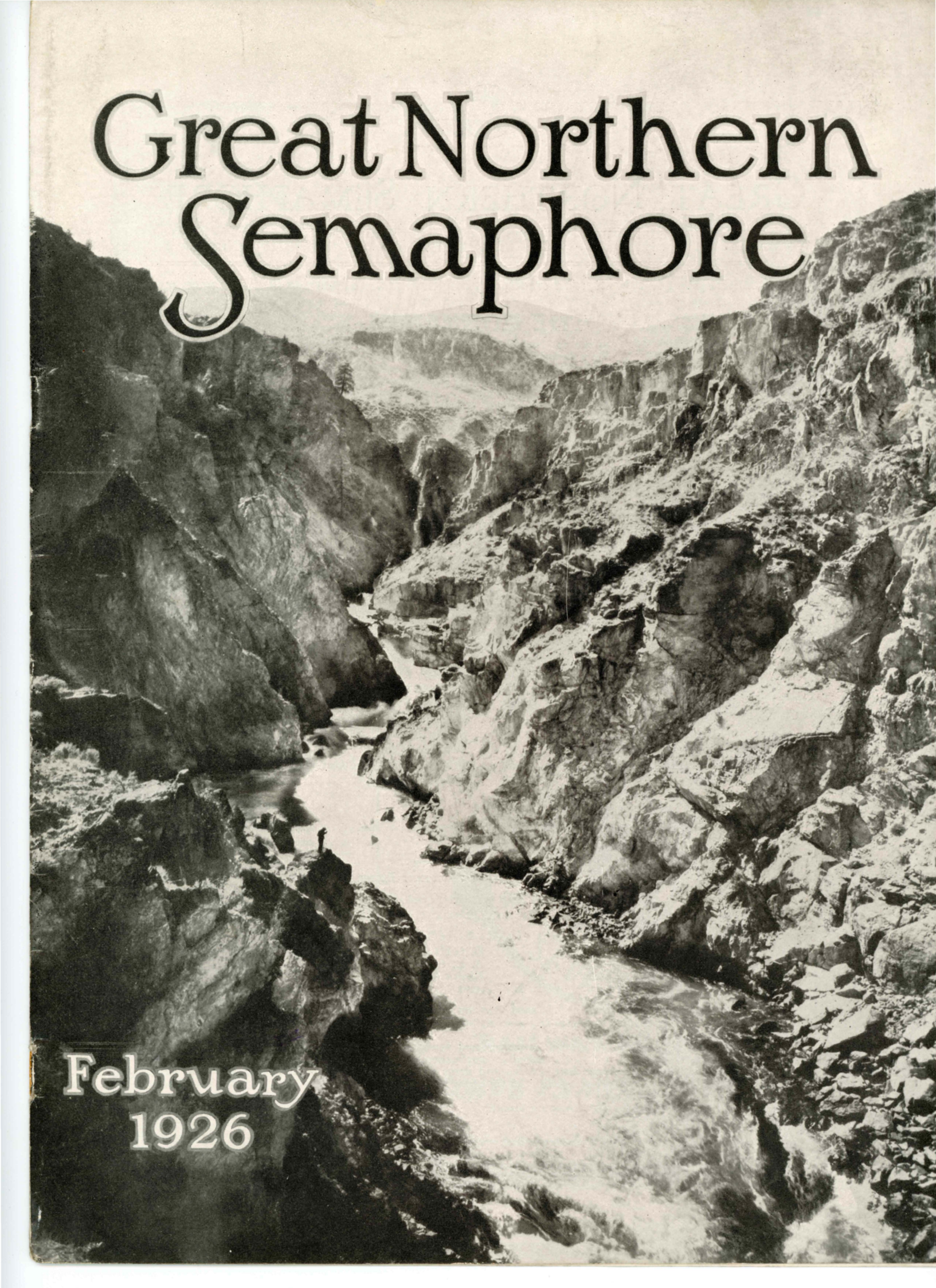


Great Northern Semaphore



February
1926



GREAT NORTHERN SEMAPHORE

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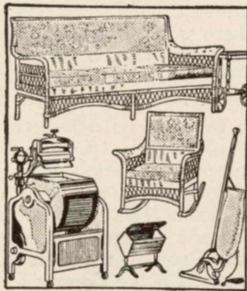
The Great Northern SEMAPHORE is published monthly at Saint Paul, Minnesota, by the Great Northern Railway Company, and is devoted to the interests of its active and retired employees and those of constituents or allied companies.

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

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



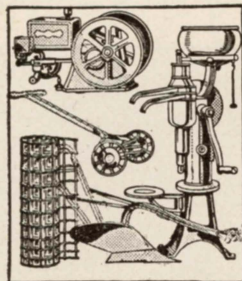
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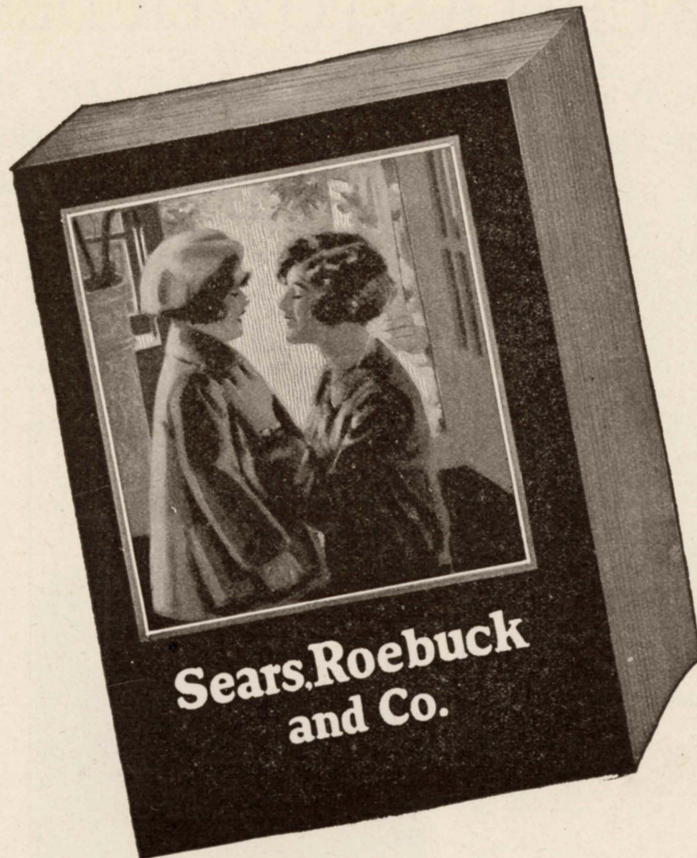
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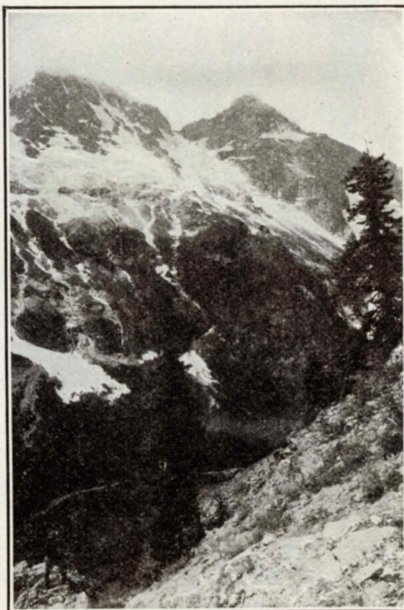
LAKE CHELAN POWER DEVELOPMENT

Washington Water Power Company Takes Over Project. Great Northern Electrification East of Wenatchee Made Possible. Surplus Power Available for Irrigation and Commercial Uses.

WHAT IS PROBABLY the largest project undertaken in the State of Washington in a number of years is the proposed development of the tremendous water power possibilities of Lake Chelan and the Chelan River. The Chelan Electric Company, a Great Northern subsidiary, has applied to the Federal power Commission for a permit to construct a dam at the south end of Lake Chelan, that will raise the lake level twenty-one feet, and, in conjunction, a hydro-electric plant on the left bank of Chelan River near its confluence with the Columbia. It is expected that the commission will act favorably on the application, and, with issuance of the permit, the Washington Water Power Company, which has taken over the rights and contracted to build and operate the plant, will start construction work at once. Completion of the first unit of the power project will develop 15,000 kilowatts. This will be increased to 60,000 kilowatts—the equivalent of 75,000 to 80,000 horsepower of electrical energy, when the project, as planned, is finished in its entirety. The full development will cost approximately \$10,000,000.

The Great Northern, foreseeing several years ago the possible necessity of electrifying its line across Eastern Washington and Idaho, acquired the Lake Chelan power site in the name of the Chelan Electric Company. The price at which fuel could be obtained and the improvements made in the steam locomotive, have deferred the date of electrification from time to time, and plans for electrification east of Wenatchee still remain quite indefinite. The Great Northern, however, did not wish to have this large amount of potential power at Chelan held from being put to a useful purpose and, therefore, disposed of its holding to the Washington Water Power Company, on condition that it would immediately proceed to develop the power and make it available for electrification and other general purposes. But at

the same time, the Railway safeguarded itself for further electrification by making a definite bargain covering the basis on which power would be furnished to it by the Washington Water Power Company. It may be said that a single power development is not very satisfactory



Glaciers and North Fork of Bridge Creek.

for railroad electrification, and that by making a contract with the Washington Water Power Company the railroad, instead of being dependent on a single plant for power supply, has thus insured the availability of power coming from the numerous plants owned and operated by the power company.

Power Available for Public

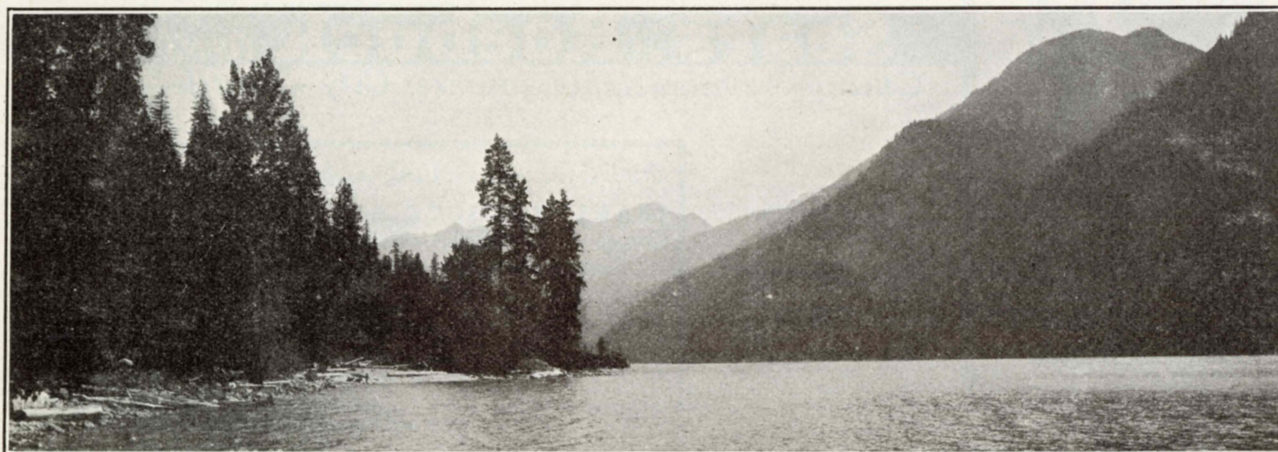
As the railroad company can use only a part of the power to be generated, and that intermittently, the Great Northern

has entered into an agreement with the Washington Water Power Company whereby that company undertakes the development of the project on its own account and contracts to furnish the Great Northern with the electrical energy necessary for the operation of its railway, and to market the surplus. Power will be available for public use as soon as the first unit is put into operation, and, as the increasing needs of the railroad require further enlargement of the plant, there will be surplus power sold throughout north central Washington for irrigation and commercial uses generally.

At this time there is no arrangement with the power company to furnish electricity for railroad operation west of Wenatchee. The railway company operates electric locomotives through the 2.5 miles of Cascade Tunnel, but energy for this operation comes from its own plant at Tumwater, Chelan County. It is now electrifying from Skykomish, King County, up the west slope of the Cascades to the tunnel, as described in the July issue of the *SEMAPHORE*. This work will be completed early next year. If any additional energy is required for this electrification, over and above that developed at Tumwater, it will be obtained by the development by the company of one of the numerous water supplies on the west slope of the Cascades. At any rate, the present electrification on the west slope of the Cascades has no relation to the Lake Chelan project.

Agricultural Development

The Washington Water Power Company has already begun preliminary construction work, and is expected to go ahead rapidly with the hydro-electric development at Chelan Falls. When, with the completion of the first unit, power is available for public use, the surplus energy will be sold at reasonable rates for water pumps by water users throughout North Central Washington. There is a potential irrigable area in the counties



Lake Chelan above Moore's Landing looking Southeast.



Top of Rainbow Falls—Lake Chelan in distance.

of Chelan, Douglas and Okanogan of 80,000 acres now lying idle. Irrigation would be tremendously exhilarated by the cheap power for pumping. Soil experts declare that some of the finest fruit land lies between Wenatchee and Oroville in Okanogan County near the Canadian border, awaiting the coming of water. Agriculturalists say, that with energy permitting advantageous pumping of water from the Columbia River and tributaries, the many wide gaps now existing between going irrigation projects will be closed.

Beauties of Lake Chelan To Be Preserved

In some quarters it was thought that raising the level of Lake Chelan might possibly impair its scenic beauty and destroy the value of many of the resorts and privately owned estates along the margin of the lake. As a matter of fact, the higher level will cover much of the flat land at the north end of the lake that under present conditions is none too attractive. All this property that will be flooded has been purchased by the railway company to avoid payment of flowage claims, and the land back of the flats, extending to where the hills begin to rise to the glaciers, is assured faster development by reason of the lowlands being eliminated. All along the shores of the lake everything will be removed that might impair the scenic beauty after the water level is raised. It is to the railway company's interest to do this, because of the possibilities of Lake Chelan becoming one of America's foremost scenic resorts. The beauty of the lake and of the glacier district to the north is such that in time it might become as popular as Glacier Park.

A Comprehensive Plan

The entire plan, as it has been worked out over a period of years by the railway company, has in mind not only development of the water power of Lake Chelan and the Chelan River and its use for electrification of the railway, but ultimate development of the vast productive

area tributary to the railway in North Central Washington, and the preservation and development of Lake Chelan and its surrounding mountain wonders. The Great Northern will be the natural railway route to this scenic wonderland of the future, and has been vitally con-



Looking Down Lake Chelan from Purple's Landing.

cerned, therefore, in the preservation and development of the lake country as a traffic asset.

Virtually all property rights around the lake, which have been affected by the power project, have been settled. The railroad has already bought the main holdings of the property which is involved. In other cases, flowage rights have been secured and the property owners

reimbursed for the expense of moving their resorts, or summer homes, back to higher land. It is believed that in the few cases remaining unsettled, agreement will soon be reached as to the compensation to be paid. The City of Chelan and Chelan County will be affected by the project and have filed, or will file, claims with the Water Power Commission setting out specifically what these damages consist of. There is no disposition on the part of the city or county to impede or defer development and no doubt satisfactory arrangements can be made with both covering any financial loss they may sustain and providing for replacement or relocation of any improvements, which will be destroyed by raising the water in the lake.

The photographs illustrating the above article and the one reproduced on the front cover all copyrighted by Kiser's Studio, Scenic America Company of Portland, Oregon.

Very Embarrassing

SURELY THE SEMAPHORE will never find it necessary to make such a confession as the following which we find in the columns of a contemporary railway employes' magazine: "The public has been led and urged to believe that engineers always blow the whistle and ring the bell at grade crossings. It is more than embarrassing to have a representative of the public appear with date, time and full particulars of a — locomotive which passed over certain crossings with no

bell ringing and no whistle blown." We deem it the part of courtesy and consideration not to name the railway.

It is well for a man to respect his own vocation whatever it is, and to think himself bound to uphold it, and to claim for it the respect it deserves.—Charles Dickens.

Hillyard Shops Set New Record

FOURTEEN HUNDRED and fifty-six miles westward from the Twin Cities," says the *Spokane Spokesman Review*, "along the scenic trail of the Oriental Limited lies Hillyard, dedicated in name to its creator. The consensus of opinion among all employees would undoubtedly be unanimous that Hillyard is the best named city on the line of the Great Northern. The name itself exemplifies a mark of achievement, a great accomplishment well done."

The car department of the Hillyard shops, under the personal supervision of J. M. Hurley, A. B. Colville, E. Pearson and J. A. Taylor, is constantly making every effort to maintain these high standards. The authorized car shop force at present numbers 392 employees, composed of 190 car men, 34 helpers, 28 apprentices, and 140 miscellaneous workers. Approximately 659,898 man hours comprised the 1925 schedule, during which time 15,456 cars were reconditioned for service. The past year's program also included the completion of 339 rebuilt freight cars of various types, besides 180 new 80,000 pound capacity box cars of the 9,000 series, equipped with steel underframes.

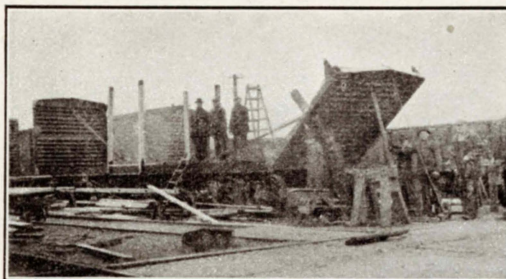
When the management first announced its intention to build 1,000 of these cars, 150 of them were allotted to Hillyard shops, and later 30 additional from the Great Falls assignment. With the arrival of the first shipment of steel underframes great enthusiasm was manifested which later resulted in keen competition for efficiency honors among the men assigned to this work. This competition, coupled with hearty co-operation, stimulated production to such a marked degree that the task was finished far ahead of all time estimates.

In compliance with numerous requests from the car men, the shop officials issued a call for volunteers for the purpose of ascertaining the minimum time required to construct one of these new style box cars consistent with good workmanship practices. This announcement caused considerable excitement and provided an abundance of subject matter for the noon hour discussion. Believe it or not, information has been received from sources we believe to be reliable that on completion of the endeavor we are about to describe, the workers' fellow employees were in much worse condition both mentally and physically from pulling for the men engaged in the work than they themselves were. Attention is called to the fact that this car shop does not enjoy such modern facilities as car sheds and permanent scaffolds, hence work is conducted entirely in the open, subject at all times to the elements. The test was staged in December, under Foreman B. A. Woodward, veteran car builder. The station work system of car building was not employed. The result of the test was that the crew employed in the work built an 80,000 pound, 48-foot box car complete and ready for service from the rail up in 85 actual man hours. The following exhibit sets forth the time consumed by the several separate operations.

Assembling trucks, four hours.

Applying sills, truss rods, couplers and draft gear, 16 hours.

Applying steel ends and riveting, two hours and 30 minutes.



Condition of car after twenty man hours.

The finished product and the men who did it.



A Remarkable Achievement

The upper picture shows the progress of the work after 20 hours had elapsed. The lower view is the finished product 85 man hours after starting, and also the men who did the work. They are, left to right, standing, Carmen (body) E. Woodward, O. Backlund, E. Clizer, F. Disotell, J. Seabold, I. Grate; carmen (safety appliances) R. Swisher, M. Landers; carmen (roof) F. Peters, D. Hall; carmen (rivets) F. Lucha, M. McConnell, N. Ortun; left to right (kneeling) Foreman B. A. Woodward; carmen (air brakes) A. Newcomb, G. Benson; carmen (driller) E. Birdsell; carmen (trucks) A. Gay, D. Jenkins; painter, S. McGee; rivet heater, H. Jones. These photographs were furnished by W. C. Watts, Hillyard Shops, and have been used previously in the *Spokesman-Review* of Spokane, Wash.

Framing car, five hours.

Applying flooring, siding, lining, roof sheathing, doors, etc., 43 hours.

Applying Murphy roof, three hours and 20 minutes.

Applying safety appliances, one hour and 40 minutes.

Applying air brake system, six hours.

Painting and stenciling, three hours and 30 minutes.

Total man hours, 85.

Interesting features relative to material used—600 board feet of lumber, more than 575 castings and forgings, 355 rivets, 858 bolts, 1,029 nuts, 268 washers, screws and cotter keys, 8,240 nails, and last, but not least, 20 human dynamos.

When the opportunity presents itself, carefully examine one of the new cars bearing the emblem "Built New, Hillyard Shops." By their workmanship, ye shall know them. Furthermore, "When better freight cars are built, Hillyard will build them." (Apologies to Buick.)

It is gratifying to record that the remarkable achievement of this crew of volunteers has received signal recognition in the community. Both the *Inland Empire News* and *Spokesman-Review* gave it prominent and extended space in their columns and the Commercial Club of Hillyard has entertained Superintendent Hurley and the crew as guests of honor in recognition of this accomplishment and the fine spirit which motivated them: that of pride in their work, loyalty to their shop and the desire to do all in their power to further the interests of their railroad.

The *Inland Empire News* says, editorially:

"To us it appears that the record made by those twenty Great Northern carmen a few days ago, and the pride that their fellow-workmen took in their accomplishment, is the finest thing that has happened possibly in the history of Hillyard—and this paper, along with the Hillyard Commercial club members, is mighty proud of it."

See Page 17, December Issue

THE NAMES OF THOSE in the picture on page 17, December issue, accompanying the article entitled "A Glimpse of the Past," were incorrectly given we find, and we have secured additional information and list them below as they should be:

Top row, left to right, A. H. Stadum, C. A. Willmot, Fred Ayers, Geo. D. Andrews.

