking for a new operator before long.

C. J. Nepp, agent, Absaraka, visited with friends at Pipestone, Minn., recently.

M. M. Bailey, trainmaster at Crookston, who recently underwent an operation for appendicitis, is reported to be recovering as rapidly as can be expected.

P. H. Torgren, section foreman at Breckenridge, has been appointed general foreman, in charge of track work at Grand Forks.

J. A. Peterson, roadmaster, who has been on the sick list for the past three months, has returned to work.

I. B. Ferguson, assistant to the roadmaster on the Mesabi Division, has been transferred to the Dakota Division, effective February 15.

O. S. Berger, agent, Pekin, returned March 15, from a two weeks' leave of absence.

Devils Lake

Fred Raymond, carpenter at roundhouse who was off duty about a week, with a slight attack of rheumatism, is now back on the job, feeling fine.

Carman John Schuck, wife and son, have gone to Spokane, Washington, where they will remain indefinitely.

Mrs. John Ell, wife of Machinist Helper Apprentice Ell, and daughter Elma, are planning on leaving shortly for Brandon, Manitoba, Canada, where they will make an extended visit with relatives.

Mrs. Wm. Thompson, wife of Boiler Washer Thompson, and her mother, Mrs. Bernschot, have gone to Minot where the latter is receiving medical attention.

Mrs. Lillie Smith, who is employed at the local car department, left on No. 30 March 11 for Minneapolis, where she was called by the serious illness of her sister.

L. K. Docken has returned from Sherman, South Dakota, where he was called by the serious illness of his parents.

A. Alexander, machinist, was off duty for a day with an injured foot, but nothing serious developed so it was not necessary for him to lose additional time.

The sympathy of all Great Northern employes is extended to Engineer and Mrs. Peter Erickson, in the death of their son, which occurred on February 14, after a prolonged illness.

Mrs. E. E. Walgren, wife of Assistant Foreman Walgren, and daughter Ethel, who reside in St. Paul, are spending a few days in Minot, visiting with friends en route to Devils Lake, where they will visit with Mr. Walgren.

Mr. and Mrs. Emery Thompson announced the birth of a daughter March 5. Mrs. Thompson is the daughter of Walter Fulkerson, of the local roundhouse, who is mighty proud of his first granddaughter.

Oscar Johnson, fireman, from Grand Forks, acted as relief hostler while Joe Veldink, the regular hostler, took his two-weeks' vacation, which time he spent visiting with relatives in Michigan.

Machinist Helper Dias Moler recently spent the week-end with friends in Casselton and also looked after business interests there.

Mrs. Charles Worrall, wife of Engine Inspector Worrall, has just returned from St. Paul, where she spent several weeks visiting with relatives and friends.

Mrs. S. P. Flumerfelt, wife of Baggageman Flumerfelt, has returned from Fargo, N. D., after spending a week visiting at the M. H. Brinard home.

Wm. Rossin, boilermaker helper, who was absent from work for a day, account of sickness, is feeling fine now, and is back at work, as is also Albert Olson, machinist.

HEADQUARTERS

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

Irene Gibbons, local force, A. F. R., returned from her vacation spent in Cheyenne, Wyo., as Mrs. John Smith. The best of wishes go to Irene in her new role.

George Stewart, revising force, surprised the office by announcing his marriage to Miss Doris Stromwall. The wedding took place on September 3, 1927.

Fred H. Moore, revising force, A. F. R., announces the birth of a boy. Congratulations!

Arthur Brown, statistical force, A. F. R., is now the father of a baby girl. This makes H. H. Brown, head of the local force, the proud granddaddy. We are waiting for the candy.

Bad luck pursues the members of the A. F. R. office. Carl Johnson, interline force, has added another casualty to the list of broken bones. He fell and broke his wrist. This is the fourth accident of that kind this winter.

Charles Gehrman of the shop accountant's office has recently returned from a trip to Fort Riley, Kansas, visiting friends.

Frank Fischbeck, of the store department has joined a gym class at the Y. M. C. A. Understand he is to be one of the strong contenders for the season's Olympics.

We hear John Paulson of the store department seems to spend a great many week-ends in Minneapolis of late. He must have a sweetie over there; be careful John! For this is a leap year.

The Northern Pacific Ry. boasts about its singing fireman, but the Great Northern Dale Street store department can also boast of a singer, namely Ralph Bienoff. We hear that he sang several tenor solos at the Cypress Presbyterian Church on Sunday, March 11. Might also mention that he took a half-day off, in order to secure the proper haberdashery for the occasion.

Conrad Mader, clerk in the boiler shop, has purchased a saxophone. We understand that the neighbors next door are threatening to move. Don't let a small matter of this sort discourage you, Con.

Cap. Ruescher has been nursing a bruised hand. We hear this was the result of a fall on the ice, although he did not have his skates along, at the time. How come, Cap?

Jack Ryan and Joe Scheinbloom, those two price-clerks of the store department are rehearsing some of the Easter hymns together; presume each is to sing in a different church, though.

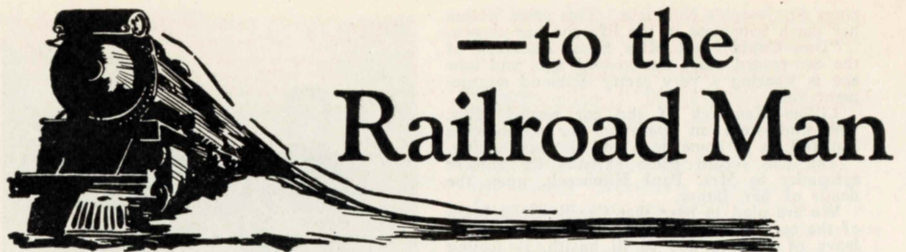
Joe Ahern of the store department has purchased a new pair of rubbers. By the looks of them we wonder if he purchased them by the pair, or by the pound.

They say that the Canadian Mounted Police always get their man. According to the last few editions of the SEMAPHORE, it would appear that the Great Northern girls are competing with that noted organization. Dorothy Klein, stenographer, office auditor station accounts, is fast qualifying for the Mounted. She is now displaying a diamond ring worn on the appropriate finger. Best of luck, Dodo!

Arthur Dahlberg, office boy, auditor station accounts' office, recently broke his arm. Best wishes for a speedy recovery, Art!

On the morning of Washington's Birthday, the employees of the auditor station accounts' office had their second annual bowling tournament. The winners this year were: first prize, Leo Nagel, total pins, 590; second, Al Ohlandler, 549, and third, Joe Barrett, 540.

On January 25, 1928, Agnes Manning of the car record office resigned her position to



who wants to get ahead faster!

SO MANY RAILROAD MEN tell us that "years of service" is their only hope for promotion—when every day men with less service are winning out in railroad work in a big way! You yourself can name dozens who have made the grade in a remarkably short time—not to mention others who are very clearly on the way up. *These men prove clearly that among so many who depend entirely on long, loyal service, there is unusual opportunity for those who add specialized ability to these other qualities.*

In this direction LaSalle has been of aid to thousands of earnest railroad men and women—and that aid has been directly reflected in increased earnings. Read below what just a few of these people have to say about their LaSalle home-study training. Is it not reasonable that out of the many practical courses offered by LaSalle there should be one at least that could fit you for more efficient service in your present work and thus prepare the way for promotion and a "raise?" Look them over and see which fits your need!

"When I enrolled in Traffic Management, I had no knowledge of rates. Three months later, I was promoted to rate desk. Shortly after, I was placed on night rate position. My salary has increased \$40 a month."

Chas. S. Farrell, L. & N. R. R.

"After finishing my LaSalle course in Modern Foremanship, I was promoted from air brake repairman to supply foreman, and then to chief car inspector. I am now enrolled in Industrial Management and have had another raise. My pay has increased over 100 per cent."

Fred C. Rasset, C. & E. I. R. R.

"When I enrolled for Traffic Management, I was a clerk. Now I am Traveling Freight Agent with a salary 200 per cent larger than when I enrolled."

Lester B. Marsh, B. & O. R. R.

"By applying the principles I learned from Manual 2 of Modern Foremanship, I have saved the road 40 per cent in the cost of ballast."

L. C. Carter, Trunk Foreman, M. K. & T. R. R.

"With the help of your Higher Accountancy Training, I have advanced from clerk to accounting engineer."

Harry J. Williams, Lehigh Valley R. R.

"Although I have been in railroad work for 37 years, most of that time as a station agent, I have found your training in Railway Station Management bringing out many new points. It is not only beneficial in my station work but is broadening my knowledge of railroad work."

H. O. Warrell, Florida East Coast R. R.

"From the standpoint of a practical railroad man, I can recommend your Traffic Management training, which I have just completed, to others."

G. C. Whitney, General Agent, C. & E. I. R. R., N. Y.

"Since enrolling in Traffic Management, my salary has increased 75 per cent and I do my work much better."

G. W. Craig, Chief Clerk, Canadian National Railway.

"Although I had over two years in a well known college of law in the East, I did not get as much good out of that as I have from my LaSalle training in Law."

A. R. Greco, Claim Adjuster, U. P. System.

"When I enrolled for your Higher Accountancy training, I was a clerk in the division office. A few months later I was appointed division accountant at a considerable increase in salary. The course was an important factor in my promotion and has been a great help in my work."

J. M. Trowbridge, N. P. R. R.

1. **Traffic Management**—For the employee or executive already handling or preparing to handle traffic matters and for other railroad men who want a better understanding of the traffic field. Covers in an interesting, very practical way, every important phase of the transportation of commodities—whether by rail, water or highway—railroad organization and management, traffic geography, classification matters, rate making and rate structure, checking of rates, loss and damage in overcharge claims, traffic solicitation, foreign trade, transportation law and regulation, procedure before the I. C. C., and many other phases.

2. **Railway Station Management**—A transportation course based on railway station operation and designed to help men fill more efficiently the positions of station accountant, cashier and agent, traveling auditor, transportation inspector, division agent, and similar railway positions.

3. **Telegraphy**—Complete training in the duties of a railway telegrapher. Instruments furnished, including Sendoraph, the ingenious device that gives you practice in sending and receiving messages.

4. **Railway Station Management and Telegraphy**—combined in one course.

5. **Modern Foremanship Industrial Management Personnel Management** } Three courses designed for the shop, operating, or office executive or any other man managing or hoping to manage men.

6. **Accounting**—For the clerk, accountant and every other "railroader" dealing with figures. Offers every phase of accounting from beginning bookkeeping to coaching for the degree of Certified Public Accountant. Includes an elective section dealing entirely with Railway Accounting. Divided so that you can take a short course or the complete training.

7. **Law**—A three-year course leading to the degree of LL. B., and a shorter course in Commercial Law. Particularly helpful to the ambitious employee in the Legal Department. Very valuable to the general executive.

8. **Business Management**—For the general executive. Presents a thorough but condensed summary of all major phases of commerce and industry separately and in their relationship to each other. To the executive "railroader," this brings a helpful viewpoint and broad knowledge of business as it is understood and practiced by the successful executive outside the railroad, as well as a better understanding of railroad as a business among other businesses. Can be used as a reading, reference or study course.

9. **Modern Salesmanship**—Immediately valuable for solicitors and men in new business departments. Has also helped many other railroad men to increased income through spare time selling.

10. **Other LaSalle Training Courses:** Business Correspondence, Business English, Commercial Spanish, Banking and Finance, Stenotypy, Credit and Collection Correspondence, and Effective Public Speaking.

For nineteen years LaSalle has pointed the way to bigger earnings. Out of every thousand men who have seen LaSalle advertisements, a few have had the initiative and ambition to act, and have quickly stepped ahead of their fellow-workers who relied solely on time and routine experience for their advancement.

If you are one of the comparatively few with the *will to get ahead*, write to LaSalle today for complete details regarding the training that most clearly meets your needs. Find out about this low-cost, easy-terms study course and how you can follow it without interference with your regular work. Your letter will not obligate you, and it may easily be the means of placing you on a shorter path to the real success you desire.

LaSalle Extension University

Dept. 4485-TR Chicago

enter St. Joseph's Novitiate. This office wishes her much happiness in the life she has chosen.

"Dan Cupid" met Miss Ethel Anderson of the car record office not so long ago, and now she is wearing a very pretty diamond engagement ring.

Lillian Kemmick of the car record office, who underwent an operation for appendicitis last fall, is at home now, and is convalescing.

The car record office extends its sincere sympathy to Mrs. Paul Hitchcock, upon the death of her father.

We are glad to hear that Cecelia Schnobrich of the car record office, who is on an extended leave of absence due to ill health, is feeling much better.