Second row, left to right, Martin Pederson, Pat Sullivan, Wm. Schroeder, Tim Lawler, John Opheim, Swan Anderson, John Swanson.

Third row, sitting in chairs, left to right, S. F. Forbes, Frank Ayers, Wm. Walker, Carlo Forbes, J. C. Myron, Geo. Rossiter, Chas. McDavitt, H. C. Cooper.

Fourth row, sitting on ground, left to right, Chas. Lehmann, Chas. Allemann, P. N. Gelly.

We are made for co-operation, like feet, like hands, like eyelids, like the rows of the upper and lower teeth. To act against one another then is contrary to Nature, and it is acting against one another to be vexed and turn away.—*Marcus Aurelius.*

The Great Northern Semaphore

Director General of Railroads Resigns

JAMES C. DAVIS, director general of railroads and agent of the President in liquidating and settling controversies growing out of Federal control, resigned from that office December 31, and will resume the practice of law in his home city, Des Moines, Iowa. He will be general attorney for Iowa of the Chicago and Northwestern; which he represented there before he became identified with the railway administration.

Born at Keokuk, Iowa, September 2, 1857, James Cox Davis received his education in the public schools of that city and Hellmuth Boys College, London, Ontario. In 1877 he was admitted to the bar, and practiced there until 1903, when he removed to Des Moines, Iowa, to become general attorney for Iowa of the C. & N. W. Railway. He became general solicitor for the Northwestern in 1918 under Federal administration, and removed to Chicago. In 1920 he became general counsel for the U. S. R. R. Administration, and in 1921 was appointed director general of railroads.

In resigning from the office, Mr. Davis gave out the following summary of the work done:

As a war measure, the government of the United States, on the 28th day of December, 1917, took over the possession and active control of all the Class 1 railroads, together with sundry inland and coastwise shipping lines. These properties were operated by the government, under the direction of a director general, for a period of twenty-six months, ending February 29, 1920, when the respective properties were returned to their owners. The value of the property taken over was some \$20,000,000,000, and the annual compensation, represented by the average earnings for the three years prior to federal control, was \$2087,323,593.97, a monthly rental in excess of \$80,000,000.

When the property was returned to its owners, claims were presented by the carriers, represented largely by the items of unpaid compensation, under-maintenance of way and equipment, material and supplies, and depreciation, in the sum of \$1,014,402,446.72. The Railroad Administration set up claims against the railroads, largely for excess expenditures for maintenance, in the sum of \$440,353,715.08.

Congress directed the President, through his agent, as soon as practicable to settle and adjust these and all other claims incident to Federal control. Every one of the claims of the carriers whose property was taken over has been adjusted. The creditor roads were paid \$243,652,196.91. There was collected from the debtor roads \$195,272,295.17. The balance paid by the government was \$48,379,901.74, or less than 5 per cent of the claims as originally presented.

There are perhaps two outstanding features in the adjustment: It was made without litigation and well within the appropriation originally made by Congress for this purpose.

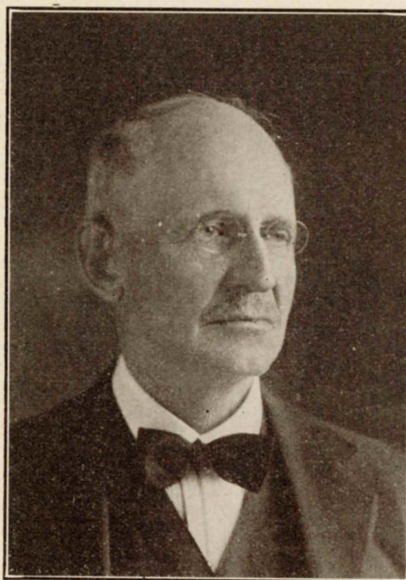
The liquidation has involved the handling of large sums. As an outgrowth of Federal control, the government took definite obligations of the railroads, for advances, funding of additions and betterments, balance due on settlement, and the like, aggregating \$629,241,250. Of

this amount there has been collected, or disposed of at par, \$495,705,450. This amount has been returned to the United States Treasury.

The Railroad Administration for a number of years has been returning large sums to the Treasury. For the eleven months ended November 30, 1925, the receipts in excess of expenditures were \$50,690,499.

The liquidation of the claims of the railroads, now completed, represents perhaps the largest liquidation of a single commercial interest ever undertaken.

The Railroad Administration has cash assets, in the shape of unexpended appropriations and other funds, aggregating \$101,504,972.84, and still holds carrier obligations in the sum of \$133,535,800.



Copyright By Harris & Ewing
James C. Davis

Aside from the claims of the railroads for the use of their property, there were innumerable claims of third persons for freight overcharge, reparation, loss and damage, personal injuries, fires, and the like, while the Railroad Administration, on its part, had many claims for demurrage and undercharges. In the neighborhood of 50,000 law suits were instituted against the Railroad Administration growing out of these transactions. The largest claim in this connection grew out of the Minnesota forest fire, which occurred in October, 1918. Some 1,500 square miles were burned over, including the city of Cloquet, it being claimed the fire was set by railroads operated by the government; 15,003 law suits were commenced, demanding an aggregate of \$73,112,146.17. After protracted litigation, an arrangement was made to adjust these claims. Some 14,000 of these cases have been settled. The cost to the government of this fire will aggregate about \$15,000,000. It is undoubtedly the greatest fire in history for which a financial liability has been sustained.

The greater portion of these outside claims have been adjusted, and the entire liquidation is being rapidly concluded. The income of the Railroad Administration, from interest on railroad obligations, is largely in excess of an amount sufficient to finally conclude this adjustment.

The total cost to the government of Federal control, including the operating losses during that period and the six months' guaranty period after Federal control, and the payment to deficit short lines, will aggregate some \$1,696,000,000.

Mr. Davis has received the following letter from President Coolidge:

"It would be unfair both to the public service and to a public servant who has performed a particularly efficient, able and difficult task, if I should omit to make acknowledgment to you of my strong conviction regarding your conduct of the Railway Administration.

"I am informed, and believe, that the task of examining, determining and liquidating the enormous mass of claims that have grown out of the war-time relations between the government and the railroads was probably the greatest of its sort in the experience of this country, perhaps of the world. I recall that it was almost universally prophesied that this work could not be performed without developing a maze of controversy and litigation, expensive to all parties, and likely to postpone final settlements for many years. Under your direction all these uncomfortable anticipations have been dissipated and you now approach the completion of your task with remarkable record of having made these settlements practically without any resort to litigation.

"So remarkable a showing entitles you to the heartiest congratulations and, in extending them to you, I must add a word of recognition for the attitude which the railroad executives have taken. To their liberal disposition is, of course, due a large measure of credit for this series of settlements. I believe the accomplishment thus effected marks a new epoch in relations between the government and the carriers; an epoch in which we will see constantly better understanding and improved relationship.

"Because I strongly feel that you have contributed much to making this possible, I extend my heartiest felicitations."

Our own president wrote congratulating Mr. Davis on his success in liquidating the claims of the railroads as follows:

"It pleased me greatly to read the fine letter which President Coolidge wrote you upon the occasion of your completing the work of the Railroad Administration. I was glad because I felt you were deserving of the fine things he said and also glad because he had discovered the value of your services and made a public record of it.

"While I think you were exceedingly effective from the standpoint of Government servant and that you were sometimes pretty 'close' with the railroad corporations, I can not help feeling on the whole that the uniform and expeditious settling of all these claims was best for all concerned, and I want to add my congratulations to many others which I know you are receiving upon having finished this great task."

114,000 Car Wheels

F. D. McNAUGHTON, traveling engineer, Crookston, Minnesota, wrote in recently that there were 114,000 car wheels (57,000 pair) in the picture which was part of the layout of the Siberian story in the September SEMAPHORE. This is mighty interesting and authentic because Mr. McNaughton was there and counted them.

Taxes and Freight Rates

Low Freight Rates in Canada Due to Low Railroad Taxes and High Land Taxes. Farmers of Northwest Pay Lower Taxes and Higher Rates. With Lower Rates, Farmers' Taxes Would Necessarily Increase.

By V. P. Turnburke, General Auditor

THERE SEEMS TO BE a woeful lack of understanding among reasonably well informed persons concerning the tremendous tax burden that the railroads in the Northwest are called upon to bear. A study of the taxes imposed on the northwestern roads as a whole clearly reveals the fact that they are called upon to pay an excessive proportion of the general taxes. The Great Northern is a typical granger road operating in the Northwest, and the actual figures for Great Northern operations show not only the situation for that carrier but at the same time indicate the same relative conditions for other carriers in the Northwest.

The actual amount of railway tax accruals for Great Northern in 1924, was \$10,257,741 or at the rate of \$28,027 for every day in the year. Those mathematically inclined can easily demonstrate that every time the clock ticks three times—night and day—day in day out—one dollar has gone out of our tills to feed the tax giant.

Comparison of 1924, the last year for which complete information is available, with 1914—ten years ago—shows:

Receipts increased 55 %
Expenses (including all items except taxes) increased 80 %
Taxes increased 115 %

It is interesting to note in this connection that the owners of Great Northern, its stockholders, in 1914 received as dividends \$3.30 for every dollar of taxes, but in 1924 only \$1.22 for every dollar of taxes.

When comparison is made between railroad taxes in the United States and Canada some surprising and startling differences appear.

Railway Tax Accruals

	Miles of Road Operated	Amount	Per Mile of Road Operated
Great Northern....	8,251	\$10,257,741	\$1,243
All railroads in Canada.....	40,061	8,684,853	217
Ratio Great Northern to all railroads in Canada	21 %	118 %	573 %

These figures show that whereas Great Northern had only 1/5 as much mileage as all roads in Canada, nevertheless Great Northern's railway tax accruals were approximately 1 1/5 times as much as taxes for all railroads in Canada put together. The rate per mile for Great Northern was about 5 3/4 times that for the Canadian roads.

If similar figures were prepared comparing Great Northern state taxes with taxes in Canada for those provinces adjoining the same territory (Manitoba, Saskatchewan, Alberta and British Columbia) it can be shown that Great Northern is paying 8 1/4 times as much taxes per mile of road as are the Canadian lines operating in those provinces.

If comparison of taxes be made on the basis of gross revenue, and all taxes must be paid from revenues, Great Northern rate of taxes per dollar of revenue is nearly five times that for all railroads in Canada. Undoubtedly the comparison would be even more striking if confined to western provinces of Canada in territory adjacent to Great

Northern, but no segregation of revenues applicable to that territory can be obtained from the official reports of the Dominion of Canada, from which all figures in this article are taken.

Now as to the effect of taxes on freight rates. Some shippers in Great Northern territory complain that Canadian rates on grain, for example, are lower than grain rates from corresponding points in United States territory just across the border. There is a long story connected with the origin and development of these unreasonably low Canadian rates; and anyone interested can secure that history from the annual report of the Board of Railroad Commissioners, State of Montana, "Montana Utilities Reports—1924," beginning at page 223. In return for the establishment of abnormally low freight rates, not the least of which was that all property "shall be forever free from taxation by the Dominion, or by any Province hereafter to be established, or by any municipal corporation therein." Of course this does not mean that Canadian Pacific pays no taxes, because there are parts of that system which came into being after this agreement, but it does explain in part the low rate of taxation on that system taken as a whole.

If Great Northern taxes were on the same basis as Canadian Pacific taxes, the freight rate on every shipment handled on the Great Northern could be reduced nine percent.

The public of course has to pay the taxes paid by railroads, because all revenue of the railroads comes from the public. The money for taxes must come from somewhere. It necessarily follows, therefore, that because the railroads in the United States pay a much higher rate of taxation than do the railroads in Canada, the people in the United States must pay higher freight rates. The railroads are, in a sense, only collection agencies for turning taxes

back into the treasuries of the national, state and municipal governments. The people pay some taxes direct to the government and other taxes as part of their freight rates. The more they pay in one way the less they pay in another. The more the railroads pay the less the people pay. In a granger territory such as that served by Great Northern and Canadian Pacific, because of the relatively small industrial development, taxes are largely paid by the railroads and the farmers. In the United States the farmer pays a bigger proportion of his taxes through higher freight rates than does the farmer in Canada. There is no escape from the fact that the farmer pays the taxes ultimately, whether as part of the freight rate or as a direct tax on his property.

The next time you encounter this complaint of lower Canadian rates, be prepared to explain the real facts. It is only through your explanation that the whole story can be brought out, and it is part of our duty as servers of the public to remove the mistaken idea that Great Northern is not treating its patrons as fairly as are the railroads in Canada.

Silk Train Performance

AN EXCEPTIONALLY creditable time record of 81 hours and 50 minutes, Seattle to New York, was recently accomplished by the Great Northern, Burlington and Pennsylvania transporting two shiploads of silk which arrived at Seattle on the *Toyama Maru* and the *President Jackson*, and was then shipped east on four trains, the detailed records of which are as follows:

It required four trains to transport the two cargos to New York, two of which ran over the New York Central lines, east of Chicago, and the running time of which almost equalled those over the Pennsylvania.

The first train, consisting of 11 carloads of silk, left Seattle docks at 3:05 p. m. on December 31, arriving at St. Paul at 2:47 p. m., January 2, in 45 hours and 42 minutes. This train left St. Paul via the C. B. & Q. at 3:01 p. m. January 2, after an interval of 14 min-

(Continued on Page 8)

1st SILK TRAIN WITH ENGR. E. PETERSON AT THE THROTTLE. TIME FROM NEW ROCK FORD TO BRECKENRIDGE, 3 HOURS AND 2 MIN. ENCL. 1449

2nd SILK TRAIN. ENGR. C. JENSEN. 3 HOURS AND 7 MIN. ENCL. 1465

3rd SILK TRAIN. ENGR. C. PEPPER. 2 HOURS AND 54 MIN. ENCL. 1472

4th SILK TRAIN. ENGR. GUST WENIGER. 2 HOURS AND 50 MIN. ENCL. 1493

MOVING SILK TRAINS OVER THE DAKOTA DIV. ON JAN 2ND - 1926.

HOW BULLOCK SAW THEM
This is a reproduction of a sketch by Elmer Bullock, towerman, at Wahpeton Junction, N. D.

The Great Northern Semaphore

Meritorious Mention

H. D. WEBSTER, BRAKEMAN, while making an inspection of train extra 2030 at Blackfoot, Mont., January 3, 8:00 p. m., found a cracked wheel on G. N. 124787, which no doubt avoided an accident. The fact that he found this broken wheel at night shows that he was making a very close inspection of the train.

Conductor J. C. Bowen, while making inspection of train 447, Seattle symbol, at Rexford, Mont., on the morning of December 2, found a badly cracked wheel on trailing truck, Soo Line 141114, loaded with refrigerators for Seattle. The car was set out at Rexford for wheeling, which action no doubt avoided a serious accident.

Special mention is deserved by Blair Letcher, brakeman, Kalispell Division, who, while acting in that capacity, discovered a broken rail in eastbound siding at Java at 8:30 a. m., December 15. Delay and possible damage might easily have occurred from failure to detect this imperfection.

On January 18, Agent G. C. Fasken of Cashmere, Washington, with the aid of James Phillips of the same station, was able to save Mrs. J. Wisenstein from certain death under the wheels of Number 4, as it was pulling into the station at Cashmere. Mrs. Wisenstein was hurrying to meet a daughter ar-

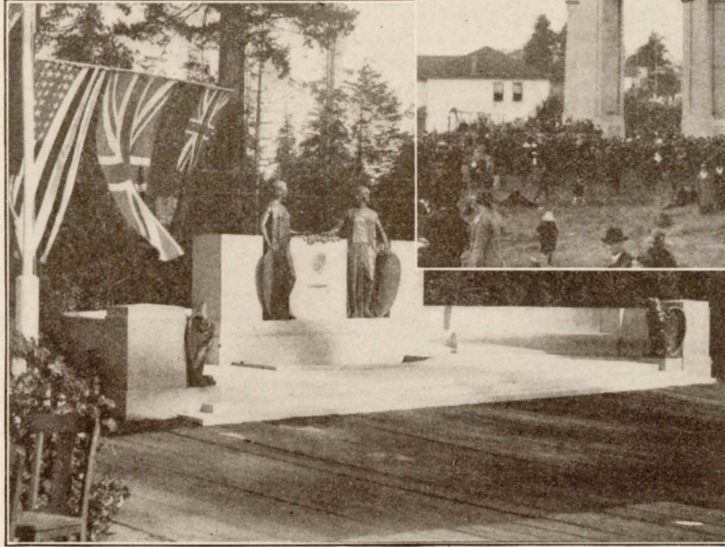
(Continued on Page 15)

Improvements Recently Accomplished by Mill Foreman at Jackson Street Shops

RECENTLY OUR WOOD MILL Foreman, E. L. Dittbrenner, with the assistance of Wm. Gillette, assistant foreman, completed the construction of a machine having 15 circular saws and 4 planer knives. The machine has an automatic chain feed, and is adjustable to any length of lumber from three feet up to twelve feet. It was designed and built to speed up the output of finished material that will be required for the building of the 500 50-ft. 80M capacity automobile box cars, which are being built here at Jackson street. The machine has proved to be very valuable as a time saver. Imagine working out 1,500 Murphy roof saddles in one hour's time. It also cuts the decking to lengths with gains on both ends, and dados in the center; one piece of this decking is completed in five seconds. Without this machine's service, one piece of decking would require six different operations before it would be completed. The door siding, which is also cut on this machine, is cut so fast that three helpers are kept busy keeping the receiving end of the machine clear. Since the machine has been in operation, it has considerably increased the output of work in the mill, which would lead a person to believe that an increase of force would be necessary, but instead, with only his normal working force, Mr. Dittbrenner gets out of the mill about 500,000 board measure feet of lumber per month.

(Continued on Page 30)

Right—Peace Arch near Blaine, Wash. Below—Harding Memorial at Vancouver, B. C.



a second monument in the city of Vancouver that most certainly further cements the fine friendship between the two nations.

Hands Across the Border

SOME YEARS AGO, as the result of a concerted effort on the part of the citizens of the State of Washington and the Province of British Columbia, there was erected on the International Boundary a short distance from Blaine, Washington, a very beautiful and imposing arch to commemorate the long period of unbroken peace and friendship existing between the United States and Canada. "Children of a Common Mother," reads the legend carved in the architrave of the arch. Now the Kiwanis clubs of Canada and the United States together have erected

It is a beautiful memorial to our late, beloved President, Warren Gamaliel Harding, who visited Vancouver and delivered a message of peace and good will to our Canadian cousins at the time he made his pilgrimage to Alaska that ended so sorrowfully in his death at San Francisco.

The significance of these two memorials is difficult to describe. The SEMAPHORE hopes that others will follow further emphasizing and strengthening the bond of common motherhood.

Views by courtesy of Paul Meyers, Vancouver ticket clerk.



Two Little Chiefs

Through the courtesy of Mrs. Grace W. Hitchcock, operator, Fort Wright, Washington, we are able to show our readers in the accompanying illustration, two little Indian boys, who have their home near Fort Wright.

REMINISCENCES

The March of Progress

The Great Falls of Early Days

OUR MAY, 1925, cover carried a view of the Great Northern passenger station at Great Falls, one of the finest edifices of its kind in the West. We are indebted to Theodore Gibson of Great Falls, through the courtesy of F. M. Fryburg, assistant mechanical engineer, for the picture we reproduce here of the first station that

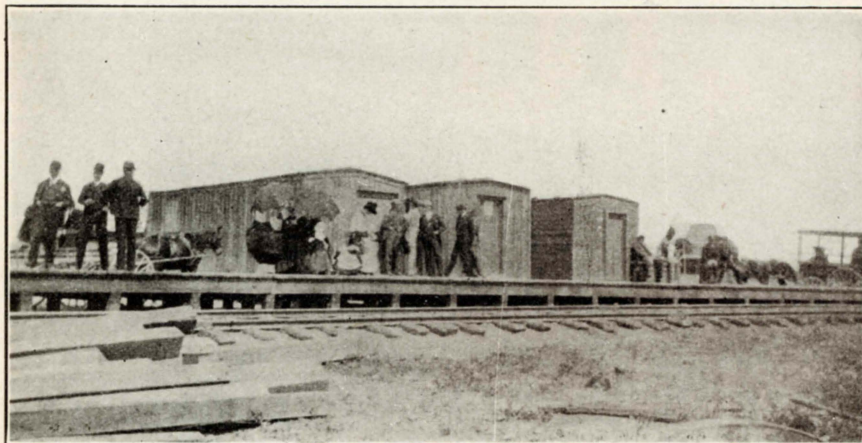
Mr. Gibson says: "The enclosed kodak picture which I took of the first station, which was situated where the cafe in the present station is located, shows nearly all the people who were here at that time; and I might add that for many years after nearly all the inhabitants regularly met all incoming trains with the greatest feeling of exultation and pride imaginable."

In 1882 Mr. Gibson's father, the late Senator Paris Gibson, acquired the land on which practically all of the townsite is located, and the next year interested Mr. James J. Hill in establishing the town. There existed a warm friendship between the two men that dated back to 1861 when Mr. Hill was a shipping clerk in St. Paul and Mr. Gibson, in

son, Theodore Gibson, met Mr. Hill and D. C. Sheppard and Colonel Broadwater, traveling with him, and drove them in a thorough brace, three-seated, Concord coach, with four horses, relayed every twelve miles to Sun River Leavings, to the Great Falls of the Missouri, 125 miles, in ten hours. Stop for luncheon was made at Bird Tail Divide, the highest point on the trail, and Mr. Hill seized the opportunity to study from this vantage the country to the East. He finally turned to Messrs. Sheppard and Broadwater to remark that sooner than they expected he would extend the railroad (St. Paul, Minneapolis and Manitoba) to Great Falls, and, by one of the passes over the mountains, on to the Pacific Coast.

Of this incident and prophecy or promise, if you will, Mr. Gibson says: "He reminded me of an Indian in his long study of the situation. He seemed to sense the general direction the road would take."

Commenting on the realization, Mr. Gibson says again: "Although Montanans were more trustful and believing in those days, yet the most sanguine hardly believed their eyes when in 1887, just three years later, the track laying crews, headed by Donald Grant, were sighted coming into Great Falls."



offered comfort and convenience (?) to the pioneer inhabitants of Great Falls. Comparison of the two pictures affords a striking illustration of the growth and development of the West following the advent of the railroad—in this instance, the Great Northern.

association with W. W. Eastman, built and operated the first flouring mill in Minneapolis.

It was in 1884 that Mr. Hill made his first trip into the Great Falls region, going via the newly completed Northern Pacific to Helena, where, in June, the

Silk Train Performance (Continued from Page 6)

utes, arriving at Chicago at 12:47 a. m., January 3, in 9 hours and 46 minutes; it then left Chicago at 1:25 a. m., January 3, after an interval of 38 minutes, via the Pennsylvania, and arrived at New York at 3:55 a. m., January 4, in 25 hours and 30 minutes, making the total time for the Seattle to New York transit of 81 hours and 50 minutes.

The second train, 12 carloads of silk, left Seattle docks at 5:35 p. m. December 31, arriving at St. Paul at 5:09 p. m., January 2, in 45 hours 34 minutes, and left St. Paul via C. B. & Q. at 5:18 p. m., January 2, after an interval of 9 minutes, arriving at Chicago at 3:15 a. m., January 3, in 9 hours and 57 minutes; and then left Chicago via the Pennsylvania at 4:03 a. m., January 3, after an interval of 48 minutes, and arrived at New York at 6:30 a. m., January 4, in 25 hours and 27 minutes, making a total of 81 hours and 55 minutes consumed in transit between Seattle and New York.

The first train of the cargo which arrived by the *President Jackson*, consisting of 10 carloads, left Seattle docks at 10:55 p. m. on December 31, arriving at St. Paul at 10:04 p. m. on January 2, in 45 hours and 9 minutes, and left St. Paul after an interval of 14 minutes via C. B. & Q. at 10:18 p. m., January 2, arriving at Chicago at 8:02 a. m., January 3, in 9 hours and 44 minutes. This train arrived at New York via New York Central, at 12:45 p. m. January 4, in 27 hours and 43 minutes, making the total time consumed in transit 82 hours and 50 minutes, from Seattle to New York.

The second train of this cargo, 6 carloads of silk, left Seattle docks at 11:40 p. m. December 31, arriving at St. Paul at 10:11 p. m. January 2, in 44 hours and 31 minutes. This train left St. Paul via C. B. & Q. after an interval of 14 minutes and arrived at Chicago at 8:06 a. m. January 3, in 9 hours and 41 minutes, and arrived at New York via N. Y. C. at 12:50 p. m. on January 4, in 27 hours and 44 minutes, the total time consumed in transit being 82 hours and 10 minutes, Seattle to New York.

Taxation Leading Topic

INCREASING BURDENS which business is generally feeling from state and local taxation made this one of the leading subjects discussed at the mid-year meeting of the Chamber of Commerce of the United States at Seattle December 7 and 8 with representatives of eleven western states participating. Approximately 1,000 business leaders in commercial, industrial and agricultural activities in these states participated. Speakers included Dr. Carl C. Plehn, Department of Economics, University of California, a national authority on taxation; Dr. Henry Suzallo, president of the University of Washington; Hon. William Bailey, former tax commissioner of Utah, and president of the national tax association last year; Nathan Eckstein of Seattle, recently head of the Washington Com-

mission on Taxation; C. E. Arney, Jr., executive secretary of the Washington State Federation of Taxpayers' Association; David Whitcomb, president Seattle Chamber of Commerce, and Howard T. Lewis, dean of the College of Business Administration of the University of Washington.

Want One?

We still have a few left of the pictures of "the little one spot" and the new giant 2030 taken from the September cover and printed with a margin for framing. We had to have a second printing made of these to satisfy the demand and until that edition is exhausted, they are yours for the asking.

Crossword Puzzles

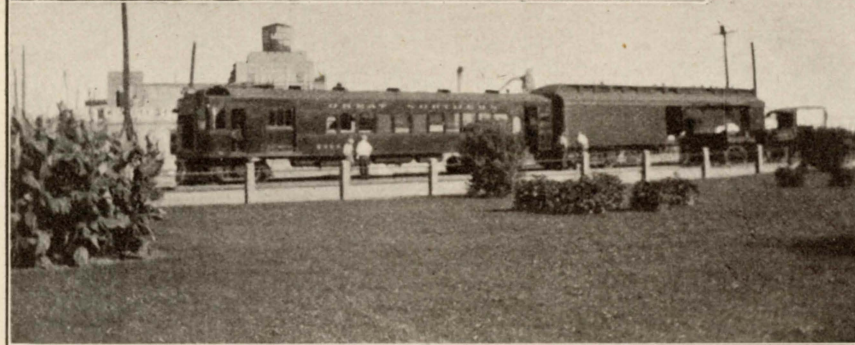
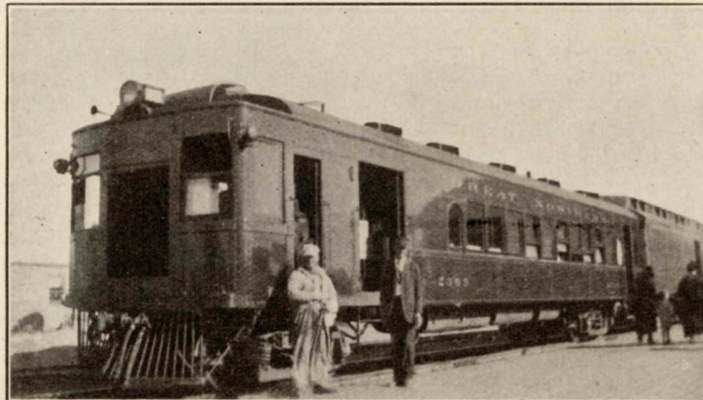
Here is the solution to the last crossword puzzle, originated by McKinley Pallett of Hillyard, Washington.





Live Stock Special at Fergus Falls

Part of the crowd that met the Junior Livestock Special Train at Fergus Falls, November 22. Fergus Falls was awarded first prize for best reception of the young stock raisers.



Gasoline Cars

THE ACCOMPANYING views are of the gasoline train now in service between Sioux Falls and Watertown, South Dakota. The photographs were made in the station yard at Sioux Falls. For runs such as this, gasoline car locomotives provide acceptable service and in a number of places their operation is apparently satisfactory.

In this connection a recent item which appeared in the Spokane, Wash., *Spokesman-Review* is interesting. In part it was as follows:

Gasoline car locomotive service on the Marcus-Mountain run of the Great Northern Railway Company is apparently proving a success, according to William Carswell, trainmaster. The gasoline car is operated much like an automobile

engine, but provides the power for a dynamo besides.

Mr. Carswell said he expected that a saving of about one-third would be made by the gasoline car over the expense of running a steam locomotive.

Recent Transfers and Promotions

Effective Jan. 1, 1926

A. L. Bergfield to be superintendent of transportation.

J. B. Smith to be assistant superintendent of transportation at St. Paul.

J. P. Sullivan to be assistant superintendent of transportation at Seattle.

D. O. Townsend to be traveling chief dispatcher, headquarters, St. Paul.

A. B. Ford to be general master mechanic, vice T. E. Cannon, retired.

Pullman Paragraphs

Movies Stir a Memory

A Chicago Northern conductor had a cheap necklace turned over to him by a porter who had found it in his car. He placed it in his pocket and thought nothing further about it until that evening, when he attended a movie. The picture was "Her Sister from Paris," and when the king placed the necklace on the woman's ankle, the conductor reached in his pocket, found the lost necklace and left the show immediately to phone his office. Too bad he missed the best part of the show!

The "Rip Van Winkles"

The Associated Press sometime ago carried a story about C. W. Hall, veteran sleeping car conductor, who is now 83 years of age. He has a fund of stories about the old days in sleeping travel, if one might call it that. The "Rip Van Winkle" cars had triple tiers of berths, the lower being double and the two above being for single passengers. All of them were visible to all the others, but Mr. Hall said everybody minded their own business; however, no one wanted the upper even in those days. The reason then, however, was because it was much smaller than the others.

Candle lights were used in the early sleepers, and in cold weather wood burning stoves were installed in section seven. Mr. Hall has been retired for many years but he was in active service for over thirty-six years.

Only Once

In nearly a thousand journeys the writer has made, in only one instance has he ever experienced even the faintest discourtesy on the part of a Pullman employe, which speaks pretty well for the service. And that incident had a touch of humor that makes it worth telling. A short trip in the east was regaled with a four-handed game which occurred in the day coach and was finished just in time to permit those in the party to patronize the diner for their luncheons before arriving at destination. The writer insists in living up to early training at least to the extent of washing his hands before eating. So he stopped off in one of the wash rooms on the way back to the diner, and was engaged in giving his hands a bath when he saw a very good looking bronze face peering in through the curtains and heard the owner of it say.

"Is you a guest of dis car?"

The writer's answer came swiftly.

"Yes, is you?"

And the first speaker, with very evident embarrassment, responded.

"No Sir, and hep yourself, Sir."

It isn't very pleasant to have a lot of people using facilities for which they do not pay, but the least to be expected is that the patrons come into the dining car (as they say one should come into court) with clean hands.

GREAT NORTHERN RAILWAY COMPANY

Income Statistics, 1924 and 1925

It is the practice of our president to address to the stockholders, on issuance of the February dividend checks, a brief comparative statement of revenue and expenses for the two preceding calendar years, together with a condensed summary of outstanding features of the company's business during the last twelve months. We are privileged to publish here Mr. Budd's statement to the shareholders covering the years 1924 and 1925.

	1925	1924
Revenue from freight transportation	\$ 90,100,000	\$ 86,144,671
Revenue from passenger transportation	13,900,000	13,683,383
Revenue from mail, express and other transportation.....	10,900,000	10,415,050
Total railway operating revenues....	\$114,900,000	\$110,243,104
Railway operating expenses.....	75,900,000	75,212,058
Net revenue from railway operations \$	39,000,000	\$ 35,031,046
Taxes	9,800,000	10,257,741
Equipment and joint facility rents..Dr.	1,000,000	Dr. 572,018
Net railway operating income.....	\$ 28,200,000	\$ 24,201,287
Other income.....	*11,400,000	*11,653,877
Total income.....	\$ 39,600,000	\$ 35,855,164
Income deductions		
Interest	†17,800,000	†17,370,054
Other	500,000	543,510
Balance for dividends and other corporate purposes	\$ 21,300,000	\$ 17,941,600

The balance available for dividends and other corporate purposes equals \$8.56 per share of stock outstanding. This should not be understood to mean a return of 8.56 per cent on the investment in the property. Owing to the fact that the Great Northern is undercapitalized, the net railway operating income for 1925 is only 5.12 per cent of the property investment. For the five years since Federal Control the return has been as follows:

1925.....	5.12 per cent
1924.....	4.48 "
1923.....	4.71 "
1922.....	3.38 "
1921.....	2.55 "

This shows an improvement which is encouraging. It is true nevertheless that the aggregate earnings for these five years are \$45,300,000 short of the 5¾ per cent fixed by the Interstate Commerce Commission as a fair return. To say that the present situation is satisfactory because earnings are better than they were during a ruinous period would be very erroneous. If earnings were sufficient for a fair return on its property value, Great Northern stock would sell above par, and that would be well both for the public and the railroad because it would permit some of the financial requirements to be met by the issue and sale of additional stock. A stable financial structure is necessary in order that a railroad may enjoy the best credit, and the better its credit the lower its cost of doing business. Stability must be secured by maintaining a proper ratio of stock and bonds. But financing by the sale of stock is out of the question now on most roads and on all of them in the Northwest, as it has been for several years. It cannot be done until stock can be issued and sold at par.

Net railway operating income of \$28,200,000 in 1925 compares with \$28,666,681 for the so-called Test Period (three years ended June 30, 1917). It is ten years since the middle of the Test Period. During that ten years property was

* Includes \$8,302,560 dividend from C. B. & Q. stock.

† Includes \$8,050,000 interest on bonds issued for purchase of C. B. & Q. stock.

added costing \$97,800,000, upon which it is apparent there has been no return whatever, yet the interest on this additional investment amounts to more than \$5,000,000 per year.

Increase in revenue per net ton-mile for 1925 compared with 1915 was

30 per cent for Great Northern
38 per cent for Northwest Region and
53 per cent for United States.

Prompt and adequate transportation was rendered by your Company throughout the year, and at all times a much larger traffic could have been handled without congestion or car shortage. As a transportation machine the property has never had so great capacity or been able to give such excellent service. Passenger revenue increased \$216,617 notwithstanding continued loss of local travel and a substantial decrease in passenger train miles. The increase in through passenger business doubtless was due in part to the new specially built and specially furnished Pullman equipment of the Oriental Limited and the new standard Pullman cars on other trains. The extended use of oil for locomotive fuel (two-thirds of the distance between Saint Paul and the Pacific) and the smooth handling of trains by new mountain-type locomotives has added cleanliness and comfort to the overland journey. One of these locomotives made a run of 3,576 miles in 99 hours 45 minutes, handling 18 cars of silk from Seattle to Saint Paul, and returning handling the fast mail train, establishing a world's record long locomotive run.

The following shows operating ratios for the past five years and for the so-called Test Period:

1925.....	.66 per cent
1924.....	.68 "
1923.....	.72 "
1922.....	.77 "
1921.....	.79 "
1914-17 (Test Period).....	.57 "

Operating costs have been reduced by improved motive power, equipment and terminals, additional main tracks, sidings, and signals, and by co-operation of willing employees with management, and of both with shippers, all of which resulted in larger trains and expedited movement. Measured in ton miles of transportation per employee, the results have been as follows:

YEAR	NET TON MILES
1925.....	295,000
1924.....	274,000
1923.....	269,000
1922.....	250,000
1921.....	207,000
1914-17 (Test Period).....	232,000

Production in the Sunburst oil field of Montana is increasing steadily, and Montana oil now is an important source of traffic as well as an important source of locomotive fuel.

One-fourth of last year's grain crop remains to be hauled to market. The improved credit of the farmer, resulting from fair crops and prices, promises some increase of freight to be moved into the territory. Iron ore moved from the Mesabi Range during 1925 amounted to 13,158,056 tons. Prospects are for an equally large and perhaps a larger movement in 1926.

RALPH BUDD,

January 26, 1926.

President.

The Great Northern Semaphore

CURRENT EVENTS

THE OUTSTANDING EVENT in the minds of all rail employes is the tremendous stride the railroads made during 1925 in winning back to a new prosperity. Says a western journal: "Hampered, legislated against, attacked, investigated and regulated almost to death" for years, the railroads are "beating back." From almost every angle the year has been an auspicious one for the carriers. The *Providence Journal* sees the railroads facing 1926 with a new confidence and that with facilities equal to any emergency they are "prepared to handle all the traffic that American business can develop."

The *Pittsburgh Sun* predicts that the railroads will put the experience of 1925 "out at interest" in 1926. The *Philadelphia Inquirer* thinks that there are few citizens who fail to realize what this prosperity and efficiency mean to the nation. The *Baltimore Sun*, at greater length, explains: "Railroad activity is one of the best of business barometers. Prosperity of the roads influences a wide range of industries. They are the great consumers of coal and steel and iron products. They employ millions of workers, supporting by wages paid in their own and in business largely dependent upon them a considerable portion of the total population."

The ten new records that were established in 1925 were announced by the directors of the American Railway Association to be:

"1. The greatest freight traffic in history, measured by the number of cars loaded with revenue freight, was carried by the railroads of this country.

"2. This enormous traffic was handled with practically no car shortage or transportation difficulties, there having been at all times no less than 103,000 surplus freight cars and 4,200 surplus locomotives in serviceable condition.

"3. The greatest freight traffic for any month on record was carried by the railroads in October, when it amounted to 44,061,988,000 net ton-miles, exceeding by 2.2 per cent the previous high record made in October, 1924.

"4. Reaching a total of 1,124,436 cars, the number of cars loaded with revenue freight for the week ended on August 29 was the greatest for any one week on record, exceeding by 12,091 cars or 1.1 per cent the previous high record made during the week of October 24, 1924.

"5. The average daily movement of all freight cars in October was 32.2 miles, which exceeded the previous high record by one and one-half miles.

"6. Loadings of merchandise and miscellaneous freight, including less than carload-lot freight, during the year, were the greatest on record, exceeding by more than two million cars the high record of one year ago.

"7. The railroads on Wednesday, September 30, moved 1,090,693 freight cars, the greatest number for any one day in history. This included both loaded and empty freight cars.

February, 1926

"8. The average load of freight per train for the month of August was 796 tons, the highest ever attained, being an increase of 26 tons over the previous record made in October, 1924.

"9. Railroad taxes, including Federal, State and local, amounted to \$360,000,000 in 1925, the highest for any one year on record. This was an average of nearly one million dollars per day.

"10. Less fuel was consumed during the year in proportion to the amount of freight traffic handled than ever before, there having been an average for the first ten months in 1925 of 138 pounds used to move one thousand gross tons of freight and equipment one mile, compared with 148 pounds in 1924 and 160 pounds in 1923."

It is estimated that for the entire year 50,900,000 cars were loaded with revenue freight, nearly 2,500,000 cars or 5 per cent over 1924, and 1,144,000 cars or 2.3 per cent over 1923. This record breaking activity is attributed to increased operating economy and efficiency, to large capital expenditures and to the co-operation and support of the shipping public.

The net return of the Class 1 carriers based on complete returns for the first ten months and official estimates for November and December, is the best since the railroads emerged from Government control. The *New York Herald Tribune* fears that there possibly may be an element of danger to the railroad in the situation and that a false impression of net earnings may gain ground. It says:

"While today the carriers are earning at a rate close to that set up for them as a fair one, it is worth noting that this is the first time since the Railroad Act was put into effect that they have even approximated that figure. Between

September 1, 1920, and September 1, 1925, they failed by nearly \$1,290,000,000 to earn what the Transportation Act declared they were entitled to. No provision is made in the Act to make up this huge deficit to the carriers, despite the illusion cherished in some quarters that a certain income is 'guaranteed' them."

The *Chicago Daily News* agrees with this:

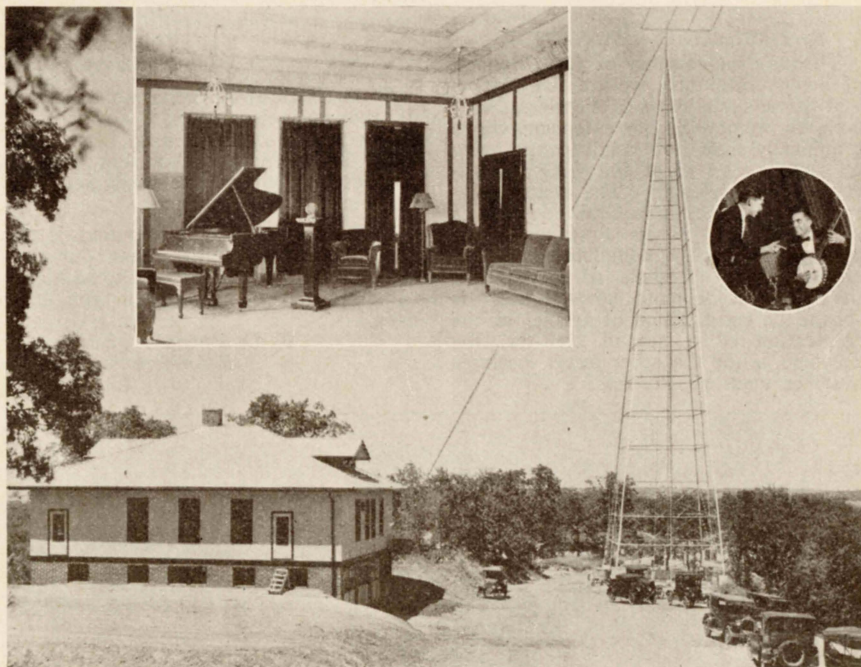
"Railroad earnings are improving with increased traffic and more economical operation. Still, while a comparatively few lines easily earn on their investment more than 5 3/4 per cent, which Congress in the Transportation Law fixed as a reasonable return, the railroads as a whole still earn less than that."

Safe and Sure

December Train Performance

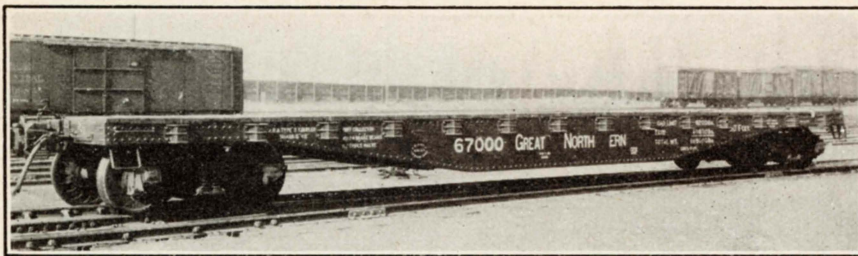
THE KALISPELL DIVISION took the top round of the ladder for the Christmas month with Mesabi close up and Willmar a shadow back in third place. Many elements enter into maintaining schedules this time of year and leadership is something to be proud of when it is achieved. The full record is given herewith:

Division	Trains	Per cent
Mesabi	124	95.2
St. Cloud	310	91.6
Willmar	62	95.1
Dakota	186	91.9
Minot	124	91.1
Montana	124	89.5
Kalispell	124	98.4
Spokane	124	94.3
Cascade	124	92.7



Interesting Radio Station

THROUGH OUR GENERAL agent at Kansas City, Mo., W. J. Farrell, we are privileged to show you herewith views of a very unique and attractive radio broadcasting station. It is WOIL of Council Bluffs, Iowa, and is conducted by the Monarch Manufacturing Co. of that city, distributors of Mona Motor Oil. The picture shows the exterior, the broadcasting room and John Wolfe and Ned Tollinger, known wherever listeners are as The Mona Motor Oil Twins. They are soon to tour the United States giving concerts at all the large stations—probably they will be on that trip when this appears. WOIL puts on attractive programs and has a large following among the fans.