On March 9 the office of auditor passenger receipts lost one of its most highly esteemed employees, Fred G. Ehrler. He entered the service almost seventeen years ago and during that time was ever faithful and conscientious in his attention to all his duties. His even and untroubled disposition, even under adversity, made friends wherever he went, and it may truly be said that he had no enemies. He was married last October to Marie Noonan, also of the office of auditor passenger receipts, and to whom we offer our sincere sympathy in her bereavement.

Mr. Morley, chief clerk of per diem of the car record office, has had the entire office in a panic over his lost wife. Mrs. Morley who was on her way East could not be located for several hours owing to the delay of her train. Mr. Morley is resting more easily now, but there is still a forlorn look upon his face. We shall all be glad when Mrs. Morley returns.

KALISPELL DIVISION

Associate Editor

J. A. MINCKLER
Whitefish, Mont.

We are pleased to announce that Assistant Car Foreman W. T. Monger, who suffered a severe injury at Summit, has been able to return from the hospital and will doubtless be back on the job very shortly.

Elma Clay, of the car foreman's office, is away on leave of absence for three months, on account of her health. It is surely hoped that she will recuperate 100 per cent in health.

Mr. and Mrs. W. B. West have returned to Whitefish and he has again entered service, relieving Miss Clay in the car foreman's office.

People of the Kalispell Division and city of Whitefish have suffered a great loss in the removal of Assistant Superintendent and Mrs. T. F. Dixon from this community. Mr. Dixon having been promoted to the position of superintendent of the new division in Oregon. Mr. Dixon has been on the Kalispell Division about five years, during which time he has established himself as a splendid type of railway official. Mrs. Dixon has been very active in civic and charity affairs such as the establishment of a public library and the extension of the city's parking system, in addition to her duties as one of the leaders in the women's club. The best wishes of the entire community, as well as of the employees of the Kalispell Division go with Mr. and Mrs. Dixon, and the hope that they will prosper in their new home is general and sincere.

George Riggas, yard foreman at Whitefish, has been laid up a few days, with an attack of flu.

Mr. and Mrs. O. A. Bergner have returned to Whitefish from their winter visit in Florida. Mr. Bergner is night wire chief in the relay office.

Matt Griffith, roundhouse foreman, Rexford, who has been a patient in the Kalispell Hospital, is reported as recovering satisfactorily from the injuries recently suffered in an accident and expects to be about again in a short time.

J. W. Kelly, of the storehouse office, who was called to Hamar, N. D., on account of the serious illness of his mother, announces that she is now well on the road to recovery.

Yardmaster and Mrs. O. H. Shepherd have returned from their winter sojourn at their Santiago, California home.

Operator Durham has returned to work at Walton, after two months' leave of absence.

We are very glad to announce that Oil Pump-George Noble, of Troy, who received severe injuries recently, is improving and expects to be back on the job within a short time.



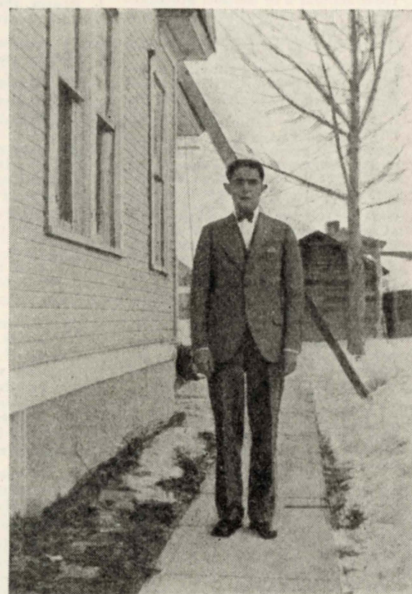
Antonio and Cecil Caferro

We take pleasure in introducing to the readers of the SEMAPHORE, Antonio and Cecil Caferro, sons of Labor Foreman and Mrs. Frank Caferro of Whitefish. Antonio was a student of promise in the Whitefish schools, and is now making good as carman apprentice. He is also a prominent member of the Whitefish Municipal Band. Cecil has not yet joined the band but expects to some day.

Curtis Beede, of the Western Fruit Express Company, who was injured in an accident recently is recovering nicely, and will soon be on the job again.

A. M. Lauritson, special agent at the local yards, Whitefish, for the past two years has been transferred to Spokane. Al will be remembered as the man who didn't get the nickel off the running board of Don Robertson's car.

I. V. Smith, of Spokane, has taken the place with the special agent's department made vacant by the transfer of Al Lauritson.



Jacque Harrison

In the state oratorical contests recently held at Butte, Jacques Harrison, son of Engineer and Mrs. J. E. Harrison of Whitefish, won third place in extemporaneous speaking. Jacques is an outstanding student in the Whitefish High School. Congratulations are extended not only to Jacques and his parents, but to the Whitefish High School as well.

Harvey and Richard Parks, sons of Engineer and Mrs. Mark Parks, of Whitefish, have received further promotions in the U. S. Navy. Harvey has become private secretary to the Flag Lieutenant of his ship, while Richard, who has shown remarkable ability in marksmanship and executive work, has been promoted to gun captain.

Engineer Knapp and Fireman L. A. Stanton have taken the helper job on Rexford hill.

Movie of a Kalispell Division Roadmaster in pursuit of the Elusive Trout in Flathead River.



The above picture is of Division Roadmaster T. C. Deighton. Note the tenseness of the pose. He is literally "on his toes" and it will be noted that the tenseness of the moment is contagious as shown by the pose of Alice Mary, just back of him. Evidently one of those big fellows is about to strike, and Tom can already taste the big steak which will be the piece de resistance in the dinner menu.

BUT ALAS!



He went down a gopher hole.

The only thing lacking in this movie is that the camera was unable to reproduce the things Tom was saying. Whether he was addressing his remarks to the elusive fish, or the gopher hole, or to luck in general deponent saith not.



Dick Dugan

Dick Dugan, son of Claim Agent and Mrs. I. T. Dugan of Whitefish, who will be remembered by many sport fans as an outstanding player in football, basketball, and

Great Northern Semaphore

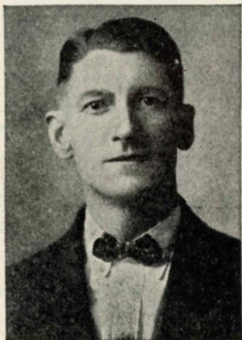
star man in track at the Whitefish High School several years ago, has completed the necessary two years' college work and entered the U. S. Army flying school at March Field, California, as an aviation cadet. Dick has thus far passed all the necessary tests, and has already been given a try-out in the air. On completion of the course at March Field he will be transferred to Kelly Field, in Texas, where, if successful, he will receive his wings and be commissioned as a lieutenant in the air division of the U. S. Army.

The sympathy of the entire personnel of the division has gone out to Mrs. J. L. Patton and family, of Whitefish, on account of the death of Mr. Patton, who lost his life while on duty in the Whitefish yard, February 19. Mr. Patton will be remembered by very many as a faithful employe and a good friend.

MESABI DIVISION

Associate Editor
I. G. JORSTAD
Superior, Wis.

With the approach of the ore shipping season, the range territory is again taking on a look of considerable activity. Numerous track changes are necessary to take care of ever-changing conditions in the various mines, and several good-sized projects are now under way. The changes which involve the greatest expenditure on the range at this time are in connection with the rearrangement and re-laying of tracks at the Mahoning Mine, where it is estimated that an expenditure of \$80,000 is necessary in order to complete this work.



Engineer Perry Knox, who for a number of years has made his home at Sandstone, has taken the Minneapolis lay-over on the local, and has moved his family to Minneapolis, where they will make their future home.

On March 15 we realized that spring was close at hand when Conductor John J. O'Brien left Superior for Schley with steam shovel X1861. John usually bids his family good-bye at this time of the year to spend a few weeks in gravel service. The steam shovel outfit is now engaged in loading filling material for bridge 78 at Schley, Minnesota, which requires about 40,000 yards.

Traveling Engineer J. M. Carroll took his vacation the latter part of March, and we are informed that during his absence things were quiet about the roundhouse. Mr. Carroll spent most of his vacation with his little grandson, Charles Helmer, Jr., at Duluth, but managed to put in a few days seeing the shows in Chicago.

Switch Foreman Bird and Mrs. Bird are visiting friends in California. Upon their return trip they will visit at Portland, Seattle and other Pacific coast points.

The annual ball given by the Brotherhood of Railway Clerks at the Moose Temple February 18 was a success, both financially and socially. The various committees in charge are to be congratulated upon the able manner in which they conducted this affair, which was attended by a capacity crowd.

T. J. Cass, who weighs the ore at Allouez, has returned from his annual visit to his old home at Marquette, Michigan. Mrs. Cass and Miss Helen accompanied him on his trip.

J. M. Rooney, retired trainmaster, and Mrs. Rooney are visiting relatives and friends at Chicago and St. Louis.

The work of driving piling to secure a solid foundation for the construction of 239 concrete grain tanks at elevator "S" is now in progress. This project requires 5,200 piles or a total of 190,000 lineal feet. Up to March 15, 1,600 piles had been driven, two steam pile drivers being used in this work, and for which 130 carloads of piling have been received from Libby, Montana.

Conductor B. L. Thomley, accompanied by Mrs. Thomley and children, are visiting relatives at Joplin, Missouri.

We are glad to see Engineer Charles Adleman back on the job after being confined to his home for several months on account of illness.

Engineer John Brown is now on the St. Cloud run, having signed up for it on March 1. He says he likes it fine.

Lester Boyle has accepted the position of station clerk at Cambridge, vice Andrew Gass, who was transferred to Ogilvie.

James Murphy, car distributor, rolled in the Tribune sweepstakes tournament at Minneapolis February 17, and the I. B. A. tournament at St. Paul on March 4. Jim had a streak of hard luck and failed to bring home the bacon.

Brakeman Sam Cohn is visiting relatives at Excelsior Springs, Missouri.

Yard forces at the Head of the Lakes are now busy getting a line-up on ore cars for this season's ore business. A total of 8,164 cars are required to handle this business.

Engineer William LaValle has returned from St. Paul, where he visited relatives for several days.

The hotel operated by Fogg Brothers at Kelly Lake for many years has been sold and is now being razed. The Community Club of Kelly Lake, the membership of which is composed mostly of Great Northern employes, is contemplating the purchase of the dining hall with the object of converting it into a community club house.

George Coons, coal chute operator at Kelly Lake, has backed his automobile out of the garage after having it laid up for the winter, and can now be seen almost any time after his day's work is done, motoring between Kelly Lake and other range points.

After being absent from their homes during the winter months the following employes have now returned to Kelly Lake; H. B. McGleynn, R. H. Weber, James Mulcare, Knowles Clarke, Edgar Lydick, Einar Ovgard and G. F. Taggart. They are busy getting their homes in condition for occupancy for their families during the spring, summer and fall months.

W. J. Hope, dispatcher, Kelly Lake, is spending his vacation visiting various points in Wisconsin, Minnesota and Nebraska.

W. K. Hagadorn, conductor, accompanied by Mrs. Hagadorn and their daughter, Valerie, and Conductor J. E. Bigby and Mrs. Bigby, have returned from California where they spent the winter months. We understand that they made land purchases in the sunny South, with the intention of constructing homes where they will spend their winters in the future.

Merton Scoon, of the Lake Transfer force, was granted a leave of absence on March 19, and the position is being filled by Arthur Osmundson.

Robert Stoll, son of Locomotive Foreman W. F. Stoll, is receiving treatment at the Shriner's Hospital, St. Paul. We hope for his speedy recovery.

J. J. McManus, passenger conductor on trains Nos. 23 and 24 between Duluth and St. Paul, has moved his family to St. Paul, where they will make their future home.

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

C. F. Hillmer, agent at Epping, N. D., was called to Morris, Minn., recently by the death of his wife's mother, Mrs. Hillmer having preceded him a week earlier.

Arthur Kelly, assistant division engineer, is back at his work at Minot, having recently returned from Grand Forks where he had been assisting Engineer Yeoman with some of the heavy engineering projects that are under way on the Dakota Division, at both Grand Forks and Fargo. We are all glad to see your smiling face about the building again, Art.

Conductor A. M. Spaulding received the news of his mother's death at Mapleton, Minn., while on duty on the Crosby Branch, and left on February 22 to attend the funeral. We all join in extending sympathy to you, Arthur, in your bereavement.

W. A. Clem, agent at Corinth, N. D., with Mrs. Clem is spending two weeks in Chicago, and neighboring cities visiting relatives and friends. Corinth station is in charge of M. E. Withey, extra agent, during Agent Clem's absence.

John Smedbrun, A. F. E. clerk in the superintendent's office, is spending his vacation visiting his aged parents at his old home in Wisconsin.