New Great Northern 50-foot All Steel Flat Cars

An outstanding feature in Great Northern improvements during the past few months, is the building and putting into service of 250 fifty-foot all steel flat cars. These cars are an innovation among railroads in this section of the country, and very few are owned by any railroad. While available for any other material, they were designed and are especially adaptable for the shipment of long timbers and lumber from the West and are of great value to lumber men. This item in the Great Northern's program of improvements particularly illustrates Great Northern progressiveness.

They Enjoyed It

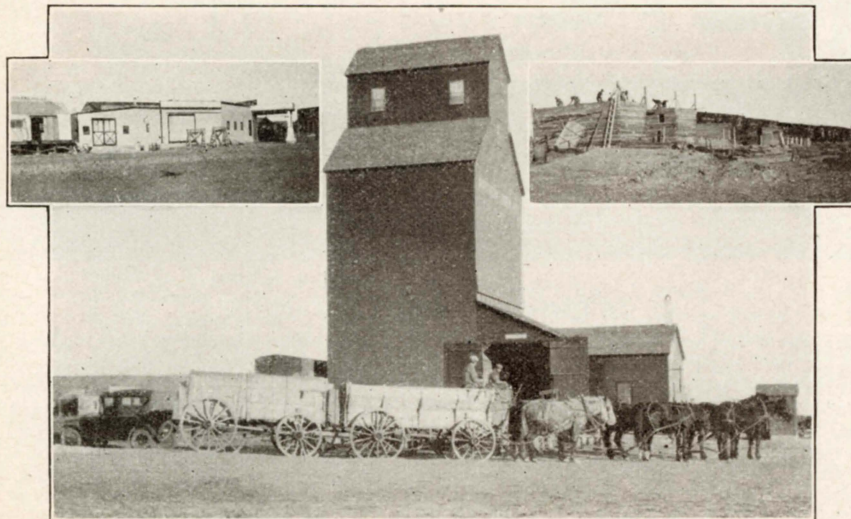
THAT THE MEMBERS of the Montana Division telegraph crew fully appreciated the Thanksgiving dinner furnished by the boarding car is demonstrated by the following resolution recently received by the SEMAPHORE:

We, members of telegraph crew on the Montana Division, take great pleasure in expressing our thanks and appreciation to the Great Northern Railway Company for the liberal and sumptuous dinner with appropriate delicacies presented to us on this Thanksgiving Day.

We not only feel thankful to the Great Northern for the feast, but with bowed heads, on this memorable occasion, join with all America in thanking our Creator for all we are, all we have, and look to Him for all we ever hope to be.

Peerless Is Growing

Through the courtesy of J. V. Bennett of Scobey, Montana, we are able to present below some views of Peerless, Montana, on the new Scobey extension, which graphically show how small towns spring up almost over night following the advent of the railway. The central picture is of the Northern Grain Company's elevator which in its first month of operation, recently completed, handled around 125,000 bushels of wheat. In the upper right hand corner insert is shown the construction of forms for the foundation of a second elevator, the Farmers, while the other insert discloses a street view of Peerless.



Naturally These Sound Good

¶The Great Northern SEMAPHORE published in St. Paul, Minn., which is both a readable magazine for the laity and a classy publication as well, gives the *Independent* credit in two worthwhile items concerning activities in this section in its December number—and the fame of Chewelah is thereby spread.

—*Chewelah Independent.*

¶We have received several copies of the SEMAPHORE. I do not know who sends it but I suppose through our Mr. W. W. Howard, your agent here. We find it a very interesting magazine and read it thoroughly and thank you for it.

Just a word in praise of your agent, Mr. Howard, who has ably acted as agent here for several years.

Ray Merrill, Agent,
The White-Delany Co.,
Tonasket, Wash.

¶The SEMAPHORE continues to be one of the magazines that I always read thoroughly, and there is no better time than the beginning of a new year to congratulate you on the work you have done in the year just past.

Without doubt the SEMAPHORE is one of the most attractive among our railroad magazines, and you are to be highly complimented on the work you have done.

K. D. Pulcifer, Editor,
Pennsylvania News,
Chicago, Ill.

What They Say of Our Railroad

Notation made on the back of meal check No. F-877078 issued on diner No. 7000, Steward F. E. Bond in charge:

"Superintendent, Dining Cars, G. N. Railway: This was the best meal I ever had on a diner and I have had 'some.' (Signed) H. H. Fuller, 431-175 W. Jackson, Chicago, Ill."

Check indicates that the passenger ordered a steak dinner, Roquefort cheese and coffee.

From M. L. Woodard of Martin Woodard Company, Seattle, Wash.:

I wish to take this opportunity of expressing my appreciation of the exceptional manner in which the entire train crew of train No. 2, leaving Seattle, Saturday, January 24, performed their duties.

The trip was the most pleasant I have ever had on a transcontinental train and I want to particularly call your attention to the manner in which J. W. Wyckoff, dining room steward, took care of his passengers. To him at least 50 per cent of the credit is due for the pleasant time enjoyed by myself and the rest of the passengers.

From Rev. Herbert J. Frame, pastor, Methodist Episcopal Church, Columbia Falls, Mont.:

The part of the Great Northern Railway in our trip east last fall was worthy of a word of commendation. The utmost courtesy and service were given us, beginning with your own efforts to secure proper routes, schedules, reservations, etc., and ending with the porter on the return trip in his help to the taxi with our baggage.

We traveled on the new Oriental Limited. It is surely the last word in equipment for comfort and luxury. And clean! Our two-year-old boy played over the seats and on the floor with no more soiling of his clothes than at home.

The dining car service was worthy of a special word. The service was more complete, the portions larger, the prices lower and the surroundings more luxurious than anything we encountered on the so-called crack trains east of Chicago.

My wife and the child preceded me going east by about a month. The mother contemplated the long trip with misgivings, but now talks of the Great Northern part of it as an easy, even pleasant, experience.

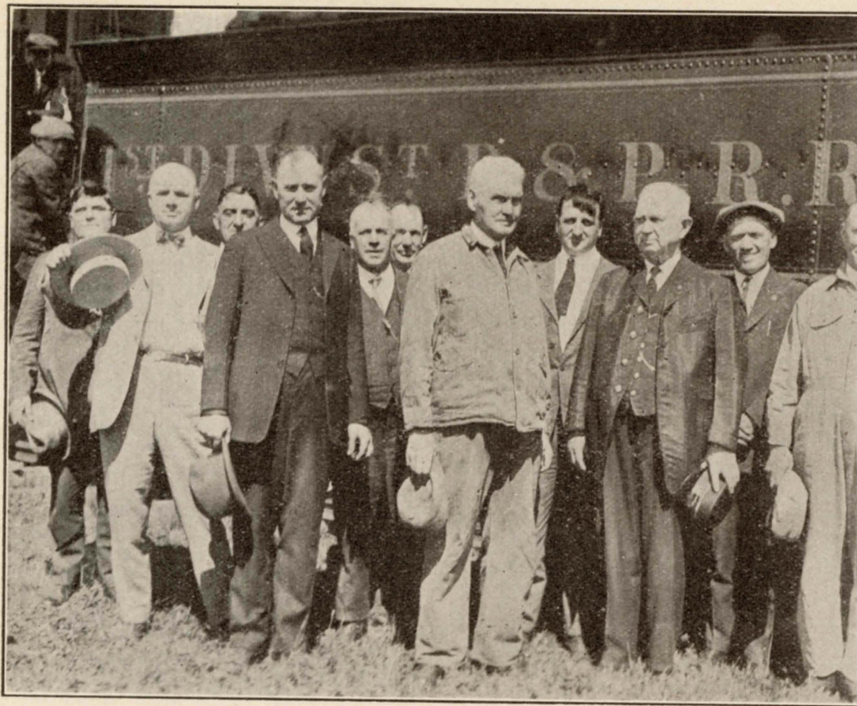
Therefore, this note of appreciation.

From J. M. Wylie, general traveling representative, Fargo, N. D.; The Baldwin Piano Company, Chicago, Ill.:

On January 5 the writer with the family took seven of the dealers to Chicago. We left Fargo on No. 2 Monday night, January 5, and I just want to write you these few lines to tell you that our trip was a most pleasant one on the Great Northern.

Early Tuesday morning the Pullman conductor came in and offered any courtesy that he could do to the bunch. The same is true of the dining car conductor who went all the way through, and each of the dealers remarked what fine service and what a splendid train.

The Great Northern Semaphore



A Record to be Proud of

T. E. Cannon Resigns After 55 Years
Service to Accept Executive Position
With Another Railroad

FOR FIFTY-FIVE years Thomas E. Cannon has been working for the Great Northern Railway and its predecessor, the Saint Paul and Pacific Railroad. When he stepped off the boat back in 1870, the fourteen-year old boy little thought that he would secure a position and remain with the same outfit until he was seventy years of age. And it is a certainty that the thought of taking up other responsible railroad executive work at the age of seventy never entered his head; but that is just exactly what he has done. He has already entered upon his new duties as superintendent of motive power and transportation of the Pittsburgh and West Virginia Railroad.

From odd-job boy with the St. Paul and Pacific, Mr. Cannon went into the shops, now and again acting as relief fireman. In 1896 he was appointed master mechanic and in 1912 he became general master mechanic, which he was at the time of his resignation to take up his new work in the East.

Mr. Cannon would have been eligible to a pension next spring and his years set so lightly on him that he could not view with any pleasure the idea of joining the leisure class. For many years he has been an active and enthusiastic member of the Veterans' association and his absence will be deeply deplored by his associates in that organization.

The picture above presents a striking likeness of Tom Cannon—it looks like the real man, massive, able, forceful and yet friendly. It seems appropriate that he should have been with this group taken in Superior with the little "William Crooks" tender in the background. Those in the picture from left to right are G. M. Taylor, trainmaster, F. D.

Kelsey, superintendent, P. S. Proulx, transportation inspector, A. T. Ensley, master mechanic, Geo. Turgeon, station inspector, N. C. Bettenburg, former general master mechanic, T. E. Cannon, former general master mechanic, F. J. Gavin, general superintendent, M. J. Flynn, conductor, D. J. Flynn, assistant superintendent, and J. M. Carroll, traveling engineer.

A farewell party was given in his honor on private car of Superintendent F. D. Kelsey on New Year's eve. The following were present: F. J. Gavin, general superintendent, Lake District; T. E. Cannon, general master mechanic, Lake District; A. B. Ford, general master mechanic, Lake District, succeeding Mr. Cannon; F. D. Kelsey, superintendent; A. C. Rinker, superintendent, shops; D. J. Flynn, assistant superintendent; A. T. Ensley, master mechanic; G. W. Taylor, trainmaster; J. M. Carroll, traveling engineer; A. L. Gilmore, contracting freight agent; A. W. Elmgreen, agent, Ore Docks; T. Maloney, district boiler inspector. After those present had partaken of a very splendid dinner Mr. Cannon was presented with a diamond stick pin by officers and foremen of the Lake District.

Great Northerners Chosen Elected to Office in St. Paul Transportation Club

ON JANUARY 19 at the annual election of officers of St. Paul Transportation Club A. J. Dickinson, passenger traffic manager of the Great Northern Railway, was elected president of the club and Geo. R. Martin, vice-president executive department, was made a director for two years.

The courage we desire and prize is not the courage to die decently, but to live manfully.—*Carlyle*.

The secret of happiness is not in doing what one likes, but in liking what one has to do.—*James M. Barrie*.



A Family To Take Pride In

THIS IS THE family of Engineer J. A. Michaels taken earlier in the year on the occasion of a family reunion at Wahpeton, N. D.

Top row left to right: Della, Mrs. H. Schofield, Peter V. (agent at Elizabeth), Joseph F. (operator, Minneapolis), Mrs. J. F. Klosterman, Roman J., Leo (dispatcher, Willmar), Mrs. Michael Connolly.

Bottom row: John, Lewis, Mrs. Geo. Johnson, J. A. Michaels, Mrs. Michaels, Lorraine, Mrs. Leo. Snigoski.

Joseph F. and Leo Michaels have been in the service of the Great Northern 18 years. The husband of Mrs. Schofield, now employed on the repair track at Breckenridge, has been in the service 10 years, and the husband of Mrs. Connolly, now employed as a switchman at Kelly Lake, has been in the service 10 years. Mr. Michaels, senior, has been in the service 21 years, is 57 years old and has 32 grandchildren.

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:

- 373 John O. Dahl, general foreman, Jackson Street store, effective Dec. 1, 1925.
- 374 Eva N. Cardozo, clerk, treasurer's office, St. Paul, effective Jan. 1, 1926.
- 375 Frank W. McCoy, assistant engineer, St. Paul, effective Jan. 1, 1926.
- 376 Edward Lyons, Sr., laborer, Dale Street shops, effective Dec. 1, 1925.
- 377 Patrick McLaughlin, engineer, St. Paul, effective Dec. 1, 1925.

DECEASED

- 118 Thomas J. Fitzgerald, retired May 1, 1925, died December 30, 1925.
- 119 Michael J. Hogan, retired March 6, 1922, died December 30, 1925.
- 120 Edward A. Logan, retired November 1, 1921, died January 10, 1926.

The Pension System of the Great Northern was established September 16, 1916. Since that date the number of pensioners enrolled has been..... 377
Of whom there have died..... 120

Leaving enrolled on the Pension List at this time..... 257
The amount paid out in pensions to December 31, 1925, is.....\$508,625.02

JOHN O. DAHL

Born May 20, 1866, Levanger, Norway. Has been employed by the Great Northern Railway in the stores department, St. Paul, since 1891, and as delivery foreman since 1894. In November, 1925, he was retired on account of permanent incapacity and pensioned December 1, 1925, with 35 years' service. His address is 927 Jackson Street, St. Paul.

EVA N. CARDOZO

Born November 9, 1859, at New York, N. Y. Entered service of Great Northern Railway Company in 1892 and was continuously in the treasurer's department until retired on account permanent incapacity and pensioned January 1, 1926, with 33 years' service. Her address is 118 Western Avenue North, St. Paul.

FRANK W. MCCOY

Born May 8, 1857, at Roscoe, Goodhue County, Minnesota. Before coming to the service of the Great Northern Railway in April, 1895, he was employed as assistant engineer for several years with the Northern Pacific Railway, the City of St. Paul, and the U. S. Government, at Red Lake reservation. All

his service for the company has been in the engineering department. On December 31, 1925, he was retired account permanent incapacity and pensioned January 1, 1926, with 31 years' service. His address is 1164 E. Minnehaha Street, St. Paul.

EDWARD LYONS, SR.

Born November 17, 1854. Has been employed as laborer at Dale Street shops from April, 1899, to November, 1925. Was retired and pensioned effective December 1, 1925. He had twenty-six years' service and his address is 276 Sherburne Avenue, St. Paul.

PATRICK McLAUGHLIN

Born February 24, 1860, at Chicago, Ill. He began service for the Great Northern Railway as wiper at Breckenridge in October, 1883, and as fireman under J. O. Pattee in 1890. Had been an engineer a great many years, running on the Terminals, Willmar and St. Cloud divisions. Was retired October, 1925, account permanent incapacity and pensioned with 42 years' service. His address is 89 Atwater Street, St. Paul, Minn.

In Memoriam

THOMAS J. FITZGERALD

Born February 29, 1856, in Seawell, Mass. He was employed by the Great Northern Railway Company in the special agents' department from 1901 to 1925 when he was retired and pensioned. Died December 30, 1925. Funeral services took place at St. Colomba's Church, 1325 Lafond Street, St. Paul, and burial at Credit River, Minn. Survived by widow, four sons and one daughter, as follows: Edward P. and Thomas A. Fitzgerald of Yankton, S. D.; Frank G. and John M. Fitzgerald of St. Paul, and Mrs. W. S. Donahue of Wagner.

MICHAEL J. HOGAN

Born May 24, 1852, in Ireland, was employed by the Great Northern from 1886 to 1922 as machinist at St. Paul. He retired March 6, 1922, on account of permanent incapacity and has been pensioned since April 1, 1922. Died December 30, 1925. Funeral services were at St. Bernard's Church, St. Paul, and burial at Calvary. Was survived by widow, two sons and five daughters, as follows: J. J. and Thomas Hogan, Mrs. E. Porte, Mrs. N. Fry, Mrs. J. L. Rancour, Mrs. N. Stadfield and Florence Hogan.

EDWARD A. LOGAN

Born September 3, 1857, in Nova Scotia. Was employed by the Great Northern from July, 1887, to 1921 in train service and for a great many years as passenger conductor. He had been pensioned since November, 1921. Died January 10, 1926. Survived by widow and one son.

Car Builders' Catechism

WE ARE IN RECEIPT of a prospectus of a proposed "Catechism on Safety Appliances for Railroad Cars" which is about to be published by T. D. Merrill, employed in the Fridley Shops at Minneapolis.

The book, which we understand soon will be off the press, will be a very complete digest of standard practice in regard to the location, size, form and other prescribed specifications covering the installation of side and end ladders, end sill grab irons, horizontal grab irons, vertical end and side handholds, uncoupling levers, hand brakes, sill steps, cou-

(Continued on Page 17)



Another Group of Recent Pensioners

From left to right: 1. Frank D. Bell, station inspector, Crookston, Minn. 2. John Bjorklund, blacksmith, Jackson Street Shops, St. Paul, Minn.; 3. Thomas H. Thompson, machinist, Dale Street Shops, St. Paul, Minn.; 4. James C. Burns, cab carpenter and foreman, Spokane, Washington; 5. Frank A. Custer, yardmaster, St. Paul, Minn.

W.W. Wilson Wins Award

Prize for Best Substitute for Rule 2 Goes to Agent at York, N. D.

MANY REVISIONS of rule 2 for the proposed new book of rules were received from employes on all divisions of the system and representing practically every activity in the organization. Their general excellence was very high. So much so, we are informed by the committee of judges, that it found it difficult to make a choice. After careful consideration it was the committee's opinion that the rule submitted by W. W. Wilson, agent at York, N. D., should be awarded the prize. It will be noted that his rule covers the subject comprehensively, and does so in concise language that makes for the brevity which is so desirable a characteristic in any rule of conduct or procedure.

In congratulating Mr. Wilson, the SEMAPHORE, on behalf of the committee, wishes to thank all those who entered the contest and to express the committee's keen appreciation of every contributor's effort in this behalf. As one member expressed it, there ought to be a prize for every one of them. It is gratifying to find among our employes so general an appreciation of the requisites of proper railroad service and the employee's part in achieving it.

We quote below Mr. Wilson's rule and also his letter acknowledging our advice that he had been awarded the prize.

THE RULE

The popularity of a railway depends on its ability to function efficiently as a transportation system. Having this requisite, the confidence it has among its patrons is the final criterion of its popularity.

This test is based on the service rendered and the attitude and personal interest of the employes with whom the public comes in contact. It is incumbent, therefore, on each employe to practice courtesy, patience and tact in his transactions with all patrons and to seek the medium whereby the company's rules will be carefully followed and its patrons receive the utmost service to which they are entitled.

MR. WILSON'S LETTER

"Am pleased to acknowledge receipt of your letter informing that the prize for rewriting Rule No. 2 has been awarded myself, and kindly accept my thanks for same.

"Also wish to thank the judges for their decision in my favor.

"My wife and myself have decided we would prefer the week's trip through the Park as originally announced in the SEMAPHORE and all extra expenses for our only five-year old daughter will be assumed by myself.

"Will await with interest, further information and instructions on the subject."

Meritorious Mention

(Continued from Page 7)

riving on the train. She is lame, and in her haste, stumbled and fell across the track directly in front of the train. Messrs. Fasken and Phillips were on the platform near by and at the risk of their own lives rushed to her aid. They pulled her from the track, saving her by grace of a very few inches.

February, 1926

Our Business Getters



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

Braun, Ed., auditor passenger receipts' office, St. Paul, one passenger, St. Paul to Los Angeles, Cal.

Burns, J. A., clerk, Cavalier, N. D., four passengers, Cavalier to Chicago, one to Milwaukee; four passengers, Cavalier to Los Angeles; two, Cavalier to Los Angeles and return; two passengers, Cavalier to Oakland, Cal., and return; one passenger, Portland to Cavalier; two passengers, Cavalier, via Portland to California, returning via St. Paul; two passengers, Cavalier to Portland, Ore.

Curtis, Fred, carman, Great Falls, one passenger, Great Falls to Waterbury, Conn.

Dolsen, W. O., agent, Snohomish, Wash., one passenger, Seattle to Cleveland, Ohio, and return; one passenger, Eugene, Ore., to Cleveland, and one passenger, Spokane to Cleveland.

Evans, Tom, conductor, Superior, hockey team, ten passengers, Duluth to Minneapolis.

Fischer, W. H., agent, Hinton, Iowa, two passengers, Seattle to Hinton.

Funk, R. D., agent, Hills, S. D., five passengers, Hills to Seattle; two passengers, Valley Springs to San Francisco; one passenger, Luverne, S. D., to Santa Ana, Cal.

Haggart, W. E., engineer, Hillyard, one passenger, Leavenworth to Berkeley, Cal.; one passenger, Leavenworth to San Francisco, and two passengers, Spokane to Portland.

Henderson, L. E., superintendent dining cars, Seattle, one passenger, Seattle to Chicago and return.

Johnson, Mrs. Olivia, office auditor passenger receipts, St. Paul, one passenger, St. Paul to Portland, Ore.

Jones, Lauren E., warehouseman, Superior freight station, one passenger, Superior to

Minneapolis; two L. C. L. shipments household goods, Superior to Iowa City, Iowa.

Kleiv, H. O., conductor, Great Falls, six passengers, Great Falls to Seattle.

McKinnon, John, engineer, Seattle, one passenger, Seattle to Pittsfield, Mass.

Norton, J. E., millman, Hillyard, one passenger, Davenport, Iowa, to Spokane; one passenger, St. Paul to Spokane.

Olmstead, E. M., conductor, St. Paul, three passengers, Minneapolis to Portland, Ore.

Reed, J. E., second trick operator, Gold Bar, Wash., one passenger, Gold Bar to Kansas City, Mo.

Relf, H. K., claim agent, S. P. & S. Ry., five passengers, Portland to Kansas City, via S. P. & S., Portland to Spokane, Great Northern, Spokane to St. Paul.

Ross, E. A., agent, Doon, S. D., two passengers, Doon to Wausau, Wis.

Schultenover, Fred, chief clerk, Grand Forks, N. D., one trainload autos, forty cars, Flint, Mich., to Grand Forks.

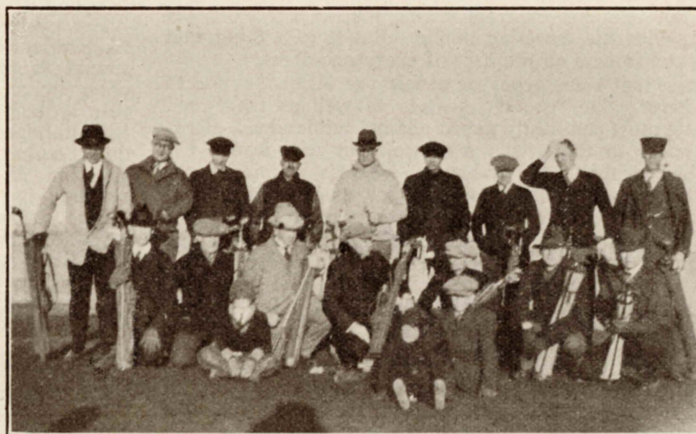
Swanke, H. E., agent, Hanks, N. D., two passengers, Hanks to Manchester, N. D.

Tyrrell, Harry E., passenger brakeman, Spokane Division, two passengers, Spokane to Cedar Rapids, Iowa.

Ware, Cliff, clerk, office freight traffic manager, St. Paul, one passenger, Minneapolis to Minot, N. D., and return.

West, Fremont, carman, Hillyard, two full and three half fares, Bemidji, Minn., to Spokane.

Wilsie, S. E., agent, Grenora, N. D., two passengers, Grenora to West Palm Beach, Florida, and return.



New Years Day in North Dakota

LET THOSE who dream of Miami, San Diego or New Orleans as a haven of refuge during the winter months, take a good look at this picture taken January 1, 1926. The gentlemen in the illustration are business and professional men of New Rockford, North Dakota, who have just completed a nine hole round of golf in their home town. Can you beat it?

Fancy Dress Riding Event

GLACIER PARK SEASON will open early this year, with a "Glacier Park camp" night, which will be staged at the Minneapolis Riding Academy on the evening of March 11, by the Great Northern division of the railroad riding classes, under the direction of Mrs. Dilhan, of the bureau of public relations, riding instructor.

The principal event of the entertainment will be a fancy dress music ride, featuring Glacier Park in costumes and other details. There will be Indians, cowboys, cowgirls, tenderfoot tourists and dude ranchers, who will be led by

the four best prepared riders for which position keen competition is being manifested among the class pupils. Among those who are well up in front and expected to qualify are Bernice Kay, Helen Nelson, Esther Hupfer and Regina Strunk of the office of the auditor of freight receipts.

The Great Northern Songsters, led by Mrs. Rosella Renz Jackson, are in training so they may give their act on horseback, and the Great Northern Quartet also will be present.

The equestrian drill will be followed by games and riding novelties, musical chairs and hurdling.

Editorial

BROTHER EDITOR PASSES ON

NOT THE LEAST of the happinesses the editor of the SEMAPHORE has found in his work was his association with the fine body of men, the editors of the various railway magazines, who are banded together in an association for the promotion of better service of their magazines to their respective bodies of employees. One of the early presidents of the association was Howard Elliott, editor of the Union Pacific Magazine, and every member of the association learned to love him. His own publication is one of the finest, and he was always ready to help with suggestions, or in any way aid his brother editors whenever they were moved to call upon him for assistance or advice.

For a year Mr. Elliott has been fighting a losing battle with the Grim Reaper and early in the morning of New Year's day in the Good Samaritan Hospital, Los Angeles, passed on to his reward. While in no wise connected with the Great Northern employees' magazine, Mr. Elliott felt a kindly personal interest in and exerted a very fine influence among all the editors and their publications. He loved railroaders everywhere, and we feel that our readers have lost a good, although unknown, friend in his decease.

TEPID WATER

WHEN A MAN WANTS a good hot bath, nothing makes him madder than to find the water he can get is only tepid. When he wants a good cold drink, he is sore all over if he finds the cooler is a liar and the water isn't cool at all.

Tepid service is like tepid water—it fails to satisfy the person who gets it; and the person who gives it as well. Most people made very little distinction between insulting or uncouth treatment and mere indifference. They resent an air of bored weariness on the part of those who are serving them.

Railway employees are famous for cool courage and warm hearted and cheerful courtesy. There is very little "tepid water" in the relations of train crews, station agents, ticket sellers, etc., with the traveling public. But it is a thing that demands watchfulness on the part of every one of us.

It is true that some types of people are less attractive to us than others. The "grouch" travels as well as the "good fellow." We must constantly guard against intolerance. Serving tepid water to those who are intolerant will insure the tale of it being carried far and wide, whereas a kindlier nature would make the same allowance for us that we should make for that individual, were the cases reversed.

Let's keep the water cool and refreshing in the cooler and hot and comforting in the proper pipes; in other words, the warmth of our welcome for our patrons always glowing. We need the friendship of every one of them.

TAXES! AND AGAIN TAXES!

MERRILY THE PRODIGIOUS pyramiding of state, county and municipal taxes goes on, and we are moved, like Cicero, to exclaim "How long, O Cataline, must we endure all this?" Nor are we alone in our remonstrance. On every hand mounts the steadily increasing volume of a wailing chorus of protest. But what are we *doing* about it? Nothing! Just nothing at all, so far as goes the achievement of anything resembling a remedy. The railroads' taxes have more than doubled in the past ten years. The railroads are helpless. But we, individuals who have seen our taxes increase nearly as much, we are not helpless; we can "do something about it," and we should; but we don't; we are simply inert. We complain bitterly; we talk much; we cry "extravagance gone rampant"; and then lie supine while the orgy of spending battens on our substance—and taxes pile up Pelion on Ossa. When are we going to wake up?

We have on diverse occasions in these columns added our small voice to the wailing chorus. We have proposed certain remedies and advocated the means whereby their application might be achieved. It is a matter of some gratification to find all that we have said supported and corroborated by no less an authority than the state auditor of Minnesota, who recently, in an address at the annual banquet of the Minnesota Farm Bureau Federation, said that the tax burden is reaching staggering proportions, and that the cause is four-fold: public improvements, administrative expense, interest on public debts, and Federal and state aid plans. He suggested as remedies: stopping all but absolutely necessary public improvements, stopping all but imperatively essential expenditures,

stopping the assumption of public liabilities not payable by the generation incurring them, and complete advance publicity concerning all phases of public expenditures. Mr. Chase, the authority referred to, having listed these economies, proceeded to tell how they may be secured. He said that the taxpayers can attain them by *concerted action*. "I have never known a public official," he continued, "who could not be retired to private life without difficulty if he did not serve the community. Any official, once convinced that the taxpayers are in concert, will accede immediately to their demands." The inference is obvious, inescapable. The office holder may not listen to the individual protest; but let that protest be made by such a concert of citizens as spells defeat at the polls, and it will receive immediate attention.

We railroad employees are a power in the land. We constitute a very considerable influence in every community in which we live in any numbers; quite enough to establish a nucleus around which the other protestant taxpayers can and, we believe, will rally to achieve such concerted action as will lead officialdom to read the handwriting on the wall.

What are we going to do about it—and when?

AN IMPORTANT VALUATION DECISION

IN THE SUIT BROUGHT by the Los Angeles and Salt Lake to enjoin the Interstate Commerce Commission from enforcing its order fixing the value of that railroad, the United States Circuit Court for Southern California has handed down the first Federal decision on the merits of one of the commission's valuations. Newspaper reports clearly indicate the court's decision to have been that in trying to arrive at a "rate base" value, the commission failed to include certain factors vital to a valuation that conforms to the rule laid down by the United States Supreme Court. That tribunal, in a long line of decisions involving the valuation of railroads and public utilities, has ruled that the true present value of a property must be ascertained and that the method by which it is found must be to all intents and purposes that which would govern were the property being taken under the right of eminent domain—condemned.

Undoubtedly the case will be appealed, and although the Supreme Court time and again has upheld the commission's powers and the manner in which it has exercised them, we do not see how the court can ignore its long established definition of value and what it must include.

For twelve years the commission has been at work on railroad valuation. Beset on the one hand by an element that sought to have it find the least possible values and on the other by an effort to have it establish the highest possible values, it apparently has evolved a sort of "rate base" value that it hopes will withstand attack from both quarters. In doing so, as we believe, it has departed materially from the criterion of value as defined by the Supreme Court and required by the Valuation Act. It has tried to be fair, we think; but we doubt that any railroad official concerned with valuation thinks that the values it has found are fair. It would seem that the commission's value in this instance is to receive the acid test. We doubt that it will withstand it. If not, the greater part of the commission's work and the cost of it, will have been wasted.

RAILROAD PROSPERITY A NECESSITY

Trade and Transportation Bulletin for January makes these pertinent remarks regarding the railroad situation:

"If business continues good, and there is every evidence of its continuing so, the railroads should soon be able to begin retiring a large portion of their debts, to build up a reserve and enable rail investors to reap, in some measure at least, a reward for their patience in awaiting deferred dividends.

"If the business man will keep his head and maintain a conservative attitude on legislative and other matters affecting the railroads, much good will result. Business generally, we think, should oppose compulsory rail consolidations and popular demands for general rate reductions. Give the railroads a chance to get on their feet financially, give them a breathing spell. It will pay, not only in the long run, but in the immediate future, now.

"The traffic has got to move and move fast. Prosperous railroads can expedite deliveries, can liquidate frozen capital by reducing surplus stocks. Broken-down, out-at-the-heels, financially strained railroads can't do any of these things. Moreover they constitute too vital a part of our industrial machinery for us to permit them to run down.

"When we buy a good car we keep it well oiled, cleaned, we take care of it in order that it may 'hit on all six' all of the time. When we buy a good horse we feed it well. We do not work it too hard. We do work the railroads hard, therefore, it is of especial importance that they be well fed, well paid, in good condition, ready and able to do the biggest job that has ever been assigned to any industry in the history of the world, namely, the transport of our entire commerce."

The Great Northern Semaphore

VETERANS' CORNER

ELECTED TO MEMBERSHIP

JANUARY 22, 1926

Roy L. Arnold, conductor, Great Falls; Arthur E. Bodey, engineer, Hill-yard; Thomas H. Bready, agent, Reynolds, N. D.; Daniel Fleming, engineer, Spokane; William Goggins, conductor, Havre; William Halliday, section foreman, Cass Lake, Minn.; James P. Johnson, brakeman, Seattle; Fred Kemp, conductor, St. Paul; Henry T. Mayfield, engineer, Whitefish, Montana; James McKenzie, section foreman, S. P. & S. Ry., Washougal, Wash.; John J. McManus, conductor, Superior, Wis.; Dan McPhee, carpenter, G. N. Seattle Docks; Ralph A. Nichols, accountant, King Street Passenger Station, Seattle; Charles Aubrey Smith, engineer, Troy, Montana; Charles E. Smith, engineer, Crookston, Minn.; Hugo J. Sturner, auditor disbursements, St. Paul; Charles S. Waldron, conductor, Meadowdale, Wash.; Homer G. Wales, engineer, Wenatchee, Wash.; Michael H. Lestina, roundhouse foreman, St. Paul; Henry Stueve, section laborer, Freeport, Minn.

Come on, Neighbors!

We surely had some delightful time absorbing the good things to eat, and the enjoyment occasioned by the association with friends and relatives during Thanksgiving season, and also the Christmas and New Year's holidays. Maybe our thoughts and attention have been given to the matter of personal enjoyment, to the extent that we have become somewhat selfish, and forgetful of our other friends not in our immediate neighborhood.

The readers of the SEMAPHORE are a pretty good sort of fellows, and consider themselves pretty good neighbors, and when we say neighbors, among the



1899 at Jackson Street

THROUGH THE GOODNESS of Andrew Peterson, still employed at Jackson Street shops, we are privileged to reproduce this picture of a group of the men employed there in 1899. The Superintendent informs us that a number of those in the photograph are still on the job and going good. All names below are from left to right: front row—Thos. McGovern; Andrew Peterson (*); Unknown; Louis McKenzie; Miller; Tim Carney; Oran Potter; Mike Stoll; Oscar Dufey; Harry Goodson; Unknown; second row, Fred Gilderman; Unknown; Milton Slyfer; Chas. Knoll; Unknown; Nolan; Theo. Fark; Bolten; Wm. Wood; John Clark; G. Lambert; third row, John Gardner; Andrew Savage; Daniel Keller; Wm. Hayes; Unknown; Chas. Restine; Martin Jones; Wm. Delemeter (*); Mike Dwyer (*); Jas. Gordan (*); fourth row, or rear, Chas. Riach (*); Geo. West; August Schultz (*); Wm. Louder; Chas. Willis; Geo. Gibbson; Geo. Schindeldecher; "Dad" Louder; Unknown; Wm. Freitag; Wm. Milligan (*); McDonough. (*) Still in service.

Veterans, we mean those who live at Seattle and St. Paul and all points between.

It has been suggested that now the season's festivities have passed, and a little leisure is liable to accumulate, in order to retain and promote the neighborhood feeling among the Veterans, we adopt a system of sending into the SEMAPHORE each month, items of neighborhood news, thereby giving an opportunity for eleven hundred Veterans to touch elbows, and be neighbors to another eleven hundred Veterans.

There is a pigeon hole in Room 114, General Office Building, St. Paul, lonesome and anxious for companionship. Come Across!

Car Builders' Catechism

(Continued from Page 14)

plers, running boards, and other equipment on freight cars, cabooses, passenger coaches, steam locomotives, gas, oil, electric and gasoline motor cars.

So far as we know, no work of this kind has ever been compiled, and we believe that when issued it will prove a valuable aid for all mechanics engaged in the construction of railway equipment. The book, when issued, will contain some 500 questions and answers covering 56 pages 5x8 in size. The type will be 8 point and easily read.

Later announcement will be made of the publication of the book and the price at which it may be procured.



St. Cloud Roundhouse 1888



JOHAN C. MOORMAN SENDS the accompanying photograph of the St. Cloud roundhouse in 1888, when he was hostling there. He is shown standing in the gangway. J. Slavin, locomotive foreman, is shown in the picture and John Moyer, then division storekeeper, is shown in the cab. Mr. Moorman came with the Great Northern in 1882 and retired on account of poor health in 1893. Much of his time since his retirement has been spent in aiding employes of the company in securing freight and passenger business.



Station M-I-S-S Broadcasts

What They Do and How at the Coach Yard

WE HAVE BEEN ASKED to say a few words about why the road couldn't run without us on the job over here in the Mississippi Street coach yards. Well, first, to be fair, we have to admit that there are other important duties performed in running a railroad besides those done here. Take the officials for instance—they do help quite a bit in their way. We just make this mention so that nobody will think we are taking too much credit or are bragging at all.

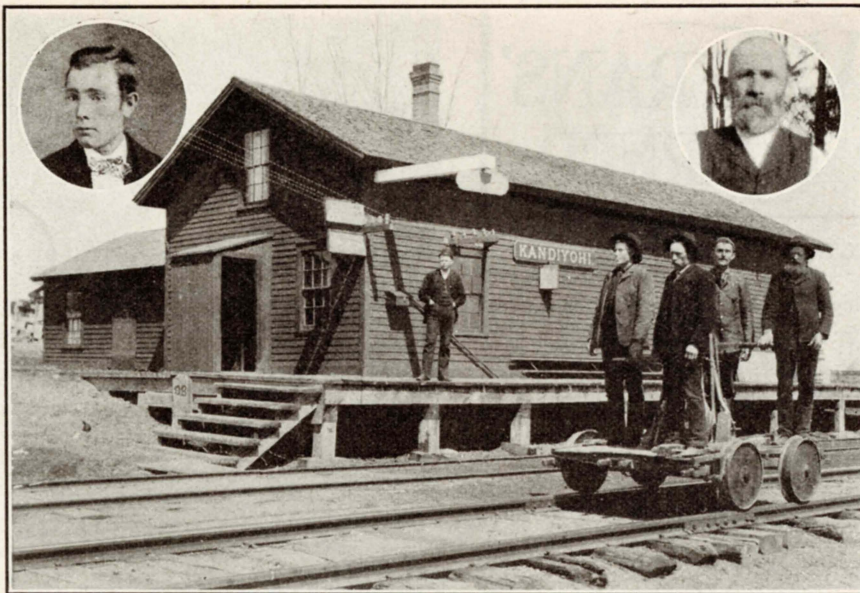
Perhaps you didn't realize that every day is house cleaning day with us? In order to prepare the cars received by us for their outgoing trip, the following procedure, as roughly outlined, is carried out. The 38 window sills are dusted out; floor space between each of the 44 seats is swept and the aisle strips are removed and cleaned by the blower; cushions are brushed, all woodwork, wainscoting, seat-arms, foot-rests, doors, and window frames and panes are washed, wiped, and polished; scratches on varnished surfaces are retouched; floors are painted and pipes are kept well covered with paint to prevent rusting; fire extinguishers are inspected; batteries are recharged and all light and emergency repairs along electrical and other lines are taken care of. Ice and drinking water are supplied, as well as fuel to start and maintain fires in each car whenever disconnected from the engine.

While this takes place on the inside, the outside of the cars are being washed and rubbed down, every bolt and nut on the trucks is inspected thoroughly, examination is made for possible flat wheels and other defects, and oil boxes are repacked. Multiply all this by the 14 trains, averaging 10 to 12 cars each, which leave the terminal daily, and you will have a partial idea of what all the noise is about at Mississippi Street. By the same process repeated at various other points between St. Paul and Seattle, the car comfort and safety of the patrons of the Great Northern Railway are maintained at the highest possible level.

The above has not included the Pullman, dining car, and commissary phases of our work, but dinner is too far in the past and Big Ben's warning is too near for us to continue, so Station M-I-S-S is signing off and will not be on the (hot) air again until the March number of the GREAT NORTHERN SEMAPHORE. In the meantime we hope our contributions will not hold up the magazine in the mails. They shouldn't, as they are offered as second class matter (in our opinion).

The Great Northern Spirit

DECEMBER 1925 WAS a banner month for employees. For the first time in the history of the Great Northern all employees on the system received their pay checks for the first half of December before Christmas. This was made possible only by the combined efforts of the outside offices in getting the payrolls in unusually early and of the auditor of disbursements' office force in checking them and of the paymaster's office in getting out the pay checks. It necessitated much extra effort and overtime work, but their heart



Yesterday and Today

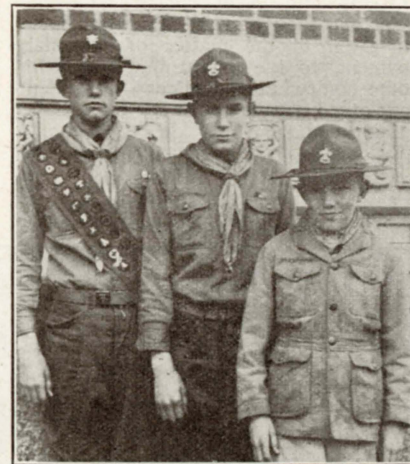
We are indebted to Swan Anderson, pensioned section foreman, for the enclosed picture of the first station at Kandiyohi, Minn. The inserts show Mr. Anderson at 25 years of age and 73, and he is shown in the large picture the first man on the left in front on the hand car. Mr. Anderson was made section foreman in 1882 and was retired in 1924.

was in the "doing o' it," and they were determined that it should go over.

It was a fine example of what co-operation can do and exemplifies again the spirit of unselfish service that has won for the Great Northern employees a high place among railroad organizations the country over. It was a splendid thing, and we know that we voice the feeling of every employee when we extend to those who labored to achieve it sincere thanks and appreciation. If proof of this were needed, we have it in a recent letter from General Secretary-Treasurer R. R. Hunter of the Grand Lodge of the A. O. S. C. E. to the paymaster in which he says:

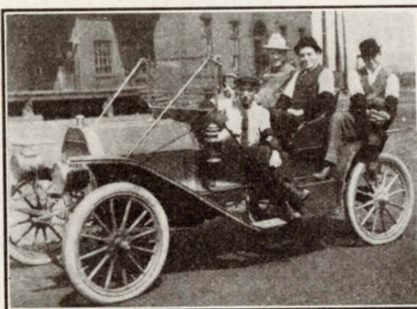
We wish to assure you that the members of this association (shopmen) deeply appreciate the action of your department in arranging their pay day prior to Christmas (December 25), as we readily realize the rush of work it must have made for your department.