C. M. Oliver, first trick telegrapher at Rugby, was called to Riverside, California, recently on account of serious illness of Mrs. Oliver's mother, who has resided in California for a number of years.

The way things look at present the division force is going to be busy this season with new

Pipe Smoker Finds Pep-Producer and Solace All in One

When a man has a good pipe and the right tobacco, he has a true and helpful friend. Never was there a more convincing illustration of this fact than the following letter from Mr. Arbogast. Here is a gentleman whose work makes a constant drain upon his nervous energy, and all day long his faithful pipe and favorite tobacco help him produce pep.

Then, at the day's end, the soothing fragrance of his favorite pipe-smoke wipes all cares away. Here's what he says:

Cincinnati, Ohio
June 1, 1927

Larus & Bro. Co.,
Richmond, Va.
Gentlemen:

My good old pipe has just reminded me of a dozen promises to write a bit of appreciation of its affinity—Edgeworth.

Fate, kind or otherwise, has drawn me into a line of work that calls for the very utmost expenditure of nervous energy, tact, and perseverance. I can think of many more pleasant things than conducting fund-raising campaigns for hospitals, churches, etc.

When you are up against a barrage of questions by excitable women, doubtful men, and self-confident millionaires, trying to harmonize the whole in an effort to raise thousands of dollars where none grew before—well, you need a Pep-Producer—that's all.

And when the day's work is done, along toward midnight, what a blessed solace comes with the first draw of Edgeworth. Then my pipe and I hold a real conference, and the obstacles fade away with the smoke. Then we wonder why they should have bothered us at all.

I feel qualified to speak because a can a day is my measure of appreciation. The old pipe O. K.'s this letter and insists that without Edgeworth we could not have raised the thousands of dollars we did.

Good old Hod! Good old Edgeworth!
Sincerely yours,
William H. Arbogast.

As a pipe "affinity" (which Mr. Arbogast so aptly calls it) Edgeworth has brought many a man and pipe together for a grand and glorious lifetime friendship.

To those who have never tried Edgeworth, we make this offer:



Let us send you free samples of Edgeworth so that you may put it to the pipe test. If you like the samples, you'll like Edgeworth wherever and whenever you buy it, for it never changes in quality.

Write your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond, Va.

Edgeworth is sold in various sizes to suit the needs and means of all purchasers. Both Edgeworth Plug Slice and Edgeworth Ready-Rubbed are packed in small, pocket-size packages, in handsome humidor holders a pound, and also in several handy in-between sizes.

[On your Radio—tune in on WRVA, Richmond, Va.]
—the Edgeworth Station. Wave length 254.1 meters.
Frequency 1180 kilocycles

Lake Shore Lot and Cottage, Highway 5, North of McGregor, Minn. Insured \$600. Screened porch, wonderful view, velvet sand beach. Big Sandy Lake. Small payment, balance monthly. **KING, 415 Washington St., Wauwatosa, Wis.**

work, of which we have already been advised. We are all anxious to get at it as soon as spring opens up.

Our genial Scotch-Canadian General Agent, Dickey Mills, celebrated his birthday on the twelfth, but did not say how old he was.

A. J. Morden, carman blacksmith, who was stricken with an attack of paralysis some two months ago, is about and improving in health. On advice of his physician he is having all his teeth extracted, and will some time be wearing "store teeth" much to his satisfaction as well as inconvenience, the first few weeks.

Vancort Richards has been off the job for some weeks on account of an injury to his left knee. About the time this knee commenced to improve his right knee, out of sympathy, began acting up in the same manner and "Van" is staying home nights much to his dislike.

"Bellhop" John Robertson has found "his own." He is general supply boy and fulfills your wants with an alacrity that surprises the natives. Of course the supplies don't cost him anything, so he delivers them with pleasant courtesy, and as much as you want.

Ole Aasen, who has been on the sick list for a time, is said to be on the road to recovery, and soon will be at his old job as oiler and brasser.

A distressing accident befell Carman Anton Tiegen on March 5, when finishing a car on what is known as "River Track," with the lock of the switch off and the board sign, "Stop, men under cars!" having been removed. The switch crew came onto this track and caught Mr. Tiegen between the two draw bars causing an injury which necessitated taking him to a local hospital. His injury did not prove to be very serious and he will be about soon, unless other complications develop.



Irene Hawley

The smiling face above is that of Irene Hawley, trainmaster's clerk and stenographer in the division superintendent's office at Minot. Irene handles the trainmen in a very satisfactory manner, and has the esteem of both boomers and regulars.

The St. John (North Dakota) Chapter of the Izaak Walton League met at the Town Hall on Feb. 14, and entertained their friends with a program, dance and supper. During the evening, President Scull of the local chapter, outlined the objects and accomplishments of the organization, among which he mentioned the purchase and cleaning up of a timbered peninsula on the east shore of Lake Upsilon in the heart of Turtle Mountain.

Great Northern men are taking a decided interest in the work of the organization in which many of them are active, and around thirty of them were present at the affair on the 14th. Conductor Charles Bryant, of the "pinger," between Devils Lake and Brandon, sponsored the original move that resulted in the formation of the local chapter.

The Great Northerners enjoyed the party immensely. They also contributed generously to its success. The supper was served under the supervision of Engineer George Brinton, and the service would have been a revelation and a lesson to many a chef. George has invented, copyrighted and patented a sandwich called "The Flapper's Felly," and it is a winner. Fireman Fred Paulson was on the

job early and late. He and George laid off for a week to get everything ready.

Roadmaster Joe Hanson had the track lined up for the dance. Agent George Erickson and Operators Slider and Melville had clearances for everyone, and away they went, while Hesketh, Scull, Matz, Shaver, Cartwright, Schuman, Gray, Woodward, Nolan, Labrande and others kept the ladies so busy on the dance floor, that none of them got flat wheels.

Conductor Wegmuller took his full tinage every trip, but was helped over the hills by Phil Smith and Joe Couteure. Harry McPherson set up the wedges when needed and Bruce had water in every tank. In fact every Great Northern man within reaching distance was present. It was almost as much a Great Northern party as Izaak Walton, and was thoroughly enjoyed by everyone. For smooth dispatching, sticking to schedule and fast time, it was "a beaner." No low joints or "hot ones" and the public state that a more successful and orderly party has never been seen. Look out for the next one about a year from now. (We are indebted to Dana Wright for the write-up of this event.)

Williston Items

Ole Stokke, assistant foreman in the Williston section, is expected to return from a three months' vacation spent in Norway, in the near future.

R. L. Fauteck, formerly of Towner, is the new O. S. & D. clerk at the freight house, filling the position vacated by Chas. Handy.

Minot Car Shops

President H. B. Noble of the Shop Crafts, made Minot shops a business call March 9. He adjusted several small differences at both the car shops and roundhouse and everything being amicably settled, paths are again smoothed over, the men doing their work with relish and peace of mind.

Mrs. Oliva Lieberg, coach cleaner, who was run down and injured by a local merchant's delivery wagon on Christmas eve, and who has been off the job since, has decided to take a leave of absence and visit for a time on the west coast, where the altitude being lower, she believes she may recuperate more quickly.

Carman J. C. Riebe and wife, who have both been at Hot Springs for their health, have returned. While Mr. Riebe regained his former health, Mrs. Riebe did not get along so well. The climatic condition did not agree with her, and she was glad to be back in good old North Dakota. He has returned to work.

K. T. Lien and Lewis A. Morden are listed as having made application to the Metropolitan Insurance Company for payment of their total and permanent disability policy of the group insurance carried by them while in the service of the Great Northern Railway.

The assigned wrecking crew are getting somewhat impatient, not having been called out since December 19, and fear they may become "stale" in their work should occasion require them.

Art Amundson, lineman at Williston for the last four or five years, bid in the same position with headquarters at Fargo. Sorry to lose Art.

A surprise was sprung on Bill Smith and the rest of us when it was learned that Miss Wallace of Havre and M. C. Peterson, air brake inspector out of Mr. Ferguson's office, were united in matrimony at Williston on February 18. We were at a loss to understand his actions around the car shops on that date, as he sure was a flighty sort of person, but when Bill Smith ran him to earth the following Sunday, he confessed what had taken place and everything was explained. Best wishes of the car shops force to you both, Mr. and Mrs. Peterson!

George H. Mork, timekeeper, and Bill Coleman, roundhouse foreman, have joined the ever growing and popular order of "Soup Eaters," both having had all their teeth extracted the past month.

The local carmen gave another dancing party at "The James Memorial Library" February 18. The usual good time that prevails at these parties was reported by those attending.

Car Foreman Bill Smith began to think life worth living again during the past two weeks, the cause for such happiness being a visit paid to him by Mrs. Smith, who spends her winters at Litchfield, Minn.

Anyone wanting to know anything about the finer points of "overtime" should call on Emery Hooper, who can give you pointers on same that no one else ever knew. Emery differs from the usual definition of "railroad talk," by confining himself to the one subject, i. e., "Overtime."

Repair Checker R. O. Skjei made a trip to Fargo the first part of March, to consult a specialist. Tom Purves says it is all foolishness for Ray to go to Fargo, as he can cure him right here if he will follow directions. After listening to Tom's report as to the treatment, Ray said that he guessed he would stick by the specialist.

Walter Harwood Jr. and wife are leaving for San Francisco about the 15th for a visit with Mrs. Harwood's aunt.

Decorators are busy getting the passenger depot ready for summer business, and Tom Gardner's crew is starting on the painting of the car sheds.

New Rockford Items

A. B. Wegner is back on the switch engine after a period of two months running out of Breckenridge, and will doubtless soon take



S. S. Boden, carman of the Minot rip track, became one of the "Immortals," according to the Sunday papers of March 4. It may be that if he is not taken into "Immortals," he will be classed in the column of "Who's Who, and Why." The accompanying cartoon will convey to the casual reader the information that Mr. Boden did at one time place a horned toad in the abutment of a bridge somewhere in

Illinois, but he has forgotten over which river it was, and it is plainly to be seen that he is beginning to make his "calls" and may yet be able to produce the toad, which he "buried" nearly 25 years ago. Better bring forth that toad, or the boys may have some "grave" suspicions about the veracity of the famous bridge builder.

up his former work as hostler, as business increases.

Margaret Endres, daughter of one of Eddy County's prominent farmers, was married February 20 to T. John Haley, son of Roadmaster M. J. Haley. After the ceremony at St. John's Catholic Church, a wedding breakfast was served at the Mattson Hotel. The happy couple then left on No. 200 on a honeymoon trip to the Twin Cities.

For some time there has been quite a dispute around the depot about the nationality of Carman Roman Beatty. Beatty says he is an Irishman, but Special Agent George Tatters contends that if Beatty is an Irishman then he is a Bulgarian. After beholding the color Beatty painted his Overland, we pass the palm of victory to him because if anyone but an Irishman drove a car that color he would surely be "pinched."

The depot and yard office are sporting new floors, the result of the combined efforts of B. & B. men under Foremen Iverson and McGrath.

Operator Roy Beach, Store Clerk Al. Flecik, and Pumper Chas. Barrett, have each been spending from one to two weeks on the sick list. All have returned to work, and do not seem to be very enthusiastic over that kind of a vacation.

Roundhouse Laborer Robert Allmaras and wife left February 26 on a business trip to New York City, and other points in the East.

Carman Henry G. Wilshusen returned recently from a three weeks' vacation spent in San Francisco and vicinity.

Car Foreman A. D. Paulson and Mrs. Paulson made a short business trip to the Twin Cities on March 16.

Engineer Joyer was relieved at New Rockford recently where he was taken to the hospital with an attack of the flu. Mr. Joyer is much improved and is expected home shortly.

Mrs. Wm. Hines, wife of Engineer Hines, is visiting old friends at Devils Lake, N. D., which was their home for many years prior to coming to Minot.

Engineer Clarence Riffey returned recently from Rochester, Minn., where he spent two weeks with a brother who is in ill health.

Art O'Hearn, firemen's grievance representative, spent a few days in St. Paul recently at a meeting in the interests of the B. of L. F. & E.

John Pancezewski, machinist helper and wife, are the parents of a daughter born March 15.

E. L. Ebbighausen, traveling engineer, was called to Crookston, Minn., by the death of a brother which occurred March 3. The sympathy of the SEMAPHORE is extended to Mr. Ebbighausen in his bereavement.

All who have visited the roundhouse office recently have noticed the decided change in one of the engine callers. We don't like to mention any names, but Russell is mighty proud of that little red mustache! We'll hunt up a cat somewhere if someone will furnish a bottle of cream.

Mrs. D. J. Ritchie spent several days visiting friends at Wahpeton, N. D., recently.