Fred Trembly, formerly terminal clerk, Superior yard office, now employed with Barnum Grain Company. Next to him is James Murphy, formerly car accountant, Superior yard office, and now employed as car distributor, chief dispatcher's office at Superior. Sitting on fender is Fred Richardson, former car record clerk, Superior yard office, now deceased.



Three Merit Scouts

IT IS A GREAT HONOR for a Boy Scout to win a merit badge as is evidenced by the fact that governors, judges and mayors are frequently chosen to award them with earnest and inspiring ceremonies. And it is a great honor to be the father and mother of a merit badge Scout. How proud Conductor W. W. Shoenbottom of the St. Cloud Division must be to be the father of three sons who have won this distinction. They are Stanley, Raymond and Richard and a picture of them is shown here. Stanley who is 17 is a veteran Eagle, one of the highest achievements of Scouting.



A Lizzie of Yesterday

THE PHOTO TAKEN in front of the general office building at Superior in 1911 shows up very clearly our old style Ford. First out in front, sitting down on floor of car is J. B. Long, formerly employed as yard clerk, Superior yard office, now located somewhere in California. At the wheel is



The Year's Record

DURING THE PAST year we held 258 division and shop safety committee meetings, total attendance 985 officers and 2,565 employe representatives and 916 visitors. The committees reported a total of 1,324 conditions and 316 practices for correction. One thousand one hundred and thirty of the conditions and 301 of the practices reported were concurred in by the committee and corrected, thirty of the conditions reported and one of the practices were disapproved, and the balance of the conditions and practices reported are pending action.

During the year 1925 we had 23 employe fatalities and 1,465 employe injuries reportable to the Interstate Commerce Commission, a decrease of 11% over the number reported for the year 1924. This is a very commendable record as compared with that made by other railroads as well as previous records made by our own road.

While I wish to acknowledge with gratitude the loyal support given this department by the Safety committees, officers and employes as a whole, I feel that special mention should be made of the fact that Devils Lake shops, working an average of 180 employes a month, a total of 336,471 man hours, went through the year without an injury reportable to the Interstate Commerce Commission, and Delta shops, with an average force of 317 men, working 613,214 man hours, had only three employes injured reportable to the Interstate Commerce Commission. The Willmar Division has not had a fatal accident to an employe reportable to the Commission during the past two years. This is a very remarkable record and the number of personal injuries on this division has been among the lowest of any of the divisions on the system.

We have every reason to believe, from the interest shown in the accident elimination work by the officers and employes, that our record during the present year will continue to show a reduction in the number of employes injured. We should ever keep in mind our experiences of the past as a guide against future repetition, as only then will the school of experience prove valuable to us in that we will be able to discern the right from the wrong, the safe from the unsafe methods to apply to our occupations.

C. L. LAFONTAINE,
General Safety Supervisor.

Safety at Jackson Street Shops

THE WRITER WAS asked just the other day to mention what one factor he considered the most important aid in finishing the two-year "no-accident record" at the Jackson Street boiler shops.

Probably the wishes of those who read will best be met, if instead of compiling a list of long and uninteresting statistics, I give in a way, necessarily hasty and

imperfect, my own view of the Safety First movement as it is in operation here.

I have been in many places, worked for many railroads, for copper smelters and for contract boiler shops; and have in 25 years of boilermaking seen the progress of the safety first movement from a small beginning to a nationwide campaign for the elimination of accidents, but never in my experience have I witnessed the cooperation between the management and workers that is to be seen here in the Jackson Street boiler shop between Messrs. McMahon, Hutchinson, Gibbs and the Safety First delegates. In over two years as delegate here I have never made a suggestion to one of these gentlemen that has not been given the heartiest consideration. This cooperation has been the greatest factor in the "no-accident record" on the Great Northern.

I wonder if the members of the younger generation ever stop to consider when their goggles become hot and sweaty, when the elastic becomes loose and slips down, when goggles seem to be a nuisance of nuisances; I say I wonder if they ever realize what a boon these same goggles have been to the boilermakers. Twenty-five years ago one-eyed men were very common among the boilermakers. The writer well remembers five men at Dale Street out of thirty boilermakers who had lost the sight of one eye. Every boilermaker is constantly in danger from flying particles of steel. Here at Jackson Street every boiler shop employe has his goggles on his hat or in his hat ready for use. Consequently eye accidents have become very rare among us.

While the introduction of the long stroke hammer and the acetylene torch have done away with much of the art and poetry of boilermaking, it has, we believe, increased the hazard. You might say you didn't know there was any poetry about boilermaking. Gosh! You ought to have seen two old timers driving "Liverpool pointers" by hand. Boy, there was poetry of motion and rhythm; but this is another story. We started out to illustrate that as the method of boiler construction changed, so also has the type of accident. Injuries to the hand are not now so frequent as they formerly were. The feet and arms seem to draw the injuries now. That terrible rumble and bumble and roar has a faculty for jarring whatever is left lying loose around the boiler or hanging onto it. Every precaution is taken to ascertain that nothing is hanging loose when riveting is in progress or flues are being expanded. Thus much of the hazard from falling bodies is eliminated. We have in the past noted many accidents due to faulty chains or insufficient fastenings in the hoisting of heavy sheets. When we hoist at Jackson Street every chain and fastening is carefully inspected before the work is off the floor.

Some years ago the writer was quite severely burned by the bursting of an

acetylene hose. This was not on the Great Northern. In that earlier day, we believe, hose was of an inferior quality to that of today. We have never had an accident of this kind here, due, in our opinion, to careful regulation of pressure and a rigid inspection of welding apparatus. The danger of burns from flying sparks in the use of the cutting torch is mitigated by the use of shields wherever possible.

I recall that in the old days the sight of a boilermaker wearing gloves was rare indeed. A man couldn't work with gloves. Then came a generation with the machinery. This generation couldn't work without gloves. Now the use of gloves is being vigorously discouraged. Statistics and experience have demonstrated that the use of gloves not only hinders the workman, but is actually dangerous. The last man injured in our department lost two fingers because the ragged end of his glove caught on the jagged end of a sheet we were rolling. His hand really entered between the upper and lower rolls. A quick reversing of the rolls was all that saved his hand. We have about done away with gloves here. It is slightly harder to wash clean, but outside of that we experience no inconvenience.

And now in conclusion let me ask if you have ever noticed that some men are injured more often than others. Did you ever notice that any certain man was dangerous to work with? I have. I believe that nearly every accident is caused by somebody's carelessness. Somebody takes a chance and loses. The only system is "play fair"—fair with your employer, fair with your fellow worker and fair with yourself and family. Remember, accidents can and are going to be eliminated. If you can not work "safe," there is always somebody to take your place. "Whispering Tom" in Pocatella used to tell 'em "Don't stop, boys, just look and listen."

SAFETY FIRST,
Jackson Street Boiler Shop,
St. Paul, Minn.



Sketch by C. M. Torell, brakeman,
Cascade Division

For the Health of Your Children

The Story of Pasteur

BY WALTER R. RAMSEY, M. D.

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

(Concluded)

At the same time that Pasteur was making this special study of anthrax, he was carrying on other experiments relative to another disease which was costing the farmers heavily each year, namely chicken cholera, and it is interesting at this point to quote a paragraph from the life of Pasteur by R. Vallery-Radot:

"Readers of this book may have had occasion to witness the disasters in the farmyard by a strange and sudden epidemic. Hens believed to be good setters were found dead on their nests. Others surrounded by their brood, allow the

For many years the silk-worm industry in Southern France and Italy had suffered serious losses. In 1865, the value of the silk produced in France alone was approximately 100,000,000 francs. The name of "tree of gold" given to the mulberry upon which the silk worms feed, never had been better deserved. Suddenly all these riches fell away; a mysterious disease was destroying the nurseries. Whence did it come? How was it contracted? No one knew.

When Pasteur started for Alais, June 16, 1865, entrusted with the task of making a scientific investigation of the silk-worm pest, his constant question to himself and to the peasants was: what

quantity of the excreta from each silk worm and if it contained the microbe which he had demonstrated to be the cause of the disease, that particular worm was destroyed. The Department of Agriculture made a thorough test of this method and the silk worm disease which for fifteen years had infested the southern part of France as well as Italy was at an end.

Perhaps one of the greatest accomplishments of Pasteur, at least from the point of view of the average person, who, after all, is more influenced by sentiment than "cold logic," was his conquest of that most dreaded of all disease—hydrophobia. Throughout Europe hydrophobia was extremely common among dogs and, as a result of the maniacal condition which characterizes one stage of the disease, men, women and particularly children frequently were bitten. Pasteur believed this disease, too, was caused by a germ.

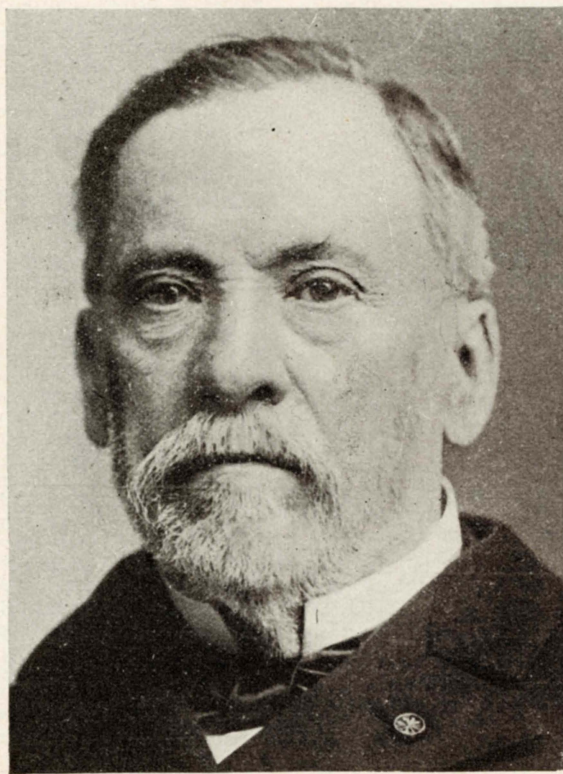
He examined the blood and secretions of dogs which had died of hydrophobia (or rabies), but was unable to find any organism which he could prove was the cause, and reflected that perhaps this microbe might be too small to be seen with microscopes then available.

Pasteur observed that the disease seemed to spend itself on the brain and nervous system and that the animals bitten always died in convulsions. By taking the covering of the brain of a dog which had died of hydrophobia and allowing it to dry over a period of fourteen days, it was found at the end of that time to have lost its virulence and even when a portion of this was ground up and injected into a well dog, this dog did not get hydrophobia. Pasteur found that if he made a series of injections of this brain covering, which had been dried for lesser periods of time, that finally the dog would not contract the disease even if bitten by another rabid dog. In other words he had been made "immune" to the disease.

It took Pasteur a long time before he dared put his almost certain knowledge to the test on a human being. Finally the opportunity came. On Monday, July 6, 1885, a little Alsatian boy nine years old was brought to Pasteur's laboratory by his grandfather. The boy had been badly bitten and lacerated two days before by a mad dog. Pasteur was so overcome by the sight of the poor boy with more than a score of wounds on his face and body and the almost certainty that he would develop hydrophobia, that he decided he would give him the vaccine which already under his own supervision and that of the government had saved many hundreds of dogs and other animals from rabies. The boy was given twelve injections and on August 3, Pasteur wrote to his son: "Very good news last night of the bitten lad; it will be thirty-one days tomorrow since he was bitten and he still remains well."

Walter R. Ramsey

The Great Northern Semaphore



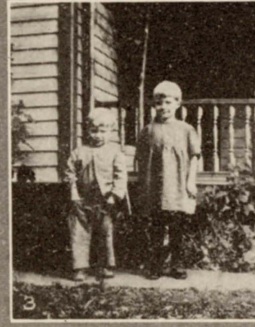
Dr. Louis Pasteur.

chicks to leave them, giving them no attention. They stand motionless in the center of the yard staggering from a deadly drowsiness. A young and superb cock whose triumphant voice was yesterday heard by all the neighbors falls into a sudden agony, his beak closed, his eyes dim, his purple comb dropping limply. Other chickens respite till the next day, come near the dying and the dead, picking here and there grains soiled with excreta containing the deadly germs; it is the chicken cholera."

By applying the same principles but employing modifications as he found the character of the conditions demanded, Pasteur soon was able to demonstrate the microbe causing chicken cholera and also a vaccine which would protect poultry from this disease.

causes these black spots on the cocoons? He found that many of the worms from these spotted cocoons died soon after being hatched, while others passed through different moultings and finally became a moth, but a diseased moth.

"That diseased moth had deformed antennae and withered legs, and the wings seems singed." Eggs from these moths were invariably unsuccessful the following year. After prolonged investigation during which he personally examined under the microscope thousands of eggs, the worms themselves and their excreta, Pasteur was able to announce to the world that he had found the "organism" which caused the disease and the process by which it could be prevented. This process consisted in examining under the microscope a minute



Little Men and Women

GREAT NORTHERN EDITION



1—Lorraine and Fern, daughters, Julius G. Frederickson, section foreman, Grand Forks, N. D.; 2—Bill, son, Mrs. Claire Hilkene, office general claims attorney, St. Paul. The little lady is Mary Alice Bowman, a playmate; 3—Ruth and Howard, children, H. D. Knudson, agent, Yankton, S. D.; 4—Edith and Evelyn, daughters, Hans P. Kabberoe, shop blacksmith, Hillyard, Wash.; 5—Dorinne and Iona, daughters, J. Heisler, agent, Milaca, Minn.; 6—Wallace, son, W. C. DeMers, track welder, Crookston, Minn.; 7—Charles and Betty, children, Mel Buckley, storekeeper, Troy, Mont.; 8—Philip, son, C. S. Adkins, A. F. E. clerk, Grand Forks, N. D.; 9—Anton Kastle, motor car repairman, Whitefish, Mont., teaching his little son to stand up for the Great Northern; 10—Widding, son, P. T. Thompson, agent, Kindred, N. D.; 11—Vivian, daughter, "Rudy" Erler, conductor, Havre, Mont.; 12—Buddy, son, C. A. Berge, agent, Ihlen, Minn.; 13—Edward Vernon, son, Clarence Shaul, express and freight clerk, Troy, Mont.; 14—Fern Elene, daughter, Mrs. B. M. Johnson, agent, Salol, Minn.



Women's Department

Conducted by
Faye Babette Root

Clothes! Clothes!

DEAR SEMAPHORE Ladies: "And, it's a Happy New Year, it is, that I am wishing you," says Mrs. O'Toole, as she wipes her hands on her apron and waddles to greet you with outstretched hands.

And it's a Happy New Year, though a bit of it has gone already, that I personally wish you, SEMAPHORE Friends, a real, real happy one, with all the things you wish. And oh! what is a greater wish than that we keep our health and our faith? I greet you, however, through the printed page of the SEMAPHORE, and hope you will enjoy the contents of the magazine, because it is really written expressly for you, in an endeavor to make this big family acquainted with all that women are doing.

The very first words which reach me from Mr. Editor-in-chief, are "write something about clothes." We like clothes, don't we, especially those which are beginning to creep into the shops, and which are made for everyone?

What will the colors be? I am told that colors will continue to be as profuse in 1926 as during the past seasons. But the darker tones and especially dark blue are coming in strong. Grey, too, is in the lead just now. Toast, Wild Honey, Boise de Rose, Malacca, are some of the new shade names. The materials are faille, georgette (popular), flat crepes and satins. Prints, too, will again be used, but just now the plainer colors are shown in combination with a bit of trimming at the neck, the sleeves and a touch on the skirt. The circular skirts, the skirts with one or two kick pleats are shown on new dress arrivals, and a tendency to "push up" the center front of the skirt into a bow or group-gather is a new note. Jersey will also be used; flannels, however, are leading. Two piece dresses are again or still with us, because of their practicability. And skirts are as short as last year.

Much can not be said about hats. It is a bit too early; however, another season of turbans, the hat to me with a personality, is forecast.

And there is good news for the person who likes to wear a cape, because these are shown either fastened to coats or worn made of the same material as the frock, much as the coat and dress combination of a few months ago. A darling party dress of a black and white check taffeta with red trim included a cape of dark blue mirroleen lined with the same checked silk and is so pretty and sensible. Sleeves for spring are long and tight, and, well, the waist is creeping down farther and farther.

Something Good

THOSE WHO ARE interested in clothes also must eat, and something new to eat is always of prime consideration. Inasmuch as the winter months mean plenty of card parties, and friends just dropping in of a Sunday evening, I tasted some delightful little delicacies of late. One was a very thinly made rarebit, which had thinly sliced, stuffed olives dropped in in such a way as not to break them but to add to the appearance. These were put in last, I was told, and not cooked. It was served on thin crisp toast. Rarebit is really not hard to make if you will always remember to put the well beaten eggs in last.

Always have on hand two cans of shrimp, some lettuce and a jar of mayonnaise, and salt crackers, a cake, or cookies, and cream, and some cream cheese. Creamed shrimp is always a delightful, easy dish to make up in a hurry. This served either on toast or wafers is so good.

A large gathering is always certain to enjoy spaghetti. Served in the following way, it is always sure of bringing forth compliments:

A box of spaghetti, break in one-inch pieces; drop into boiling water and boil until tender; drain in colander and turn cold water over it at once to separate the pieces. Place three slices of minced bacon in an iron frying pan and let fry slowly with one-fourth finely chopped onion. When bacon is melted, add one large can of tomatoes after running through a course colander. Let cook slowly for five minutes. Add a good dash of red pepper, one-half teaspoon of salt and one teaspoon sugar before adding the spaghetti. Let this mixture cook slowly for 15 minutes, stirring occasionally to keep from burning. Before removing, sprinkle with grated cheese (Italian if you have it) and serve with olive or salmon sandwiches.

The Tea Wagon

A TEA WAGON SHOULD be the property of every housewife. Not only is it attractive in your dining room, but it is so handy for just a light quick offer of lunch if the neighbor drops in for the afternoon with her sewing. Wheel it into the kitchen; place the necessary dishes, creamer, etc., upon it and do away with so much fussing and of having to get up and down. It is so chummy, too. Use it to wheel in the roast and larger bowls, including the coffee pot, and let it stand beside you at the left after the serving is finished. It will help keep your table cleared and neater looking. And use it for clearing the table. Place a couple of thicknesses of newspaper upon the glass tray so as to protect it from the weight, and save your steps with it. It can also be used

in the sick room. There is one which is made with drop leaves so as to form the table, if you wish. I know a man who was handy with tools, who made his wife a tea wagon of light wood, stained it, and she uses it for her kitchen work all the time. He used the wheels from a baby buggy. Casters will do, however. If you have none, drop Daddy the hint.

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

Tried and True Recipes

by the
Great Northern SEMAPHORE Family
DATE COOKIES

2 cups brown sugar
1 cup shortening
¾ cup sour milk
1 tsp. soda
1 tsp. salt
2 cups oatmeal
4 cups flour
Filling:
1 lb. dates
1 cup water
1 cup white sugar

Cook until thick enough and cool before spreading on cookies.

Roll out cookies until they are thin, put in filling and bake in hot oven, 10 to 15 minutes.

MRS. NELS SELFORS, JR.,
504 6th St. N. E.,
Minot, N. D.
FRUIT SOUP

½ cup rice
1 tsp. salt
1 tbs. sugar
½ cup raisins
¼ cup currants
1 cup prunes
1 cup grape juice or any sauce such as blueberry, raspberry, strawberry, currant juice or loganberry.
Boil all in a double boiler.

HOUSEHOLD HINTS

1. Place old jar rings on pantry shelves before storing away your canned fruit. The jars will not stick to the oil cloth or paper underneath in this way.
2. Sew colored rickrack around the old rings to make a pad for hot dishes. One ring in the center, five on the outside. Catch rickrack to sew the ring pads together. You can make these as small or large as you like.

MRS. H. HOMO,
2016 Wisconsin Ave.,
Superior, Wis.

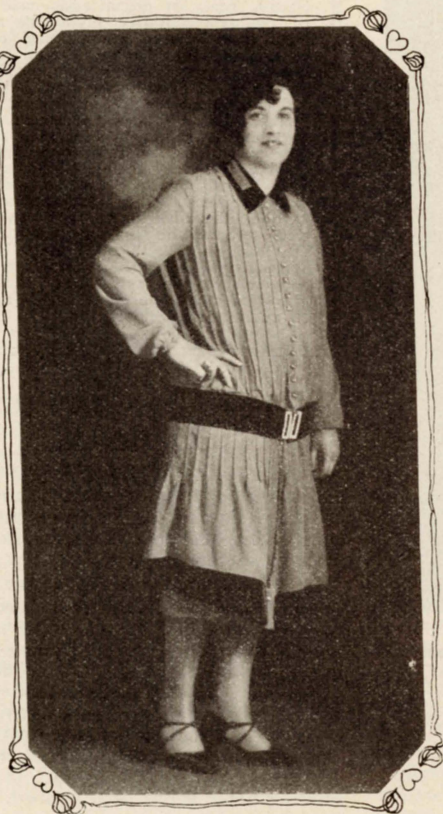
Faye Babette Root

New Frocks

For "In-Between" Seasons

The dresses shown on this page are advance Spring styles from the Gown Shop and Sportswear Shop of Mannheimer Brothers, St. Paul.

Georgette combined with bands of velvet in a darker shade is a new feature of many Spring frocks. The model at the left is in shades of green, and its belt is clasped with a rhinestone buckle. Worn by Miss Desiree Michaud.



A sports frock of imported striped wool has the new high collar and a slight circular flare. A smart addition is the hand blocked scarf vivid of shade and bizarre in design. Worn by Miss Roxanne Ingram.



Miss Gladys Fearing is shown at the left in a bouffant evening frock of the silk taffeta which is so smart for spring. Her accessories are, appropriately, a bracelet and choker pendant necklace of lustrous French pearls.

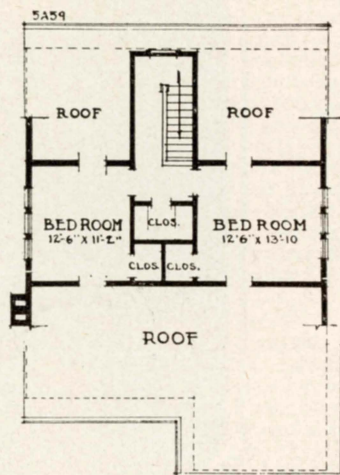
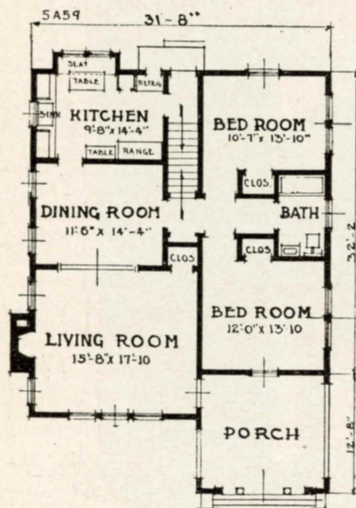
Miss Fearing, Miss Michaud, and Miss Ingram are from the office of the Auditor of Freight Receipts.

Photos by Brown Studio, St. Paul.

FOR THE HOME BUILDER



Copyright, 1925—The Architects' Small House Service Bureau—Home Plan No. 5-A-59.



Bungalow Permitting Two Extra Bedrooms

OFTEN one single feature will lift a simple home from the commonplace and give it extraordinary charm and distinction. This is true of the bungalow shown here, 5-A-59. The triple-arch Paladian motif entrance to the porch is unusual. It is this graceful, beautiful entrance with its slender columns supporting the central arch that gives this design such marked individuality. The complete details for this feature are given on the working drawings and we urge any one building from this design to see that the entrance is built exactly according to the plan.

This design can be built as a five-room bungalow with large attic or there is space under the roof for two additional bedrooms if desired. Dormers can be

added to the front, thus furnishing cross ventilation for these bedrooms, or to light the storage space. The plan for the second floor is included in the working drawings.

On the first floor there is a living room, dining room, kitchen with breakfast alcove, bath and two corner bedrooms. The front bedroom might be opened on the porch. The number of closets is surprising yet there is no waste of essential space.

CONSTRUCTION: Frame with exterior finish of siding.

APPROXIMATE SIZE OF LOT: 45 feet.

FACING: The plan, as shown, is designed to face South or East. It can be reversed for other facings.

WIDTH: 31 feet, 8 inches.

DEPTH: 44 feet, 10 inches over all.

BASEMENT: Under entire house except porch. Contains large, light laundry and storage space.

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EDITOR'S NOTE: The plans for small homes are furnished by the Regional Bureau of the Architects' Small House Service Bureau of the United States, Inc., an organization made up of the representative practicing architects from leading architectural offices throughout the United States. This bureau is controlled by the American Institute of Architects, and has the indorsement of the Department of Commerce, United States government. It is practically a non-profit making public service, and has as its purpose the furnishing of a very complete and dependable small house plan service at moderate cost. For information regarding the blue prints and specifications, address the Home Building Editor of this paper. The United States Bureau maintains an Information Department to answer home builders' questions at no charge. Enclose stamped addressed envelope.

How to Clean and Varnish Oak Flooring

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

The following article is written for the benefit of those interested in a varnish finish for flooring.

The proper preparation of the surface of oak flooring is important before applying any kind of varnish. The wood is porous—filled with tiny pores—and its pores should be sealed to a desirable evenness. On close grain wood—maple, birch, cheery, pine, cypress—varnish may be applied direct. On open grain wood use a good paste filler. Wipe the filler off clean, across the grain, 15 or 20 minutes after it has been applied. When it is dry and hard, say in 24 hours, sandpaper lightly with 00 sandpaper. Do not use a liquid filler.

Now put on a coat of good floor varnish and let it dry 48 hours. Avoid dust and keep the room dry and warm if possible. Add the second coat of varnish and after 48 hours rub lightly with steel wool or 00 sandpaper. Add the third coat of varnish.

For gloss finish, leave final varnish coat as applied.

For dull finish, rub final coat with powdered pumice and crude oil on felt or burlap, or use emery cloth and oil. Wipe oil and pumice off thoroughly.

A cold room, a damp room, a dusty or a draughty room can not be as perfectly varnished as a room should be under proper conditions. You should varnish in a clean room, and a dry, warm and quiet atmosphere, to obtain a satisfying finish.

To Clean a Varnished Floor

To clean a properly varnished floor, wipe it with a cloth dampened in lukewarm water. It is unnecessary to scrub, scald, oil or soap a varnished floor to keep it clean. Its hard surface will not permit dirt to reach and impregnate the wood.

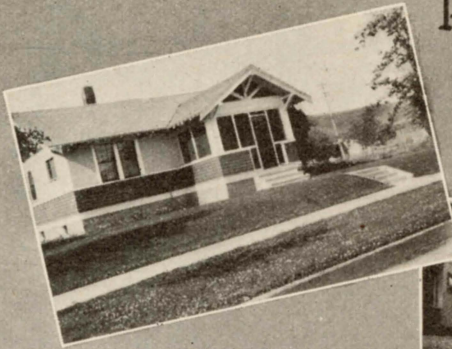
When a varnished floor begins to show the effects of hard wear—once a year or oftener, if necessary—sandpaper it lightly and put on a new coat. The habit of doing this every spring in city and country houses and in office buildings preserves the fresh elegant appearance of good floors.

To clean an old, dirty hardwood floor successfully one should first know of what the dirt and discoloration consist or how they were produced. This is not

(Continued on Page 30)

The Great Northern Semaphore

Homey Homes of Great Northern Employees



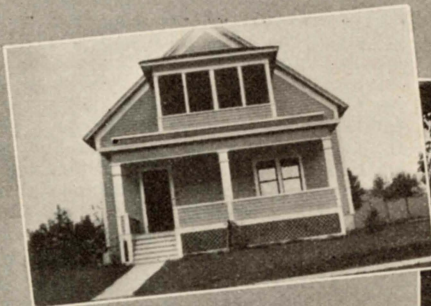
LEO J. DELORIMIER,
Ticket Clerk,
Havre, Mont.



W. E. RICHARDS,
Dispatcher,
Sioux City, Iowa.



W. E. DEVERELL,
Trick Dispatcher,
Sioux City, Iowa.



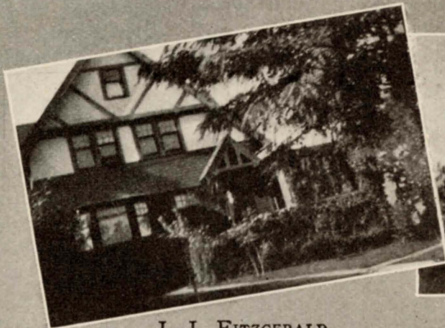
R. J. WELER,
Engineer,
Whitefish, Mont.



B. F. HILLSABECK,
Conductor,
Havre, Mont.



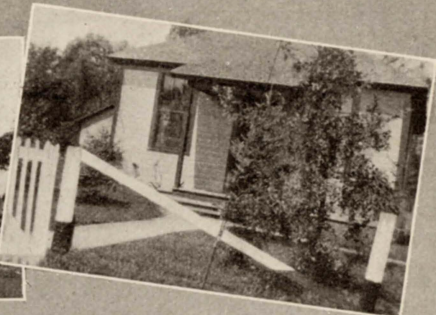
H. T. MAYFIELD,
Engineer,
Whitefish, Mont.



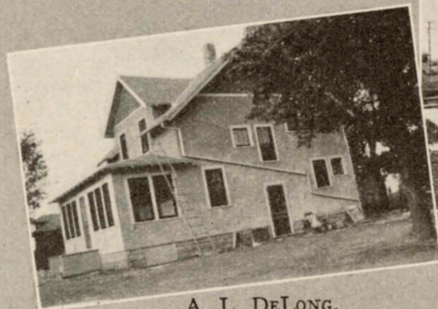
J. J. FITZGERALD,
Chief Clerk, General Master Mechanic,
Spokane.



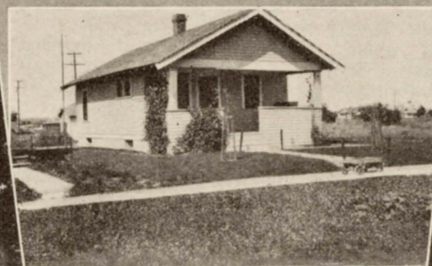
W. W. WOLHOWE,
Agent,
Heimdal, N. D.



EMIL ANDERSON,
Section Foreman,
Long Lake, Minn.



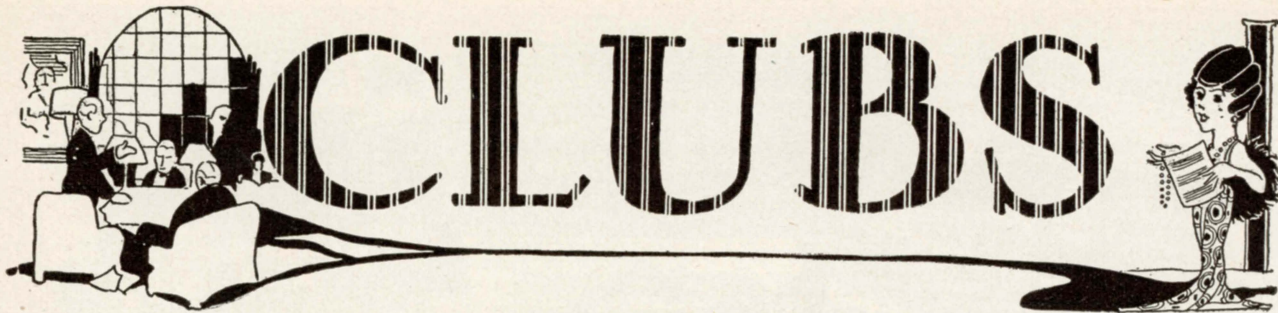
A. L. DELONG,
B. & B. Foreman,
Dassel, Minn.



J. J. NICKELS,
Operator,
Havre, Mont.



W. A. MURRAY,
Chief Clerk, District Storekeeper,
Hillyard.



What the Several Chapters and Allied Organizations are Doing

ST. PAUL Chapter 1, Men's Section

THE WEEKLY MEETINGS of the Great Northern Railway Club were resumed on January 6 after the holiday recess. The program on this date was in charge of the Glacier Park Juniors.

A. B. Moran spoke briefly outlining the conception of the organization, calling attention to the fact that it was the oldest and youngest of the Great Northern clubs. He meant by this that it was the first club organized and was composed of the youngest members.

The Glacier Park Juniors furnished a miscellaneous program consisting of a reading by Leo Sprunck, violin solo by James Gaylord with C. F. Sieghahn at the piano, the Glacier Park quartet, and a short address by Warren King of the president's office.

In his talk, Warren King outlined the principles under which the Glacier Park Juniors and similar organizations function, calling attention to the opportunity for mental, physical and social development which such an organization affords. He also pointed out the need of a certain amount of guidance for boys after leaving school and just entering upon their business careers.

AT THE GREAT NORTHERN Railway Club meeting on January 13, W. T. Middlebrook, comptroller of the University of Minnesota, gave a talk on "Business in Educational Affairs."

Mr. Middlebrook prefaced his talk with comments on his early experiences with the Great Northern Railway immediately after his graduation from Dartmouth College. Among other things, he recalled that he once made out an order to board a train and signed the superintendent's name without authority, which emergency act was responsible for his being transferred from his territory in North Dakota to one in Minnesota.

He briefly outlined the different organizations within the University of Minnesota and gave figures showing the amounts of money handled and the method of their disbursement. He called attention to the fact that the board of regents was the highest power in the organization of the university, the president coming next.

Concerning his own particular organization in the comptroller's department, he outlined the duties of the different members of the department and how they worked with the other organizations of the university.

He stated he felt that the two greatest needs of the university were land and

dormitories. In regard to the land, he stated that they were now hemmed in on three sides, leaving only one side of the campus for expansion, and he felt that future generations might think we had been negligent in not making proper provisions for additions to the campus.

In connection with the dormitories, he felt that the need was very apparent for such facilities to take care of the large student body now enrolled at the university, especially in connection with the young women attending. While the university authorities exercise supervision at present over their living conditions, this was necessarily inadequate in its scope, and much better supervision could be obtained by proper dormitory facilities for the students, especially during the freshman year.

Joseph Moore, tenor, gave several solos, accompanied by Mary Alicia Brown, of the American Railway Express Company's office.

ST. PAUL Chapter 1, Women's Section

THE CLUB ROOMS ON Thursday, January 14, really seemed to take on a gala appearance. There were spring flowers on several of the tables and bright colored banners gracing the walls. We were celebrating a memorable occasion. Eva Cardozo, formerly of the treasurer's office, was the honor guest. She retired from the service January 1, this year, after having been with the Great Northern Railway thirty-three years. Miss Cardozo is the first woman in the General Offices to retire on a pension. She also has the distinction of having been the first woman clerk on the Great Northern, and also was the first person to operate the adding machine in the Northwest.

President Ralph Budd was present and on behalf of the company presented Miss Cardozo with thirty-three American Beauty roses, a rose for each year in service, and made a few remarks appropriate to the occasion. The club presented her with a sterling silver, gold plated life membership card.

Among the other guests present were C. O. Kalman, banker; Mrs. Nellie Severance, former president of the Railway Business Women's Association; Alice Kellar, recently elected president of the R. B. W. A., and Mrs. Doris Bock of the St. Paul Daily News.

A quartet composed of boys from the engineering department made its initial appearance before our club, and proved their ability in the realm of melody.

George Lamb, comedian, gave a number of readings which were very well received. He left his audience in a rather hilarious mood.

The Great Northern Christmas Luncheon Impressions of a Guest

THE DOUBTERS WE have with us always; but not even the most confirmed could have walked into the St. Paul Athletic Club at noon on Wednesday, December 23, without leaving their doubts at the very door as one would a musty shroud. At once the feeling of good will, the sense of brotherly love—sisterly love, it is right to say—permeated the institution which was builded because Saint Paul men sensed the very thing which on that day Great Northern Railway women stood for: friendly contact—helping along in the ways which carry with them no commercial value; the encouraging smile, the hand-clasp with a meaning, the shoulder to shoulder stand that gives the confidence and the sense of security, needed by all through this life.

Business women, railway business women, glorified by the tasks of supervising the Christmas decorations; the great chandeliers hung with Christmas greens; the snowy linen hospitable with silver; the flame of lighted candles; the miniature Christmas trees playing their small part then and later to be messengers of cheer to hospital rooms where the heart aches might be lightened by their beauty; all these were there. Golden oranges vied with Wenatchee's perfect apples, while gay candy canes kept peace between them.

Came first the invocation, poignant with beauty, expressive of all that is worth while—a tribute to men and to women who build and who do not tear down the works of God or of man, bringing memories of sun swept western prairies, of sparkling rails from the shuttle of the weaver of dreams, of shadowy pioneer men and women unforgotten by the truly big men of today.

There was Christmas music; golden trumpets filling the great room with joyous melodies; the voice of an opera star giving of her art, and then the exquisitely trained voice of a railway girl, Elizabeth Lee, singing as truly inspired; the beloved Great Northern Quartet whose members give freely of their talent the year around; other artists of high standard, including lovely Agnes Thompson in amusing Christmas reading; a rollicking song, "Going to the Fair," sung by James J. Lee; and then again the golden trumpets.

The Great Northern Semaphore

Then came Agnes Manning's effective reading of Maria Sanford's "Ode to the Flag," followed by the presentation to the Great Northern Railway Women's Club of a silken flag so beautiful that one's heart seemed to stop still with the wonder of it and then beat again with new blood and new pride; pride in the nation, in the flag, in the splendor of the women of old, and in the glory of the women of today, in the men who have vision, in a very great president of a vast railroad who stood at the Christmas table and, looking out over the five hundred guests, was proud and said so in words which rang true.

The written word has said that there are few concerns which have broad contact with the general public whose officers do not realize the extraordinary value of employees who have learned the secret of making friends for the company or the firm. We thought of these words when listening to the president; and the full significance of them was apparent when one noted the many guests seated at the Christmas luncheon. Their names follow. Read them over carefully and you will agree that there is truly an "extraordinary value" in the gathering of employees to the number of five hundred for a luncheon, and breaking bread with them. They were:

Mesdames Ruth Christianson, first lady of the state; Georgia Budd, wife of the president of the Great Northern; A. P. Kean, St. Paul's official hostess; Edith Mary Stevens, president of the Business and Professional Women's Association of St. Paul; Marion Stembel, lecturer and true friend of the "Railway Girl;" Nellie M. Severance, president of the Railway Business Women's Association of the Twin Cities; the Misses Florence Misgen, opera singer; Mary Alicia Brown, (the feeling that she is a Great Northern girl is ever present) American Railway Express Company; Dorothy Holmes, pianist; Alice Larson and Doris Bock, reporters of the St. Paul Dispatch and St. Paul Daily News, respectively; Alice Kellar, Omaha Railroad; Ruth Sinne, Northern Pacific Ry.; Hazel Williams, Minneapolis & St. Louis R. R.; Mary Cummings, American Railway Express Company; (the last four officers of the Railway Business Women's Association); Messrs. G. D. Curtis and staff, officials of the American Railway Express Company; George Sudheimer, representing the City Fathers; Mrs. R. W. Scott, Albert Lea, Minn., sister of Mrs. Olivia Johnson, president of the club. Also attending were Mesdames Laura Martin, F. L. Paetzold, Alma Mills, E. Flynn and C. L. LaFountaine, all wives of Great Northern officials; Messrs. Ralph Budd, G. R. Martin, M. L. Countryman, E. F. Flynn, Alex. Janes, J. T. Maher, F. L. Paetzold, F. G. Dorety, A. J. Dickinson, W. N. S. Ivins, E. C. Leedy, Chas. Albert, Spokane, officials of the Great Northern Railway Company; E. C. Lewis, president, G. N. Men's Club; John Tauer, young president, Glacier Park Juniors; Tom Fontaine, ever willing and capable assistant to the girls.

There were gifts for all—not gifts for a chosen few—but gifts for all—a miniature goat from overseas for the president of the railroad, a variety of gifts, significant of hobbies cherished by vice presidents, legal lights and experts in diversified farming. The list is a long one and a gay one, too long to give here.

Were the R. B. W. A. officers guests? Indeed they were! Gifts? I should say

so! Everybody happy? Speaking for the club's president, she surely was. Only, don't these Great Northern people know it's a long way over from the Soo Line, even when the Holidays tempt one to forget it?

Nellie M. Severance

SPOKANE

SPOKANE CHAPTER No. 2 held its regular monthly meeting on the night of December 22 in the W. O. W. hall. A short business meeting was held, after which the entertainment committee took charge. A steel guitar trio, composed of Ernest Meyers, H. L. McLaughlin and H. L. Coffey, all employed at Hillyard shops, rendered several selections which were very well received. Sheridan's orchestra, led and directed by Inspector A. P. Sheridan of the Hillyard roundhouse, and composed of neighbors who are musically inclined, proved to be the hit of the evening. Veteran Engineer H. S. Landis handled a slide trombone with all the skill he displays in handling the fast mail between Troy and Hillyard. Margaret Anderson, daughter of Roadmaster George Anderson, gave several remarkable selections on the violin. Miss Anderson was accompanied at the piano by her sister Gladys. After the entertainment, a buffet luncheon was served, with P. W. Tillisch pinch hitting for the chef.

WENATCHEE

GREAT NORTHERN Railway Club, Chapter No. 5, at Wenatchee, gave a card party on December 19 for members and their friends, which was well attended. Bridge, pinocle and five hundred were played, after which refreshments were served. Mrs. Jas. H. Smith, Mrs. L. W. Mickel and Mrs. Maude Wegner acted as hostesses. Arrangements were made at the same time for a card party to be held in connection with the next regular meeting on January 23.

It has been rumored that the Apple Capitol Club is planning on a day's trip up to the head of "Beautiful Lake Chelan" some time in May or June, and it is also understood that a general invitation will be extended to all club members and their friends over the entire system to participate. Information regarding final arrangements will be given later.

St. Cloud Stores Gives Christmas Party

A CHRISTMAS DINNER and program was enjoyed by the employees of the St. Cloud stores department December 24 in the stores office. Among the guests were the shop superintendent and his office force. Dinner was served at 12:30 p. m. and was followed by a program of vocal and instrumental numbers as well as recitations by various employees.

The office was appropriately decorated for the occasion, including a beautifully trimmed Christmas tree.

While there have been many larger and more elaborate gatherings held in other localities, it is doubtful if there has been one at which more enthusiasm was displayed. A delightful time was had by all present.