C. O. Richmond, engineer, has returned from Los Angeles where he spent the winter months with his family. Mr. Richmond made the trip by automobile.

Florence Worrall, roundhouse clerk, spent a recent week-end at her parental home in Devils Lake.

Mrs. Oswald Torgerson, wife of Machinist Torgerson, has returned from Devils Lake where she visited at the home of her sister for two weeks.

MONTANA DIVISION

Associate Editor
JOHN C. KOERNER
Havre, Mont.

H. D. Scott, agent, Fort Buford, has returned from a vacation spent at Los Angeles and San Diego, and reports having enjoyed a nice time.

Operator Nelson who relieved at Fort Buford during Agent Scott's absence, is relieving at Lambert, W. H. Trumbull having bid in the second trick at Snowden.

A. W. Schilling, agent, and Mrs. Schilling, first trick operator at Bainville, recently returned from a vacation trip spent at Los Angeles, and following the ponies at Tia Juana. They report having had a splendid trip, and enjoying the southern California weather immensely. Andy says they sell something over the border that reminds

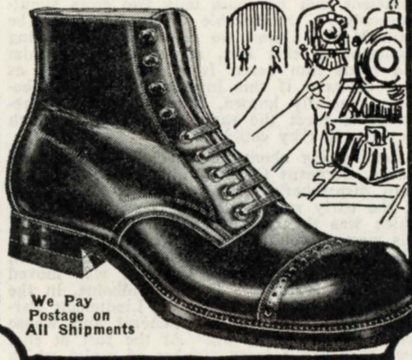


Trainmen! your Layover Time is worth Money

\$5.45

Postpaid

DARK TAN



We Pay Postage on All Shipments

Here's your chance to capitalize on your layover time. Sell Doublewear Shoes. Built to give the comfort and long wear that trainmen demand. Every pair saves the wearer \$2 to \$5. Order the shoe illustrated for a sample. Wear it to work — your fellow workmen will want shoes like it. They will buy Doublewear shoes for themselves and their families. Easy sales. Liberal profits. Get our money-making proposition at once.

No. 0653 Illustrated. Solid leather double toes, reinforced shank over arch, lined throughout, solid leather counters, genuine chrome elk uppers, two full green waterproof chrome soles, Goodyear welt rubber heels. Sizes 5-13, Widths D to EE. Special trainmen's model. Order a pair today.

Doublewear SHOES
"FROM FACTORY TO WEARER"

Dept. 1K, Minneapolis, Minn. 315 E. Lake St.

a fellow of the early days in Montana, and he was rather loath to return so soon.

Fred Haun, agent, Scobey, has returned from a trip to the West Indies, Cuba and Mexico and reports a fine time, but concedes that he is glad to get back to old Montana again, and resume his work. M. A. Keeley who relieved during Mr. Haun's absence, has resumed his former work as second trick operator at Saco.

Engineer Joe Walch has taken the Wolf Point-Williston local, after being absent on a vacation on the coast for the past two months.

A. L. Vining, chief clerk, and M. F. Tewmeyer, trainmen's timekeeper, who have been in St. Paul for several weeks on the arbitration case of the clerks, have returned and resumed their regular positions.



Mr. and Mrs. Berryman

H. A. Berryman, who relieved Agent Schilling at Bainville during the latter's absence, has resumed his regular trick as second operator at that place; and Geigerich who filled the position of first trick operator during Mrs. Schilling's absence, has resumed his former position on third trick. We show above a picture of Berry and his better half displaying Berry's effulgent smile which always wins 'em, old or young.

Our readers will no doubt recall that in the last edition of the SEMAPHORE it was mentioned that our efficient car distributor, D. Kelly, was intending to purchase a farm, and join the ranks of dry-landers. He has at last found the place he was looking for, and is now enrolled in the ranks of progressive farmers of Hill County. Being, as we say, very progressive, he is now open to receiving suggestions along the lines of better farming, and will appreciate hearing from any of his many acquaintances who may have something of interest to impart.

In order to get started right, Denny has been looking around for a good team of mules, and recently went out to inspect a pair that

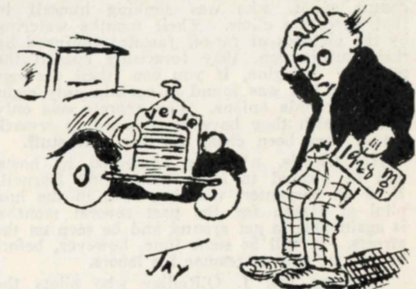
was offered him. In talking over their qualifications and eccentricities, the owner informed him the only fault the animals had was that they occasionally kicked. In response to the inquiry as to whether they kicked hard, the owner stated that they could kick the baking powder right out of a biscuit, without even cracking the outer crust.

Operator Platts, first trick operator at Glasgow, has returned from a vacation spent in southern California, and reports having had a very pleasing time.

Conductor R. M. Rathbone, who handles the Oriental Limited between Havre and Whitefish, recently went to Rochester, Minn., to enter the clinic at that point. We have not learned whether or not Bob will be there long but his many friends hope that nothing will be found wrong with him, and he will soon be able to return and resume his run.

Veteran Conductor H. U. Coster, and wife, recently returned from a visit to their daughter at Los Angeles. They report having spent a very enjoyable time and meeting many old friends who formerly were residents of this part of the country.

Superintendent A. E. Knights and wife recently returned from a trip to Los Angeles and other coast cities, visiting relatives, and report a nice trip.



We recently were told an amusing incident which happened to one of our veteran engineers and which we think good enough to put in our valuable magazine. It seems this worthy sent for his auto license and plates some time ago, and when they arrived he tore off the outer wrapping in order to apply them to his car. As all auto owners are aware, these plates when received are frequently so tightly pressed together that there seems to be only one. This was the case in this instance and he carefully applied what he supposed to be one plate to the front part of his automobile, and later complained to a friend that the license bureau had only sent him one license plate, and did not send him his license. This friend took a good look at the plate fastened to the front of the car and wanted to make wager with him that he had

received both plates and also his license. The engineer being rather reluctant to make the wager, his friend finally induced him to remove the plate from the car and there fell apart two plates to the engineer's surprise and chagrin. His friend then inquired what he had done with the wrapping in which the plates had come and which when finally located was found to contain the license safely enclosed in an envelope that had been pasted on the front of the mailing package. We show herewith a view of the car which we presume Walt's friends will recognize.

His many friends were grieved to learn of the sudden death of the mother of Sam Clark, operator, Chinook, which occurred on February 15. Mr. Clark and his wife accompanied the body to Altoona, Pa., for interment.

Switchman Jas. Marriott, Havre, who was injured in the yard about a month ago, is still at the hospital and progressing favorably. His many friends hope to see him around again soon.

Leon Davis, trainmaster's clerk, who underwent an operation in Minneapolis several weeks ago, is recovering nicely, and will soon be able to return to Havre and resume his position.

The watchful attention that is paid by our train and engine men in going over the line in their regular work, was ably displayed on February 19 when the fireman of train No. 1 noticed the body of a man lying alongside the track just west of Chinook and upon arrival at Havre immediately notified the dispatcher's office. The sheriff at Chinook was then called and in company with the coroner went in search of the body which was located at the place described by the fireman. The dead man was a rancher who had apparently been stricken by an attack of heart failure while walking home from Chinook.

Jno. F. Avritch, operator, Snowden, has taken an extended leave of absence and gone East to visit relatives.

O. H. Lundin, operator, Trenton, was recently called to his home at Stephen, Minn., by the death of his father. His many friends extend their sympathy.

H. M. Klingler, agent, Savoy, is wearing a smile these days which will not wear off, the occasion being the advent of a baby girl at his home. Congratulations, Herman! May she be much company to her three sisters and a joy to her parents!

The local members of the B. A. R. E., who are rather progressive, are doing their share to promote publicity regarding their organization. Recently a radio program was put on at the local broadcasting station, of the F. A. Buttre Co., Havre, which from all accounts was much enjoyed.

Mrs. A. C. Mueller, operator, Havre, and A. E. Bowes, car inspector, Havre, each sang two high class solos; Sig. Belland, clerk, superintendent's office, contributed two clarinet solos; Mrs. A. Hopen, formerly an operator on this division, gave two harmonica selections, and Mrs. Dexter, station matron, two enjoyable readings. We understand that another program will be staged in the near future and advise all local radio owners to tune in, being certain they will enjoy local talent such as this.

The station force at Scobey recently exhibited considerable excitement expressed in sundry whisperings when an express box arrived from Bermuda, sent by Fred Haun, absent agent, who was sunning himself in that agreeable clime. Their mouths watering by the pictures of far-off Jamaica conjured by their imagination, they feverishly opened the package. Imagine, if you can, their feelings when the box was found to contain only eight large Bermuda onions. The express was only \$8.50, which they have been heard to remark would have been cheap for the real stuff.

His friends, who are numbered by hosts, will be pleased to learn that Andy Darnell, B. & B. carpenter, who has been in the hospital at Havre for the past several months, is again able to get around and be seen on the streets. It will be some time, however, before he will be able to resume his labors.

Engineer Jas. J. O'Reilly who pilots the Oriental between Havre and Williston, was scalded recently on the left arm and is unable to work. His many friends hope he will make a rapid recovery and soon be able to resume his position.

We are pleased to report that Mrs. Porter, wife of Agent Porter at Snowden, who broke and dislocated her ankle some time ago, is rapidly recovering.

Owing to the advent of the motor on the High Line Skidoo there have been several changes in baggage men, Jno. Stuart having taken the High Line Skidoo as brakeman-messenger; Vic. McBlom the Havre-Bainville Goose, and Wm. McLeod, baggage men on trains 3 and 4, Havre and Williston.

As an example of faithfulness to duty we cite the case of one of our veteran engineers,

Joe Crow, who has been in the employ of the company for 36 years and during which, we are informed, he has never missed a pay day, which we think is about as remarkable a performance as any we have heard of.

Engineer Bob Jelly has returned from a vacation spent in the East, where he went in quest of health. We are pleased to learn that he is again feeling fine, and "rarin' to go." During his visit back in Ohio he spent some time on his brother's farm where he assisted in milking the cows to help while away the time. After some experience Bob became so proficient that he could milk two cows simultaneously—a remarkable performance. The Milk Maids' Union we understand, becoming cognizant of this fact, served notice on him and made him desist from such practice, as they declared if this information were to become generally known, they would all be required to meet the same requirements, which they feared they could not do.

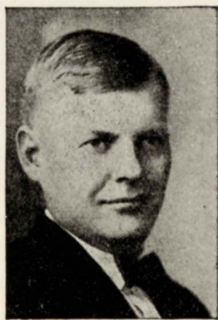
Reminiscing about old times in and around Havre, Sergeant C. H. Willis, colored janitor, train dispatcher's office, related to us a story of the early soldier days at Fort Assiniboine, which was then one of the principal forts of this western country, being located about eight miles from this city. Charley says his outfit, the "D" Troop, Tenth Cavalry, was moved from Fort Buford to Fort Assiniboine, in the summer of 1895, in charge of Lieutenant Pershing, who later became General and whose record is known by all. At the fort at that time they had a large number of mules which were used for hauling, etc., and among them was one especially large in size that was a pernicious kicker and a bane to all the men detailed to take care of the mules. Electricity being unknown at this fort, the stable attendants had strung a wire up in the rear of the stalls upon which they hung their lanterns, moving them around to furnish light where required. One colored sergeant, being more progressive than the others, devised the plan of hanging a bale of hay on this wire and moving it up to the rear of this kicking mule, so that it would tickle his heels, whereupon the mule would strike out with both heels, breaking the wires on the bale of hay, and scattering it from one end of the barn to the other. Later on this same ingenious sergeant would take the mule out of his stall, and turning him around with his nether extremities toward the mangers in the stall, would place the bale of hay on the wire, and the mule, true to form, would kick, striking the bale of hay and breaking the wires as required, thus scattering the hay into every manger in that part of the stable, and saving the stable attendants considerable work and expediting the feeding of the animals. We understand that Dennis Kelly is now dickering with "Sarge" Willis to take charge of his newly acquired farm, as soon as he can get a suitable pair of mules, realizing that a colored man on a farm is no good unless he has a span of mules to work with. Denny says he has seen a number of advertisements of patented hay stackers, but feels that with a mule of such proclivities he would be enabled to stack his hay much faster than by using one of these.

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

The personnel of the Minneapolis passenger station is losing three familiar and popular faces at this season, through the encroaching

age limit, which necessitates the retirement of their owners to the pension roll. Superintendent P. L. Clarity first entered the service of this company in 1872 and attained the age limit and retired from active service on March 12. Baggage Checker W. S. Christy, who first entered service in 1887, reached 70 last year, but was allowed to continue in active service an additional year and retired on March 17, after almost 41 years with this company. Station Master G. E. Rozelle will reach the age limit and retire from active service on April 22, with about 44 years of continuous service to his credit. All three of these men are still active, and in good physical condition, and will find some form of activity to occupy their time now that they will no longer have regular duties to look after.



Harry Foltmer

Alfred DeCaire, of the St. Paul local freight force, and bride, who was formerly Evelyn E. Barth, have returned from their honeymoon, and established themselves in their new home at 1896 Chelton Avenue. Their marriage took place on January 2, at Fountain City, Wis.

Dan Norwood, clerk at Minneapolis freight office, was on the sick list for ten days but is back at work again, feeling fine. This, by the way, is the first time Dan has laid off for any reason since coming to work for the Great Northern back in 1910, which is quite some record.

We are glad to learn that Engineer Phil Gonier, who has been confined to Rosedale Hospital for some time after undergoing an operation for appendicitis, has been released and is now well on the way to recovery.

On January 1, Division Roadmaster John Branley retired to the pension roll after continuous service in the track department since May 1, 1888. Mr. Branley will not reach the age limit until next May but did not feel quite equal to the task of looking after the division through another severe winter, and so applied for earlier retirement. Right now he is spending most of his time at home with the newspaper and radio, but is planning a leisurely trip to distant parts of the country when warmer weather comes. He was appointed division roadmaster on this division in 1898, and served continuously in that capacity up to the time of his retirement. Joseph Lukoskie has been appointed division roadmaster, and he is succeeded as district roadmaster at St. Cloud by Fred A. Chiquist from Section 11 at Minneapolis Junction.

Clerk Charles Mullan, St. Paul, is back at work after a leave of absence since December, during which he visited his mother in Ireland. He reports a very pleasant trip, in spite of a rough crossing, but says he is glad to be back in America.

Assistant Superintendent H. R. Neide and wife are on a trip to Hot Springs and New Orleans.



This good looking young man is Harry Foltmer, demurrage clerk at St. Cloud. Harry had been contemplating the purchase of a new model flivver but upon second thought decided he could not suitably mount these goats on a car of that make, and we understand he will soon be sporting a new car of somewhat larger design. In the interest of "Safety First," a number of his friends say they will petition to have the guard rails moved out to give additional clearance along the highways in the vicinity of St. Cloud.

Harry Osgard died on March 8 after a lingering illness at his home at 1901 Taylor Street, Northeast, Minneapolis. He was born on February 8, 1871, at Roken, Norway, thus being just past 57 years of age at the time of his death. He first entered the service of this company as wiper, in 1888, and was promoted to fireman in 1890, and made engineer in 1896, which position he held up to the time he was compelled to lay off last November. He was a member of Cataract Lodge, A. F. & A. M., B. of L. E. and the Veterans' Association. Burial took place at Hillside Cemetery, on March 10.

We regret to report the death of Kathryn, daughter of Assistant Store Foreman William Landis. Miss Landis was nineteen years old and is survived by her parents.

Lola Sokolouk is back at her desk at the St. Paul freight station, after a busy session of jury duty.

Sympathy is extended to Engineer J. A. Dickinson on account of the death of his mother, on February 26, at Minneapolis.

Clerk Charles Deveau is back on the job at the Minneapolis local, after a short absence on account of illness.

Great Northern Semaphore

Master Mechanic Huffman has placed an early order for a can of angle worms, so as to be all ready for the opening of the trout season on April 15.

Engineer C. G. Moore and Conductor Clark Angell have deserted Motor 2323 and the Hutch branch, for a short period to enjoy the more salubrious climate of Hot Springs.

Engineer Charley Meyers, who pilots the Soo Line transfer, recently departed on a vacation trip to New Mexico and Texas. This being the first time that he has gotten so close to the boundaries of a country that has no eighteenth amendment, we are inclined to think that he may extend his trip a few miles southward.

The mystery as to the melancholy attitude toward life which has been displayed recently by Engine Caller George Urista at the Junction, has been solved. It seems that he considered himself somewhat of a judge of feminine styles and essayed to give a young lady a few pointers on how to dress her hair. Apparently his suggestions were not well received, hence the long face.

Florence Hughes and Rondie Lund of the St. Paul freight office, attended the Winter Frolic at Duluth and report a big time.

Mrs. S. R. Mortinson, wife of Trainmaster Mortinson, is on a visit to New York City.

Charles Duffy, of the Minneapolis freight force, is favoring the song, "Where, oh, where has my little dog gone?"

Now that spring is just around the corner, and it is nice to get out, we have received visits from a number of our old pensioned friends. In the past few days pensioned Engineers McCumber, Kessel, and Robert Johnson, Machinist Tom Whitford and Boilermaker "Jack" Wolters have each paid a visit to their old stamping grounds at Minneapolis Junction.

Any one who does not have access to the seniority list, or other records, would scarcely believe that Relief Agent D. C. Sours has worked for this company since 1879, as his appearance certainly belies any such figures, and that date might more easily pass as the date of his birth. The following, however, is a verbatim copy of a letter dated forty-six years ago, tending him promotion to an agency: "St. Paul, Minneapolis & Manitoba R'y Co. Ass't Superintendent's Office

Saint Cloud and Fergus Falls Division
St. Cloud, Minn., July 7, 1882.

D. C. Sours, Esq.,
Opr., Alexandria.
Dear Sir:

Melrose station will be vacant in a day or two. I would like to have you go there and run that station as it should be run. It pays 50 dollars per mo. and express and I will arrange to give you a little assistance from the wood pilers or pumper. Please answer by first mail and if accepted say when you can go.

Yours truly,

J. B. Cable,
Asst. Supt."

The offer was not accepted by Mr. Sours, but the letter is printed now on account of the reference to wages and the source of help to be furnished an agent at a busy station.

Mississippi Street Coach Yard

We are glad to see Mary Peck, cleaner, back at work again after having been absent over a month on account of an injury received when she fell, while hurrying for a street car near her home.

Jack Johnson, our genial tool checker, recently purchased an Overland Champion coach.

We are grieved to report the recent death of John Metruk, former coach cleaner at this point.

Mrs. Clem Scott, wife of Carman Scott, has gone to Los Angeles, where she will visit friends and relatives.

Nick Kereluk, cleaner, is again back on the job after having been off on account of a short illness.

SPOKANE AND MARCUS DIVISIONS

Associate Editor
GRACE W. HITCHCOCK
Spokane, Wash.

The girls in the division superintendent's office are all heartbroken since the surprise of March 8, when "Sheik" Duncan McLeod laid off for personal reasons, which the next day were found to be business at Lewiston, Idaho, comprising his marriage to Beulah Winnington, daughter of Mr. Winnington, an employee of Hillyard shops.

Clara Foster is entered as the Great Northern candidate for "Imperial Empress" of the Disabled American Veterans Exposition, "Chinatown," to be held at the Armory April 11 to 14, and all employees are asked to boost for her. Operator Milne reports an enjoyable trip through Canada.

Frank Sexton, club president and associate editor, SEMAPHORE, left Spokane March 1, to take up his duties as chief clerk with T. F. Dixon, superintendent of the new Bend to Klamath Falls line.

Mrs. Grace Hitchcock, first trick operator at Fort Wright, is the newly appointed associate editor for the Spokane division, and all Spokane division notes should be mailed to her.

An Appreciation of Service and Ability

FOR ABOUT TWO YEARS we have had a full measure of co-operation from our Associate Editor at Spokane, Frank W. Sexton, combined with a genuine understanding of the purposes of the SEMAPHORE, and coupled with the finest support from members of the family in his territory.

Now he is being sent to the new Great Northern area with headquarters at Klamath Falls, Oregon, and we feel sure that his interest in the SEMAPHORE will continue unabated; we have asked him to let us have whatever items come to his attention in his new location.

We cannot forever saying, as he leaves Spokane, that his work for the magazine has left nothing to be desired. We have often shown his copy to others as a sample of correctness and completeness and he was ever on the lookout for news, in addition to division items, which has added much to the interest and appearance of our publication. Mingled with the regret at his leaving, will be the feeling that the railroad still has him and he is still "one of us" and we join with the entire Great Northern family in wishing him and his family good health and good fortune.

We bespeak for his successor at Spokane, Mrs. Grace W. Hitchcock, the same enthusiastic assistance which has been accorded to him.

Agent Brenizier at Danville has returned from leave. Was relieved by C. E. Frazier. P. W. Rice has displaced Clark Anderson as agent at Myncaster.

J. W. Carman, dispatcher, has left Spokane to take up new duties as dispatcher on new line, Bend to Klamath Falls.

Operator Mrs. Molden has been absent for a few days on account of sickness, being relieved by H. A. Ditmanson.

F. J. Salvage reports his mother's health as improving.

H. M. Boke has purchased a new Willys-Knight, to be in style for the spring fishing. Someone told him fishing luck is all in the car a fellow drives.

Dispatcher R. I. Triplett has a new Hudson coach. It is doubtful if this car was purchased in view of the coming fishing season. Note: There are different kinds of fish in the West.

Conductor Mike Sullivan, who has been sick, reports that he will protect his run in the next few days. Glad to have Mike with us again.

The lunchroom attendants in the Spokane depot have blossomed forth in their new green outfits, a sure sign of early spring for sunny Spokane.

Verne Twist, veteran telegrapher, formerly with Great Northern, now with Telephone Company at Walla Walla, Wash., was in Spokane Tuesday to attend a banquet of telephone officials.

Alice Edge has been entered in contest sponsored by the Spokesman-Review.

Signal Supervisor Don Miller has fallen so entirely in love with the fogs of the coast country that he has been heard to say he will bet ten dollars that Bellingham will be a larger city than Spokane ten years hence. Here's a chance for some enterprising booster for sunny Spokane to make a little easy money—ten years from now.

Mr. and Mrs. Harry Krondak, Wenatchee, Wash., are spending a few days in the city. They were entertained at luncheon on Tuesday by Mr. and Mrs. Geo. A. Bunch and for dinner the same day by Mr. and Mrs. Robert L. Leslie.

Mrs. Edith Pitschow, operator Kootenai Falls, Idaho, spent a week in Spokane recently, the guest of friends, and a few days in Wenatchee, where she visited her sister Mrs. Martin Roach.

It's a Mystery

But It Brings Salesmen

AMAZING PROFITS



We can't explain our startling invention here, but it brings men the most astonishing profits you ever heard of. Absolutely revolutionary and sensational! Nothing like it ever seen before. H. King made \$66 in one day — \$10 of it after he quit and started home. Others average \$350 and up to \$750 a month! Biggest money maker ever discovered!

OVER \$200 A WEEK

J. C. Kellogg, of Kansas, made over \$200 in 7 days. Every man wants to buy. Write at once and full details of our amazing plan will be sent you. No experience needed. Ideal for part time work. **RHODES KRISS KROSS CORP., Dept. D-2742, Pendleton and Cozens Ave., St. Louis, Mo.**

Mr. and Mrs. E. Gerlinger and Mrs. Anna Dashbaugh are sojourning in California for a short time.

C. W. Guerin, switchman, Hillyard, Wash., recently made a flying trip to Portland. Not by airplane, this time, but those with inside information seem to think there was a strong magnet in Portland at the time he flew.

Mrs. Wm. Hardman of Wenatchee has been visiting the Mott families at Hillyard.

Mrs. Otis Elam of Wenatchee came over to Spokane last week to attend a prenuptial shower for a niece, and to visit other relatives and friends of Spokane.

Mrs. Grace Hitchcock left here early in March for Santa Monica, Calif., where she will visit an old schoolmate, Mrs. May Hoover Leavitt, a sister to Secretary Herbert Hoover—also other friends in Long Beach and Los Angeles.

Mrs. Frank J. Hanover, of Wenatchee, is spending the week in Spokane, the guest of Mrs. F. H. Castle and other friends. Frank came over on Monday, returning on 39 Tuesday.

Mrs. R. L. Leslie recently made a trip to Seattle, where she visited her daughter Stella of that city.

Harold Day of Leavenworth, Wash., son of Mr. and Mrs. O. R. Day, came to Spokane recently for medical attention and for a visit with his parents.

Mrs. Dolly Liebold, wife of Fireman Liebold, Wenatchee, who was called to Missoula, Mont., on account of the illness of her father, has returned home.

Engineer Serter has taken the work train on first district.

Fireman J. R. Harris has given up his run out of Appleyard, and is marked up on the extra list at Hillyard.

Engineer W. B. Miller has returned to service, after rendering services to the county and state as jurymen.

Traveling Engineer J. M. Smith recently spent a week at home during which time he was confined to bed with an attack of flu.

Engineer C. S. Miller has returned from a 90-day vacation spent in California and has taken a switch engine in Hillyard Yard.

Engineer Francis was off for a few days, spending this time entertaining his brother and sister-in-law from Entiat.

Engineer and Mrs. Edward Sweeney left Thursday, February 9, for Philadelphia, taking their daughter Alice May to a specialist to have an obstacle removed from the left lung. Alice May has put up a noble fight, undergoing operations at different times locally to have this removed.

Fireman J. Johnson has been called back to Nebraska on account of the death of his step-father.

Engineer A. E. Bodey, of the Marcus Division, spent last week visiting his brother in Portland.

Fireman H. Holschen loaded himself with a gun and numerous rounds of ammunition, and departed for a trip hunting coyotes. It is reported that "Heinie" was quite successful in his venture.

Engineer W. J. Barrett who has been off on account of sickness for a week or so, has returned to his duties in yard service.

Engineer Birdsong has returned to service on the Marcus division, after an absence of four months.

Fireman H. H. Fairleigh accompanied his wife and her mother to Hot Lake, Oregon, where the latter went for medical attention.

Fireman R. N. Miller is laying off on account of an accident in which his finger was injured.

Engineer Wm. Struck of the Marcus division is serving on the jury, and from all reports, is quite enthusiastic about his new duties.

Engineer Lewis Picton was forced to lay off for a few days, on account of the illness of his little son.

As the result of increased business, Roundhouse Foreman Jas. D. Davis has been hitting on all six, trying to pacify P. M. Long by furnishing him engines on time for both yard and road service.

The popularity of Call Boy Glen McKnight has increased to such a point that he has found it necessary to attempt to grow something on his upper lip. While he is succeeding fairly well, Glen is a trifle too young to grow a very formidable defense. It takes Glen Koll in McKay's office to do that. You should see it!

The boys in the depot are all getting lined up for the big day, April 1, when they will vie for the honors of the biggest joke as to the amount of fish they will catch.

Engineer John Steele, who was reinstated on March 12, after being off for seven months, has taken a turn on the extra list at Hillyard.

Conductor John Murphy of the W-O Line was off duty from February 10 to March 10. His run was handled by Conductor S. Y. Hanson.

Conductor Barney Burbank has been reinstated after being off for seven months. He has established himself in work train service on the first district.

Engineer Morris J. Dalton, of the Cascade division, spent the month of March with his son Robert in Spokane.

Engineer H. G. Wales, of runs 27 and 28, returned to work March 10 after spending two months at Long Beach, California. His run was cared for by Engineer E. M. Bromley.

The extra Steel Gang have just completed laying 110 steel on all the curves on Lyons Hill, Fort Wright to Lyons.

Mrs. Anna Gill, operator at Lyons, returned to work on March 9 after a sick-leave absence for a year.

P. A. Zilske, foreman in charge of emergency crew, is back on the Spokane division, rearranging telegraph facilities in the vicinity of Naples.

Telegraph crew was recently organized, with Foreman C. F. Jones in charge, erecting two copper wires between Spokane and Troy. This good news for Triplett.

S. C. & P. Railway

Mildred E. Fellows, timekeeper in the S. C. & P. store department, stole a march on us February 18 when she skipped off to Coeur d'Alene and was married to Theo. A. Goody, who is employed in the dispatcher's office of the Spokane International Railway. The couple spent their honeymoon at Seattle and Vancouver, B. C., and are now at home at W. 1817 Jackson Avenue.

A. J. Mayham, mechanical superintendent of the S. C. & P., is making another business trip to Erie, Schenectady and St. Paul.

Mr. Kane, Federal Inspector, was a visitor at the S. C. & P. shops recently.

It occurs to us that we haven't mentioned Johnny Daschbach, assistant storekeeper S. C. & P., in our columns for a long time. Johnny still wears the same genial smile, and we shall all be glad when the baseball season comes, so that we may see him in action.

About fifty of the S. C. & P. shopmen and their wives recently surprised Mr. and Mrs. Frank F. Burger at their home, and presented them with a lovely electric waffle iron, and an electric iron. They surely were a good "peppy" crowd, and a very enjoyable evening was spent with games and stunts. Refreshments were served at 10:30 p. m. Mrs. Burger was formerly Alice Hull, of the mechanical office.

Mrs. Harold Hodgson, wife of Lineman Hodgson, is visiting in Seattle for two weeks.

Ollie Cooper, lineman, recently made a trip to Wenatchee.

Mr. and Mrs. Chas. Fellows, parents of Mildred Goody, timekeeper, are visiting in Southern California.

Mr. Hungate, electrical superintendent, has taken charge of electric line construction work of Wenatchee.

Mrs. Flora P. Hull, mother of Mrs. Burger in the mechanical office, had the misfortune recently to break her shoulder. She is gradually improving, and hopes to be fully recovered in the near future.

Heavy spring traffic is anticipated on the S. C. & P. and everything is getting lined up in good shape for this business. The ditcher will be ready for work about April 1, and under the direction of Harry Pike, ditcher engineer, and Fred Rudy, fireman, we are sure a lot of good work will be accomplished.

S. H. Brown Dies

Dispatcher S. H. Brown, age 65, while on his way to work Friday afternoon, March 9, suffered a stroke of apoplexy and died within a short while at the Sacred Heart Hospital.

Mr. Brown had been in railroad service for 45 years, coming to the Great Northern in June, 1910. Previous to that time, he served with the Boston & Albany, D. L. & W., Wabash, Chicago & Alton, K. C. N. W., Iron, Mt. Poplar Bluff, Mo. He was also assistant superintendent of transportation at St. Paul just prior to the time he started work as dispatcher on the Spokane division.

He is survived by his wife and two daughters, Mary and Florence, at St. Paul. His body was taken to St. Paul for interment, on train No. 2, Saturday, March 10, accompanied by Traveling Chief Dispatcher Townsend.

WILLMAR DIVISION

Associate Editor
L. A. JORSTAD
Willmar, Minn.

Conductor J. T. Carruthers, Willmar, is already buying seeds for his garden this spring. Jim and his neighbor put in their respective gardens last year, but for some reason Jim's did not thrive so well as his neighbor's, particularly the bean crop, his yield being only about half as great as that of his rival upon an equal area of ground. This year Jim hopes to turn the tables, and consequently isn't taking any chances with bum seed.

Reah Hintz, comptometer artist, superintendent's office, Willmar, was married to Edwin S. Miller, at St. Peter's Chapel, St. Paul, February 21, at 7:30 p. m. The groom is manager of the Raymond Oil Company at Raymond, Minn., where they will make their future home. Their many friends wish them a happy and prosperous life. With a comptometer operator at his elbow, Mr. Miller should have no trouble in figuring gallons by the thousands or hundred thousands, with any number of fractions or decimals.

Frank Roth, agent, Donnelly, Minn., is an expert dairyman. He says it is easy. All you have to do is give the animals some breakfast food, pour a little water into 'em, then drain their crank cases. He heard the old song, "The Little Brown Jug," and says he likes the part that runs as follows, "If I had a cow that gave such milk I'd clothe her in the finest silk; I'd feed her on the finest hay, and milk her forty times a day." He didn't have any money to buy silk clothes for his cow, but he did try to buy the finest hay. He paid nine dollars a ton for alfalfa and had it hauled about twenty miles by truck, but when he tried it on the cow she wouldn't eat it. He asked a farmer what was the matter, and was told that cows don't eat flax straw. Frank is pretty sore, but up to date he is out the nine dollars a ton and the cost of hauling, and bossy is asking, "When do we eat?"

Agent J. C. Sheffield, and wife, Marshall, Minn., recently visited with their daughter at Sioux Falls, S. D.

Martin Forayter of Biwabik, Minn., was a guest at the home of Agent Zimkoski, Granite Falls, the first part of March. Martin worked as relief agent on the Sioux City lines in 1920, and made many friends during his stay with the Great Northern. He is now employed with the Duluth and Iron Range Railroad.

H. T. Dale, trainmen's timekeeper, and tenor soloist, Willmar, is the proud daddy of a baby girl soprano, who arrived at the Dale home March 9. The expected cigars were in evidence, as well as chocolates for the girls who preferred them.

Conductor C. A. Bennewitz and wife, of Ihlen, paid a recent visit to Rochester for medical treatment.

Telegrapher H. E. Whelpley and family, formerly of Chester, S. D., have moved to Ihlen, from which point Whelpley can work to better advantage as relief man.

A. Jordahl, section foreman, Garretson, is taking a thirty-day vacation, being relieved by Walfred Rask.

A new station helper, Charles Edward, arrived at the home of Agent and Mrs. V. Bergfalk, Bancroft, S. D., February 13. The only explanation we can offer for not reporting this in last issue, is the timidity of Daddy Bergfalk in not broadcasting the news at the time.

Mrs. K. Thompson, wife of Section Foreman Thompson, Erdahl, Minn., died the latter

part of February. The bereaved husband and family have the heartfelt sympathy of the railway employees and SEMAPHORE.

Telegrapher G. Chester Blackman is working third at Campbell, relieving Operator Hagberg, who is now on second at that station. Blackman says the gravel roads between Campbell and Tintah are good, but we understand that condition of roads would be a small matter compared with his will power to keep frequent appointments in that city.

O. Stoa, agent, Kidder, S. D., has the agency for that popular instrument, namely the saxophone, several of which were purchased recently by soloists in the Kidder Symphony Orchestra. Sad to state, however, the orchestra has been compelled to discontinue use of said instruments due to complaints from nearby farmers who assert that their cows are giving sour milk as a result of tone quality in Stoa's bugles. Undaunted by the ban on further sale of "saxes" for musical purposes, Stoa made up his mind that it was not going to ruin his saxophone business and recently gave a demonstration at the home of one of the complaining farmers, where a calf had strayed away. The demonstration was not of the musical kind, but of the calf calling variety, and a few blasts was all that was necessary to bring Mr. Stray Calf back home in double quick time. Ole is now besieged with orders for saxophones from far and near, and states that he cannot guarantee any further deliveries until after harvest.

V. E. Rosekrans is steadily improving in health at a Yankton hospital, and should be able to resume his duties as agent at Tea, S. D., in the near future. The boys will be glad to see him back.

Joe Larson, recent telegrapher, Sioux Falls, bid in the agency at Lyons, S. D., and has been checked in as permanent agent at that point.

A. J. Lueken, our good natured and hard working section foreman at Yankton, recently purchased a number of thoroughbred cattle for his farm near Yankton, which it is expected, will eventually make him famous in the dairy and stock business.

Conductor R. T. Miller tells the boys on the Yankton branch that the combination of cigarettes, chewing tobacco and Norwegian stock food is not so bad as drinking—apparently the water in that territory must contain considerable alkali.

Clem Riley, switchman, Breckenridge, is back on his old job. Clem decided he would rather switch box cars than operate a beanyer.

We understand that Erma DeBuscher, janitress at Marshall station since 1913, was recently married, but particulars as to date and groom are not available. Her friends extend congratulations.

H. D. Lord, day yardmaster, and K. Grahn, locomotive foreman, Breckenridge, are fully recuperated after their recent sick leaves.

Ira Moore, former car repairer, has opened a lunch and rooming house at Ihlen, Minn.

Ben Running, locomotive foreman, Ihlen, tried out his new Nash recently by driving to Beresford, S. D., and made the trip without burning out any crown sheets.

Rene Cattoor of the Marshall coal chute force, and wife, recently returned from a two-weeks' vacation in Montreal, Canada.

William Rummell, one of our popular main line conductors, was united in marriage with Myrtle J. Johnson, daughter of Engineer and Mrs. Alfred G. Johnson of Willmar, February 26, Rev. J. Renwick McCullough performing the ceremony at his home in Minneapolis. Bill needs no introduction among the railroad boys on this division and Mrs. Rummell is also well known in the community, as she holds a position at the Willmar Hospital, and is also manager of the Tulip Shop, in the new Lakeland Hotel. The SEMAPHORE extends congratulations.

A sure sign of spring—G. T. Noyes, cashier, Morris, was seen at the crossing the other day with felt boots and no coat on.

George Donahue, night yardmaster, Breckenridge, is journeying to and from his home in a brand new Durant six George is going farming in the spring and will no doubt burn the dust between his ranch and Breckenridge yard.

Otto Meyers, brakeman on the Browns Valley line, has resigned as cook for Conductor Collins, who is now doing his own scrambling and flopping. As a result, Bill is getting thin and takes on that hungry look after five or six hours of road work.

We are glad to report that Mrs. W. J. Sperry, wife of Conductor Sperry, Willmar, who underwent a major operation at the Willmar Hospital recently, is on the road to recovery.

Mrs. K. C. Hartung, wife of Agent Hartung at Wentworth, was called to Ainsworth, Neb., recently on account of the serious illness of her mother, whose condition at this writing is improved.

The B. of R. T. gave a dance at Willmar, February 20, which as usual, was a success socially as well as financially. The grand march was led by Harry Hansen, special agent, Grand Forks, F. W. Keck, claim agent, and Ben Schamp, special agent at Willmar, this trio making quite a formidable showing.

Mrs. L. A. Barber, Minot, N. D., mother of Mrs. S. F. Langord, wife of Chief Clerk Langord, superintendent's office, is spending a few weeks in Willmar while Mrs. Langord is recuperating, following an operation which she underwent some time ago. Her sister, Mrs. Geo. Chick, also visited her at Willmar, returning to Minot early in March.

Howard Kendell, brakeman, Willmar, recently returned from Bellingham, Washington, where he spent about six weeks visiting his brother, John Kendell, former brakeman on the Sioux City lines. We understand John is in the insurance business at Bellingham, and is prospering and is loud in his praises of the West.

Miss Paradis, daughter of L. A. Paradis, water service foreman, was married to John Brennan of Heron Lake, S. D., on February 7, at the home of her parents, at Pipestone, Minn. After the ceremony a sumptuous wedding supper was served to thirty-eight guests, who helped make the evening a merry one for the newlyweds.

Charles Dolan, telegrapher, relay office, Willmar, returned from a three-weeks' leave of absence on Monday, March 12. Charles apparently prefers tickling the keys to selling "Singers."

M. V. Hensen, telephone inspector, Willmar, returned to Willmar March 12, after being confined in Asbury Hospital, Minneapolis, about five weeks, following a major operation. Glad to see Marshal back and hope for his rapid gain in health.

The Pennock Tigers bowled against the Willmar South Paws at Willmar, Minn., Wednesday, March 14, and met defeat. The Pennock Tigers are worthy of the name, and are vicious when it comes to breaking pins. The team is managed by Agent A. L. Johnston, and financed by Banning Hanscom, both of these gentlemen holding high scores in their community.

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

On March 3 the community around Somers was shocked to hear of the death of Leon Wall. Mr. Wall died of a cerebral hemorrhage after an illness of two months.

Funeral services were held from the undertaking parlors of Sherman & Son, Kalispell, interment being made in Conrad Cemetery, Rev. McVey Fisher officiating. Mr. Wall had a large circle of friends in Somers and he will be missed very much, especially by the lake crew where he served as tug-boat captain for many years.



Mrs. Sarah Wilder, mother of Harry Wilder, passed away February 25. Services were held at Kalispell from the Sherman & Son undertaking parlors. Harry and his daughter Ruth accompanied the body to Morris-town, Minnesota, for burial. Mrs. Wilder was 88 years old, having resided at Somers with her son during the past eight years.

Gordon Parr says he has a new job as floor-walker, night shift, in addition to his daily routine. It all comes about through the arrival of a baby girl at his home. Mrs. Gordon Parr was formerly Freda Bolz, clerk in the local office of this company.

Mr. and Mrs. W. E. Fine announce the birth of a baby girl.

Ben Schlegel has given up his position with the Somers Meat Market and accepted a position with the Puget Sound Machinery Company, which is installing the new boilers in the saw mill.

The band dance given at the Somers Hall by the Somers School, March 9, was a decided success in every way. The hall was decorated for the occasion and the band played several selections throughout the evening. A great deal of credit must be given to Mrs. Squire for organizing this school band. The young people are all very interested in it and are

doing very well. Lunch was served at twelve o'clock and dancing continued until two.

The many friends of Mrs. G. W. Cornielson will be glad to hear that she has returned from Kalispell and is feeling much better.

John Christensen, lumber piling contractor, has left for Seattle where he intends to go in the fishing game with Hans Chester. John has purchased a fishing boat and intends to try out his new vocation for a year or two.

Eddie Bullman, tie buckler, in following up his pugilistic career put on a four-round bout with Stevens of Whitefish at the Elks' Smoker at Kalispell. Eddie furnished the thrill of the evening by winning with a technical knock-out.

Installation of the new Holt ferry has been completed. The new ferry is electrically operated and is quite an improvement over the old one. After May 1 two men will be employed at the ferry, one for day shift and one for the night shift, thereby giving the public much better service than ever before. After May 1 no toll will be charged after seven p. m., as has been the practice in previous years.

NEW CASCADE TUNNEL

Associate Editor
C. M. SANDERS
of A. Guthrie & Co.
Scenic, Washington

The Mill Creek pioneer west progressed 647 feet during the month of February and by so doing brought to that camp for the following month, at least, the monthly pennant for drifting operations.

The West Portal pioneer worked its way east 541 feet during the same month to leave a distance of 1,833 feet between the approaching faces of work. East Portal won the pennant for enlargement work in February with a run of 788 feet. On this date, March 1, there have been completed 29,196 feet of enlargement to full tunnel section and 18,396 feet of this distance has been lined with concrete.

During the past several months dances have been given in the West Portal recreation hall every two weeks and invariably they have been most successful affairs. On the evening of January 21 there was an added attraction in the way of a basketball game between teams representing the Chumstick Line Change and West Portal of the New Cascade Tunnel. The tunnel quintet came out on the long end of the score to the tune of 56 to 10. The same teams battled at Leavenworth a week later and again the tunnel team won, this time 29 to 26.

On February 25 the West Portal team engaged in combat with the five from Mill Creek preceding a dance. It was a hectic struggle won by Mill Creek 36 to 22. The result of the game, however, did not interfere in any way with the dance which followed. It was enjoyed by everyone and was very much of a success.

The winter seems to be breaking up around these parts. With the mercury climbing a little higher every day and warm rains when the sun isn't shining, the snow is fast disappearing. In comparison with last winter this has been a very mild one.



About the SHOPS

DELTA

Mr. and Mrs. Thos. Precious, blacksmith foreman and wife, spent March 17 and 18 in Portland, Oregon, visiting friends.

Mr. Steve Actipis, car repairer, and Mrs. Actipis announce the birth of a daughter, Bertha Lee, February 16.

Isoji Yoshioka, car oiler, left March 13 for Japan where he will spend six months visiting relatives.

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LARGEST IN THE WORLD CINCINNATI, OHIO

Machinist Henry Gaul, Delta's master craftsman, is busy these spring days designing a skiff which he plans to launch in the blue waters of one of Washington's many fishing lakes early in the season.

Harry Brooks, son of Pipeman Harry Brooks, left March 11 for Los Angeles to visit relatives.

Mr. and Mrs. Julius Ortman, car repairer, and wife left the latter part of March for Yankton, South Dakota. They will visit in Starkweather, N. D., Minneapolis, Minn., and Richey, Mont., before returning home.

On account of her daughter's ill health, Mrs. Phillip Baker and her daughter Mae left March 2 for an indefinite stay in Los Angeles.

A wedding of interest was solemnized Wednesday evening, February 29, in the I. O. O. F. Hall, Everett, when Mrs. Martha Kinder became the bride of Oliver Thurian in the presence of a large group of friends and relatives. Mr. and Mrs. Clarence Rogers were the attendants. Mr. and Mrs. Thurian left immediately for a short wedding trip and are now at home to their friends in Everett.

Ed Pulsipher, chief material clerk, Everett Store was transferred to Leavenworth Store on March 13. We wish him success in his new position.

JACKSON STREET

There must have been a fire sale out in the Midway district last week, because W. M. Gillette has a pair of new overalls.

The boys of the mill offer their sincere sympathy to the bereaved family of Edward Jackson, who died suddenly on February 12.

We went over to the machine shop to ask Leo Peet to unlimber a little news for the SEMAPHORE. Well of all the information dispensing places, Leo just literally talked us out of the place. We were just bubbling over with statistics when we left his bench. My, he told all about an air pump. I told him I wanted personal items, but he insisted that the pressure of the atmosphere had everything to do with an air pump. He says that at sea level the air exerts a pressure of— I forgot how many pounds, maybe its 14.7— anyway—6,000 feet higher the pressure is only 11.89 pounds, or some other number I just can't recall now. Well, we cut in, "Are you thinking of going any place, or buying a new car or anything?" "Yes," he said, "I am—You know that at a temperature of 70 degrees F. at an altitude of 750 feet above sea level, a compressor may level its highest efficiency with 150 single strokes a minute. Just think if that compressor were taken up to an altitude of 6,000 feet a minute! Something else would happen or something." My it was all just too wonderful. And there was something about 5,000 cubic inches of air a minute. Isn't that the most air—We beat it.



Great Northern Railway



General Offices: St. Paul, Minn.; 32 Nassau Street, New York City

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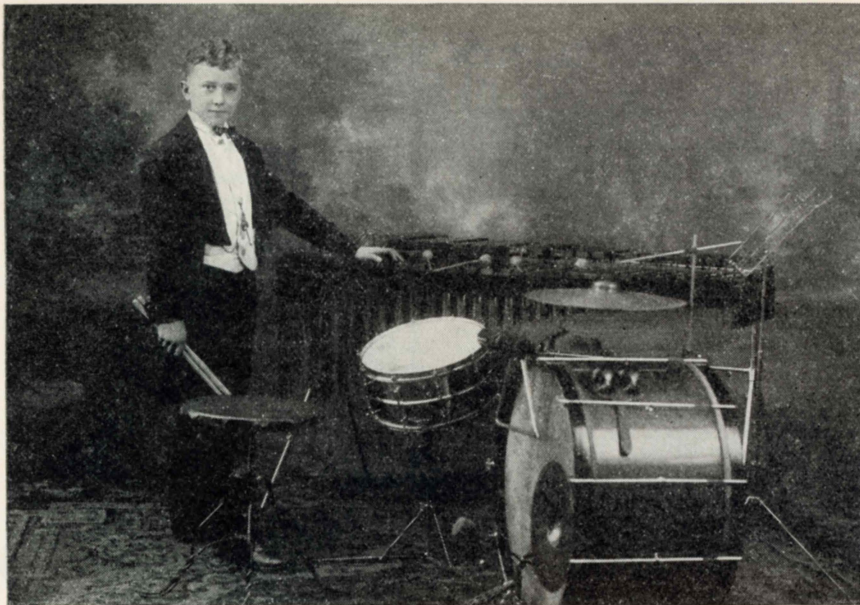
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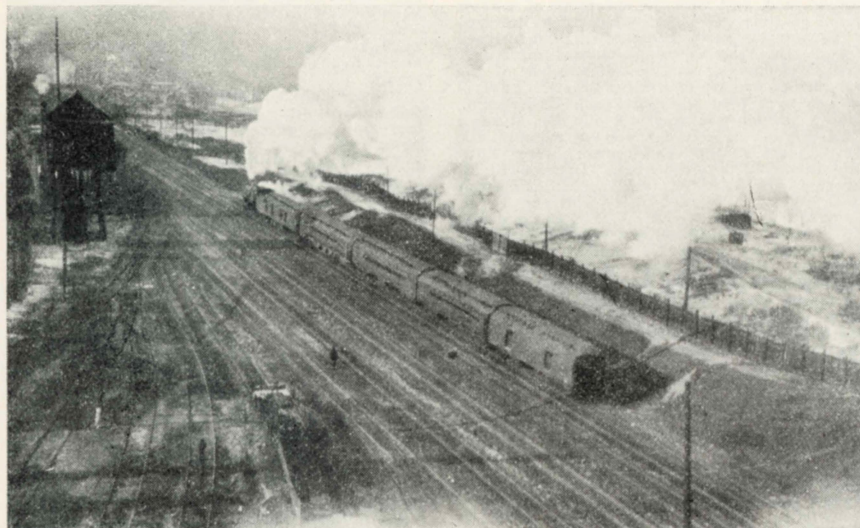
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Emil F. Jandric

The above picture is of Emil F. Jandric, 10 years of age, son of Mr. and Mrs. F. Jandric, 264 Nugent Street, St. Paul, Minn. Mr. Jandric is employed as carpenter at the Jackson Street Shops. This young man has played

the drums since he was 7 years old and recently joined the Great Northern Band. We congratulate him on so notable an accomplishment.



We are indebted to Theodore Svobodny, machinist helper, Jackson Street roundhouse,

for the pictures of the Jackson Street shops, the Great Northern tracks passing the shops, showing a train passing.

April, 1928

Charley Brett, boilermaker foreman in the roundhouse, recently had his record looked up, and found that he was credited with 39 years continuous service with the Company. That's a long time and while we extend our hearty congratulations, we would wager that he won't work 39 years more.

Jack Walters, veteran boilermaker from Barnesville, also Minot, was a recent visitor here. He called on Mr. Hutchinson to talk over the old days.

There has been quite a little bumping in the mill the past month, apprentices out of their time bumping back; one mechanic bumped a helper and now the helper is trying to bump the mill foreman.

Fred Holst, wood machinist, says that he will tell the pop-eyed world that his wife is some cook; he declares that he wanted to use the whisk broom, and after searching the place over he asked his wife if she knew where it was. She replied that as they were out of breakfast food last Friday morning, she served it for shredded wheat and Fred did not know the difference.

Louis Gifford announces that spring is here—for his helper, Joe Platzer, has been trying to trade his heavy underwear for a screen door.

Hank Tessier bought a Chevrolet. His other car was a Ford they say; Now his hair is turning gray. It all came about in this way.

His foot on the brake will not stay; And his hands out of the window always want to stray.

The gear shift lever is in the way And the clutch is different on this Chevrolet; A spark plug cracked so he threw it away But speed—Boy Say— It's good for a hundred any day.

GREAT FALLS

Announcement is made of the transfer of Otto Neuman, son of Blacksmith Henry Neuman, who was employed in the general offices of the A. C. M. Company at this city. He having accepted the position of auditor of the A. C. M. Company interests, in northern Poland. On the eve of his departure, on March 1, he was given a banquet by his friends and associates in collaboration with the local post of the Veterans of Foreign Wars, of which organization he is past commander. Mr. Neuman, Jr., is well known to local railway employees who offer their best wishes for his future success.

Boilermakers James Gormley, Patrick Carlin, Arthur Staren and William Bachman are newcomers at Great Falls Shops, the former two having been transferred to Great Falls from Dale Street, while Staren came from Devils Lake and Bachman from Delta.

Machinist Lawrence Fitzgerald is also a new arrival at Great Falls Shops. He is from Whitefish. Mrs. Fitzgerald will join him within the next few days, now that suitable accommodations have been arranged.

Blacksmith Helper Tom Bastos is in the hospital. It is reported that his illness is due to anemia. We hope for his early recovery and return to service.

Lawrence Simpson, boilermaker helper, who injured his eye recently will be at the hospital for several weeks yet, although the danger of losing his eyesight is past.

Some time ago, Jim Forbes, our genial oiler and dopeman on the rip track, purchased of Vic Fisher, an early model type flivver. Which wasn't so bad—for the shape it was in. Jim had, previous to this, depended on his trusty bicycle to bring him to work on time. On several embarrassing occasions, the "wheel" proved undependable in a pinch. It was therefore discarded in favor of the "fliv." Everything went along as well as could be expected for awhile; that is, Jim was later and later getting to work. Then one day something happened and he got the scare of his life. The incident is herewith set to rhyme—it being analogous to the "Deacon's One Hoss Shay":

"Have you ever heard of the hoss-less shay— That fell to pieces on the Oiler one day?

It happened at noon, on company premise And nearly ended in an untimely demise. The whistle had blown and suiting his whim, He approached 'Old Lizzie' for a noon-hour spin.

The run board creaked, the starter was stuck, He stepped on the button and cursed his luck. But undaunted still, he made for the crank, He gave it a spin and felt a great yank.

The engine barked once, then with a loud sound—

The 'head' blew off, strewing parts all around.

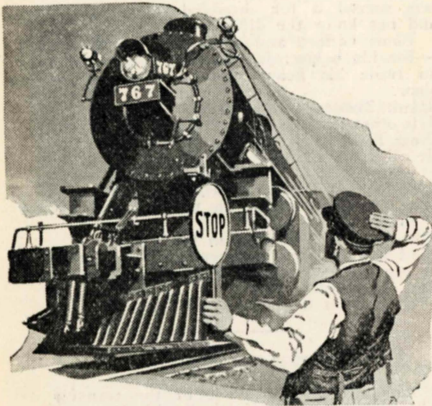
Then the wheels buckled under—the top came off,

And the motor sunk down with a pathetic cough.

When the front end reared, the poor man flew,

For where he had stood, it settled true. Nor did he stop, so great was his fear. To reason that the machine was in gear. Now believe it or not, for the rest of his days, That Oiler is off 'dem thar' hoss-less shays."

About three weeks ago, Scotty Anderson, saw operator, having rebelled against the high cost of razor blades, and other shaving paraphernalia, appeared on the job with a promising hirsute offspring. About the same time Wood Machinist Adolph Klatt elected to change the fashions in the wood mill a bit, and put in an appearance similar to Scotty's. After three weeks of careful grooming, the boys in the wood mill got the idea that the two were endeavoring to out-raise each other in the matter of mustaches. In order to determine the true status, several experts were called in, and after a careful study of the profiles of each,



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| <input type="checkbox"/> Electric Locomotive and Train Operator | <input type="checkbox"/> Executive Training |
| <input type="checkbox"/> Conductor | <input type="checkbox"/> Stenographer and Typist |
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it was the unanimous opinion that Scotty was leading by a hair or two.

Speaking of bewhiskered gents, Lorene Fixack of the car repair force, makes 'em all look insignificant.

Arnold Froehlich has been transferred, to understudy Electrician A. E. Brown, where he will serve four years at the trade. Brown does not expect to have to buy the chawin' tobacco for the next several years.

Our sincere sympathy is extended to Machinist Charles Dohmeyer in the death of his mother, which occurred at Great Falls last week, after a short illness, and came unexpectedly, when blood poisoning set in after a mastoid operation. Besides her son, she is survived by her parents, Mr. and Mrs. O. Kliev, and a number of brothers and sisters in the vicinity of Great Falls.

John Spevack, stationary fireman at Great Falls power house, resigned from the service March 14. He intends to confine his future efforts to farming on his place, a short distance from Great Falls. His successor has not yet been named.

Mrs. Arthur Anderson, car foreman's clerk, has resigned, effective April 1. She has been employed in the car office since September 18, 1922. Joe Jarnot, now on the time desk, will succeed her as car foreman's clerk.

ST. CLOUD

It is with profound regret we announce the death of our lumber yard foreman, Anton Carlson, St. Cloud store, which occurred at his home 900 Third Avenue, South on February 26. Mr. Carlson was taken ill about two weeks prior to his death with pleurisy which it was believed would not be serious but later developed into pneumonia. Mr. Carlson first entered the service of the Great Northern on April 1, 1900, as a lumber grader, St. Cloud lumber yard, and with the exception of a short period of time was employed there continuously as lumber grader, assistant lumber yard foreman, being afterward promoted to lumber yard foreman, and was considered one of the best lumber experts in the Northwest. Funeral services were held at the Johnson Undertaking Parlors, under the auspices of the Masonic Fraternity of which he was a member for many years. The pall-bearers were Shop Superintendent F. C. Lindt, District Storekeeper G. R. Watland, Rolling Mill Foreman J. B. Welsh, Power House Engineer L. L. Bowers, Car Inspector A. A. Boman, and Dr. C. L. Miner. Besides his sorrowing wife, he is survived by a son Dr. Arthur Carlson of Coleraine, Minn. A host of friends extend their sympathies to the bereaved family.

Veteran Paint Shop Foreman A. L. Westrom retired February 29. As a token of esteem the painters presented him with a gold ring and a hand drawn picture, the work of Jacob Hohman, of the late James J. Hill, while the supervisory force remembered their associate with a handsome traveling bag.

It is with sorrow that we announce the death of our co-worker Harold Soder, which occurred Feb. 25 at the Walker Sanatorium. Harold was born at St. Paul Jan. 10, 1903. His service dates back to Mar. 4, 1920 when he was employed as carman apprentice where he remained until Aug. 11, 1922, when he was promoted to mill helper and later, on Mar. 5, 1923, to mill machinist. Burial was made in the family lot of the Sauk Rapids cemetery. He is survived by his father Oscar Soder, and three sisters, Alice, Gertrude and Esther.

Our sympathy is herewith extended to Wood Machinist John Lahr upon the loss of his esteemed wife, which followed a protracted illness at St. Cloud Hospital Mar. 8.

Carman Apprentice "Pilot" Sylvester Salaski, is making a business trip to the Twin Cities and will look over some airplanes as he is contemplating the purchase of a new one. Good luck to you Sal.

Carman and Mrs. Carl Hershfeldt and her sister, Anna Putz, a popular young St. Cloud girl, are on a pleasure trip in California. The Hershfeldts are expected to return in a few weeks, but it is rumored that Miss Putz may make her future home in the West, which will be sad news to some of the boys around here.

Cigars were plentiful and Carman Conrad Kloskin certainly wore a big smile when he returned to work after Washington's birthday, the reason being the arrival of a big 9-pound boy at Conrad's home.

Carman Raymond Hall has returned to work, after being confined to his home for several weeks, during which time he had his tonsils removed.

Carman Gabriel Krausert reports that his wife is seriously ill.

L. A. Cleall has been appointed acting foreman upon the retirement of Painter Foreman A. L. Westrom.

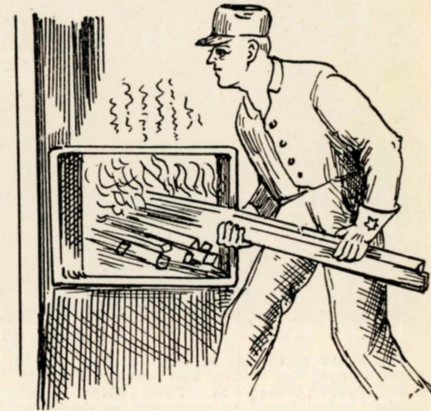
We have received word from Mr. W. M. Bowers, brother of L. L. Bowers, who is a veteran locomotive engineer living at Reuton,

Wash., assuring us of his complete recovery from a recent illness. He states that the mountain air did the work, all right.

Former employee, William Holtz has been taken to the St. Cloud Hospital. We hope to learn of his early recovery.

Carman Ray Howe was absent from work several days on account of the serious illness of his wife. Mrs. Howe is progressing favorably at this time.

To Carman Wm. Demo goes the honor of being the first owner of a new model Ford, which is a four door sedan. The boys all agree if this car will stand up under the heavy burden of hauling "Bill" around she will make a good impression for herself.



The staff cartoonist has been giving us some caricatures of our carmen and blacksmiths, but "Johnny" Christen asked one of the staff where the boiler-room force comes in, thereupon Jake replied: "I'll have one of you in about five minutes," and above you see the result.

Painter Felix Rozmark had the misfortune to fall and dislocate his shoulder, which will lay him up for several weeks. "We do miss Felix."

SIoux CITY

Switchman Yale Finley is still laid up at home, but is recovering very nicely from injuries received some time ago.

The rainy season swimming pool near the 26th Street yard office has been ruined by the G. N. It was filled with cinders several days ago, and it has been reported that employees at that yard need not jump across any more, although several may miss their spring baths.

Nobody can keep track of Bill Brand at Sioux City, although this is supposed to be his home, he spends most of his time hopping between St. Paul, Willmar, Benson and Sioux City, clipping coupons. Bill doesn't know whether he will go back to Scotland this year or not.

Stationary Engineer L. Bailey recently visited his son who is very sick at Rochester.

Boilermaker Foreman H. E. Poole has been very much worried about an operation that he knew eventually had to come. Finally he went up to the hospital all alone and had his tonsils removed.

W. F. E. Foreman Chandler is trying to raise one of the new misplaced eyebrows, but so far can't make much of a showing. It is lucky for him that he can't.

Florence Meyers is wearing a new oriental smock, and so far has received many comments on it, both good and otherwise. Apparently the unfavorable comments are coming from the boys, who are jealous because they cannot wear them.

WILLMAR

Fireman C. A. Anderson returned to work after being on the sick list for about a month and a half.

Anyone interested in pet dogs may come down to the roundhouse boiler room during noon hour and make his choice of pets. Anything from rat terriers to Dutch cheese hounds.

Leslie Aistrup underwent an operation for appendicitis some time ago and is recovering rapidly. We hope to see his smiling countenance again before long.

Leo Hoy has taken his annual vacation and feels fit enough to work 365 days more.

Al Callan, boilermaker, and also one of our noteworthy bowlers, came to work the other morning and found that his clothes didn't fit. Rumors tell us that he made a score of 172 the night before. How about it, Cal?

Howard Larson, master mechanic's clerk, is driving a new cabriolet. Just room for two, eh, Butts?

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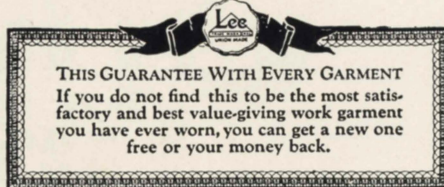
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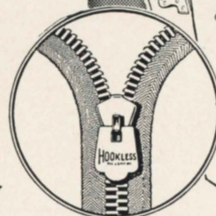


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