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An entirely new double service Blazer Jacket, worn either shirt style or over shirt like a sweater, made with a convertible collar, and is unquestionably one of the most useful and practical garments. Worn as a sweater it keeps the shirt clean and gives just the additional warmth needed in either work or sport use. Fits snugly beneath the ordinary coat and costs no more than a good quality shirt.

Pay \$1.00 a Month

A choice of powder blue, tan, brown, or gray over-plaid design as pictured above in a fine woven, medium weight, all wool. For men, women, boys or girls. GN333-12½ to 17½ neck.....\$5.95



All Colors

BUCKSKIN CLOTH CHECKS—A very neat checked pattern on the famous light weight buckskin cloth which resembles suede leather. Laundered beautifully and wears like iron. Choice of slate, buff, light brown or powder blue. Convertible collar to wear as a shirt or sport jacket over shirt. 14-17½ neck only. GN334.....\$3.95 2 for.....\$7.65

BLOCK CHECK—Light buffalo checks in a very fine woven flannel and a variety of colors. Black and white, black and brown, red and black, blue and black, all handsome contrast shades. Men's sizes, 14 to 17½ neck. With convertible sport collar. Boys' sizes at \$0.50 less or \$2.45 each for boys 6 to 16 years. GN335.....\$2.95 2 for.....\$5.75

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16th St. and Indiana Ave., Dept. G. N. Chicago, Ill.

Gentlemen: Enclosed \$1.00 as first payment for

which send me Blazer No.....price.....

size.....colors.....on approval.

If I am pleased I agree to send \$1.00 each month until paid for. Otherwise I will return in 48 hours after examination and you are to refund my payment and cost for return postage.

Name.....

Local Address.....

Town.....State.....

I work for.....R. R. as.....

Send letter with above coupon and \$1. Tell just enough so we know with whom we are dealing.

SEATTLE

ANOTHER BIG DANCE is in sight and this time they are going to let the poor editor in with his every day Sunday-go-to-meeting suit. They are going to stage the "biggest hit of the year" under the guise of a combination hardtime-masquerade party on Friday, January 29. The committee has got out peppy posters and promises one hot time on the big evening. Mabel Meese mentions many "mean" stunts and promises grand prizes for the best costumes. A large attendance is all that is needed to make the party the biggest success ever. This party will mark the first anniversary of the founding of our local chapter and the incumbent officers and committees are laying their reputations on the event. If they exceed the success of some of the former events they are going to go out of office in one big blaze of glory.

Elections come next month and somebody has suggested that we follow the custom in vogue at the University of Washington and organize a defeated candidates club. It has been rumored that many have good ideas for the initiation ceremonies but it would seem that these people would have to run for office if they hope to get their suggestions into practice.

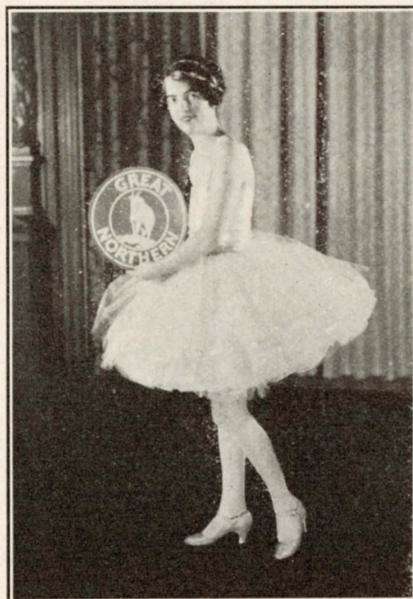


Thinking that it may help to spread the custom, we publish a snap shot taken of Christmas tree in our Seattle Dock office. This practice was started several years ago and each year the G. N. dock's "8510 Club" has a small tree beautifully decorated. Beneath the tree are placed various Christmas gifts to be distributed to the different ones in the office, and the occasion when the distribution takes place is naturally one of delight to the members. We do not know if similar custom is in vogue at any other place along the line but sincerely hope that if not, the example of Seattle Dock will be followed by others as we are sure that the little celebration does considerable to cement a feeling of fellowship among those participating.

Miss Oriental Limited at the Junior League Cabaret in Seattle

The annual dinner and cabaret of the Seattle Chapter of the Junior League was held in the Italian and Spanish ballrooms of the Hotel Olympic, Tues-

day evening, December 29. There were 889 in attendance so both ballrooms were used. In addition to the various dances staged by the members of the league, several of the more prominent business, transportation and financial firms of the city put on advertising stunts.



The above picture shows Mrs. Evan McCord, Jr. (one of the most popular members of the Junior League) who appeared as Miss Oriental Limited. She made her entrance into the ballrooms by a novel means of transportation—a huge covered platter—which was borne in on the shoulders of the members of the Deacon Jones Colored Quartet. Considerable curiosity as to the contents of the platter was aroused and when it was uncovered and Mrs. McCord appeared, there was a burst of applause. After the conveyance had been placed in the middle of the floor in each ballroom, the quartet sang the song "Go Great Northern" which was recently written by Walter Fryburg, while Mrs. McCord distributed complimentary boxes of Applets to every lady in attendance at the function. To say that the Great Northern was well represented would be putting it mildly.

VANCOUVER

VANCOUVER CHAPTER No. 11 entertained with a whist drive and dance in its club rooms on the evening of January 16. The party was well attended, several having come up from Everett, including Mr. and Mrs. C. McDonough, Mr. and Mrs. W. O. Lechner, Mr. and Mrs. Wm. Jollie, Joseph Moore, Mr. and Mrs. C. Emnot, Hedwig Kornitzer, and Mr. and Mrs. D. O'Hearn.

Vancouver club seems to be making very satisfactory progress and one of the things that has contributed to this is the fact that they have a good meeting place above the freight depot. The interest in the club seems to be very

live and active. The club room has been provided with a good dance floor through the efforts of the members, and they have also provided themselves with a piano.

EVERETT

GREAT NORTHERN CHAPTER No. 10 will entertain all employees with a dancing party at the local passenger depot, Saturday evening, January 30. Punch will be served during the evening.

Railway Business Women's Association Election

THE IMPORTANCE OF the official representation in the Railway Business Women's Association of the Twin Cities was clearly indicated at the extremely interesting and well attended election held on Tuesday evening, January 5, at the Midway Club.

Two years ago the election was held in the Great Northern Building and was attended by a straggling few representatives of the big roads, upon whose shoulders fell the responsibility of cementing the interests of the organization.

A year ago the organization had taken on a decided growth both in membership and activities and the election was at that time a matter of keen interest and was well attended by representatives from both cities.

The first nominating committee to serve was the one which prepared the 1926 ballot, instructed by their divisions through the medium of the various chairmen and presided over by Nellie M. Severance. This committee consisted of: Rose K. Murphy, C. St. P. M. & O. Ry.; Ellen G. Gill, G. N. Ry.; Marietta Cusick, C. R. I. & P. Ry.; Ava Gibbs, C. G. W. R. R.; Grace E. Rowland, American Ry. Express; Katherine J. Smith, N. P. Ry.; Margaret McDermott, M. & St. L. R. R.; Linda Moe, Outside Lines; Gladys Robinson, Soo Line; Ida G. Anderson, Steamship; Genevieve Farver, C. M. & St. P. The results of the election were as follows: Alice R. Kellar, president, C. St. P. M. & O.; Olivia Johnson, first vice president, G. N.; Hazel M. Williams, second vice president, M. & St. L.; Margaret Cummings, secretary, American Ry. Express; Marie Gruber, treasurer, N. P. Ry.; Elsie Pinger, publicity secretary, Soo Line.

G. N. Division of R. B. W. A.

AT THE ELECTION of the Great Northern Division of the Railway Business Women's Association of the Twin Cities held in the club rooms of the Great Northern Club on Thursday, January 11, the following officers were elected: Mrs. Faye Morrison, freight claim department, chairman; Kathryn Devitt, auditor passenger receipts, vice chairman; Ethel Johnson, general baggage department, secretary; Grace Flanagan, telegraph, treasurer. May Needham is the retired chairman.

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Machinists Give Dance

THE ENTERTAINMENT AND dance of Great Northern machinists was held on Friday, January 15, at the German-American hall on Rice Street, St. Paul. It was a huge success in every way and heartily enjoyed by those present. Entertainment consisted of selections by the Great Northern quartette, readings by Agnes Thompson of Dale Street shops offices and Agnes Manning; violin solo by Harold Lundgren, accompanied by Thea Gilbertson, and an excellent address by Edward F. Flynn, director of the bureau of public relations. Short impromptu talks were also given by City Commissioners Herman C. Wenzel and George C. Sudheimer, who were present. James T. Maher, right-of-way land and tax commissioner of the Great Northern, acted as master of ceremonies.

Gill's orchestra provided exceptionally fine music, and the dancing was thoroughly enjoyed by the large crowd present, among which the following were noted from the general offices and Minneapolis: Mrs. Nellie M. Severance, president, Railway Business Women's Association; Mrs. Olivia Johnson, president, Great Northern Women's Club; Mrs. Edward F. Flynn, Florence Lehman, Minneapolis Journal, and her guest, Helen Stevens; O. C. Quale; right of way, land and tax department and Mrs. Quale; Helen Nash, telegraph department; E. C. Lewis, president, Great Northern Railway Club No. 1; Robert Keck, office of the claims attorney, and B. C. Everingham, of the SEMAPHORE staff.

SPORTS

BOWLING

Glacier Park League

Standings to January 11, 1926

High Team Total 2,957
Many Glaciers.....2,957
High Team Score 1,085
Two Medicine.....1,085

Ind. 1 Game—Actual
Kowalski 267
Stepnick 267
Wedoff 267
Ind. 1 Game—Hcp.
Wedoff 284

Ind. 3 Games—Actual
Stepnick 711
Wedoff 694
Ind. 3 Games—Hcp.
Stepnick 711
Wedoff 694

Standings
Many Glaciers..... 34 20
Sun Camp..... 32 22
Granite Park..... 28 26
Iceberg Lake..... 28 26
Gunsight..... 27 27
Two Medicine..... 26 28
Trick Falls..... 21 33
Red Eagle..... 20 34

Big Ten

Gutz180-33 Bies181
Malloy180-21 Ohlander180-35
Jorgensen183-16 Ekensteen179
Baer183-16 Stepnick178-13
Whitlock181-1 Pothien178-2

Railway League

The Glacier Parks won the championship of the first half of the season, with 33 games won and 9 lost. They lost only two matches, both to the Winnipeg Limiteds, who finished in second place, one game behind the leaders. The Glacier Parks and Yakimas started the second half by winning three games, the Yakimas turning in the highest total of the evening, shooting 2,894. The handicap went into effect and helped the Goats win one game from the Oriental Limiteds but it did not aid the Big Baked Potatoes in their match with the strong Glacier Park team.

The Great Northern Railway is sending a picked team to Winnipeg, Manitoba, to take part in the bowling tournament in that city, the latter part of January. The tentative lineup is, Walter Gutz, Al Peterson, Ed. Lauer, James Russell, Shorty Ohlander and Ed. Jorgensen, Capt. These men all have a good average and should get in on the prize money.

Standings

	Won	Lost	Team Average
Glacier Park.....	3	0	897-1
Yakima	3	0	856-40
Oriental Limited	2	1	869-42
North Coast Limited.....	2	1	806-23
Yellowstone	1	2	863-17
Great Northern Goats.....	1	2	744-3
Winnipeg Limited.....	0	3	878-26
Big Baked Potatoes.....	0	3	788-28

Seasons Records

High single game—Ohlander-Ekensteen.. 246
High three games—Page..... 639
High team game—Winnipeg Limited.....1,023
High team total—Winnipeg Limited.....2,917

Individual Averages

Long180-3	Etter167-8
Gutz187-18	Hanson166-11
Ohlander185-20	Bies166-8
Page185-8	Wendt165-28
Page184-5	Isaacs165-24
Russell182-11	Powell165-13
Peterson181-38	Blaschka165
Picha180-33	Cooper164-15
Lauer179-36	Grube163-24
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Olson177	Panushka160-12
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Cassery168-11	Thomson143-3
Micko168-6	Langewisch142-15

St. Paul Picked Team Wins

THE BOYS IN THE general office building journeyed up to Superior January 16 for a bowling match with the superintendent's forces at that point, and were successful in defeating division office in two out of three games as follows:

General Office	First Team	Division Office
Gutz 178 196 147	Meade 147 177 176	
Ohlander 197 190 155	Cushway 191 173 182	
Kittley 210 193 155	Halv'sen 163 135 196	
Stepnick 143 205 214	Murphy 151 189 153	
Kirchoff 164 162 192	Svee 140 162 170	

Total 892 946 863
Total 792 836 877

Second Team	First Team
Bies 122 198 153	Dau 122 178 198
Theisen 151 191 183	O'Brien 116
McGov'n 170 173 143	Kuehl'au 162 201
Spr'bach 224 168 140	Fritzke 173 108 141
Wedell 177 171 187	Holihan 124 199 136
	And'son 192 203 138

Total 844 901 806
Total 727 850 814

When you get into a tight place and everything goes against you, till it seems as though you could not hold on a minute longer, never give up then, for that is just the place and time that the tide will turn.—Harriet Beecher Stowe.

Just and Generous

Abraham Lincoln was as just and generous to the rich and well-born as to the poor and humble—a thing rare among politicians.—John Hay.

Tire Punctured 857 Times Leaks No Air

A new and amazing scientific puncture proof discovery has been perfected by Mr. O. S. Nelson, B2192 Logan Building, Mitchell, South Dakota, with which an automobile tire was punctured 857 times without loss of air. Makes all old as well as new tires puncture proof. It increases the mileage of tires enormously. Makes ordinary tire troubles go forever. Prevents tire changing. It is inexpensive. Mr. Nelson wants agents and is willing to send samples for demonstration at his own risk. Write him today.



From Drudgery to \$3800.00 a YEAR for - DRAWING

Just a few years ago Lloyd Shirley had a small-pay clerical job with no future. It was drudgery. He liked to draw, but could not quit and go to art school. One day his wife read a Federal School ad, and sent for "Your Future," telling about the Federal Course.

Mr. Shirley enrolled, studying evenings. In just a few months he accepted a position as artist for a paper company, at a better salary. He's been climbing steadily since—read his letter:

"I feel as though my old days of drudgery were a bad dream. Now I am earning \$3,800.00 a year and I have just started. This commercial drawing is work I love to do. If it had not been for the opportunity of studying art in my spare time, and the kindly interest of the Federal faculty, I would never have gotten out of the rut I was in. The practical, thorough, short course I took with the Federal School made my success possible."

Send for "Your Future"

Mr. Shirley is typical of hundreds of Federal Students who have gotten out of the rut, doubled and tripled their incomes in a short time. If you like to draw, and have a little ambition, read "Your Future" and find out what amazing progress you can make with the right art training. Use the coupon now.

Federal School
Commercial Designing

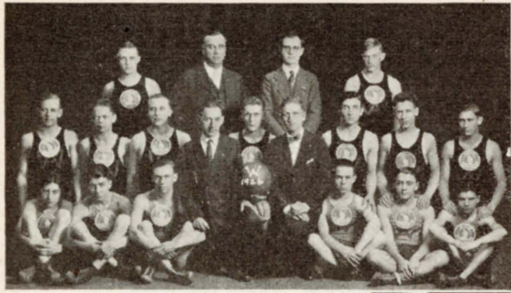
190 Federal Schools Bldg., Minneapolis, Minn.

I enclose 6c stamps for "Your Future."

Age.....Present Occupation.....

Name

Write your address plainly in margin



First and
Second
Basketball
Teams

Third
Basketball
Team and the
Midgets



Four Basketball Teams

Fred Daubanton is Making St. Cloud Famous in One More Way

MAKING MEN OUT of boys and helping to give the right sort of advertising to the city in which he lives, is an achievement Fred Daubanton of St. Cloud, Minn., can very well regard with proper pride. The pictures show the splendid group of young fellows he is developing physically, mentally and spiritually in his athletic work for boys and young men. They meet three nights a week in the excellent gymnasium of the Roosevelt School, through the courtesy of the St. Cloud School Board. Every one of these teams is what we call "a crackerjack," and the fact that they usually "bring home the bacon" makes it difficult to find opponents.

It is also not so easy to provide ways and means—much of the financing of this work has been done by Mr. Daubanton himself. Naturally he is always mighty grateful for a few dollars from here and there from those who are as deeply interested in this work among boys as he is. Just now he is concerned about new suits for them and also educational slides and lectures (he has a fine stereopticon) and every little bit from here and there helps this worthy cause. Such men as Wm. J. Bohmer of the famous granite company, Mayor J. A. Benson, and P. A. Weyrens and M. Murray of the local newspaper staff are on the Finance Committee, which indicates the interest of prominent citizens in the work; and it is hoped that this interest will widen until these fine lads and young men can feel that they are absolutely right in this method of learning the way to become surpassing good citizens and Great Northern employees, which many of them will be.

Mr. Daubanton is a veteran engineer of the Great Northern, having started as call boy in 1886, and was successively engine wiper, hostler helper, and fireman before being promoted to the position of engineer in 1897. We are indebted for the photographs and write-up to F. A. Poepeke, who was recently appointed one of the coaches for the teams.

We hear that arrangements are under way for a series of games between the

first Wideawake team and the Glacier Park Juniors. They should bring out a big crowd of fans and boosters.

Basketball

THE GLACIER PARK JUNIORS' basketball team succeeded in getting away to a flying start in the Y. M. C. A. League this season, and according to form shown by the various teams thus far, should romp away with the championship of that division. The team, under the efficient direction of Coach George Higgins, is rapidly developing into the strongest that ever represented the Juniors.

On January 7 they opened the season with an 18 to 14 win over their ancient rivals, the Northern Pacifics. Team play was ragged on both sides during most of the game, but the Glaciers clearly established themselves as the superior team. The score:

GLACIER PARKS

	FG	FT	TP
W. Savage, F.....	2	0	4
Lorenzi, F.....	2	1	5
Carlson, C.....	1	1	3
N. Savage, G.....	1	0	2
Graves, G.....	0	0	0
Swanson, C.....	2	0	4
Total	8	2	18

Substitutions: Haggerty for W. Savage; Swanson for Carlson.

NORTHERN PACIFIC

	FG	FT	TP
Greene, F.....	0	0	0
Panuska, F.....	1	0	2
Westman, C.....	2	2	6
Brossman, G.....	0	0	0
Anderson, G.....	2	2	6
Total	5	4	14

Substitutions: Kelley for Panuska.

On January 11 the Glaciers won a practice game from the St. Columba Athletic Club by a score of 22 to 13. Carlson was high scorer for the Glaciers with 9, while Dolan led for the losers with 8.

The second league game with last year's champions, the Golden Rules, on January 14, was also won by the Glaciers, 18 to 5. The close guarding game of the Glaciers was entirely too much for their opponents who failed to make a field goal. The Glaciers' team work was decidedly improved. The close playing of guards, Savage and Graves, will be better appreciated by a glance at the box scores, which reveal that their per-

sonal opponents have made but one field goal in two games. Scores:

GLACIER PARKS

	FG	FT	TP
Lorenzi, F.....	3	1	7
W. Savage, F.....	2	1	5
Carlson, C.....	1	1	3
Swanson, C.....	1	0	2
N. Savage, G.....	0	1	1
Graves, G.....	0	0	0
Total	7	4	18

Substitutions: Swanson for Carlson.

GOLDEN RULES

	FG	FT	TP
Lee, F.....	0	0	0
Deach, F.....	0	1	1
Anderegg, C.....	0	2	2
Losson, G.....	0	1	1
McCallum, G.....	0	1	1
Total	0	5	5

Improvements Recently Made at Jackson St.

(Continued from Page 7)

Some months back, an item in the Railway Mechanical Engineer magazine said that a certain railway boasted of having a dust guard cutting machine in their mill that would cut out one dust guard in 45 seconds. This compels us to publish the fact that our mill foreman, Mr. Dittbrenner, has another machine of his own make, that will cut out one dust guard in 4 seconds.

These machines, in addition to other machines in the mill, which are almost as speedy, have made it possible for Mr. Dittbrenner to cut down labor costs, and great credit should be given Messrs. Dittbrenner and Gillette for their ingenuity in designing and building these machines.

Hardwood Floors

(Continued from Page 24)

always possible in the case of strange old floors. Sometimes a thorough scrubbing with warm water, soap and washing soda, will remove the accumulated wax, greasy dirt, stain and oils. If it does not and it becomes necessary to remove old coats of varnish or paint down to the natural wood, then use an effective paint and varnish remover.

The remover spread on the floor at night, enables you to wire brush or scrape off old paint, varnish, wax and other finish next morning. But care should be exercised to wipe off with a rag and naphtha all the remover and softened dirt and finish it may contain, and allow the floor 24 hours to dry, before applying a new coat of varnish. If the grain of the floor has been raised or other unevenness produced, sandpaper with 00 paper. There should be nothing soft, damp, rough or dusty between varnish and the wood. Whether scrubbed or otherwise cleaned, floors should be dried 24 hours in a temperature of 70 degrees or warmer before varnishing. This temperature should also prevail while the varnish is being applied and drying.

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Typical of the Man

Die when I may, I want it said of me by those who knew me best, that I always plucked a thistle and planted a flower where I thought a flower would grow.—Abraham Lincoln.

The Great Northern Semaphore

J. O. Wood, material distribution clerk, superintendent's office, spent the Christmas holidays in Tacoma.

Ben A. Ross, master carpenter's clerk, has been ill with sciatic rheumatism for the past week and is still unable to return to his desk.

Lillian Parish, roundhouse clerk, Delta, spent the holidays with F. C. Meyers, agent at Vancouver, B. C., and family.

Gladys Everett, personal record clerk, superintendent's office, spent Christmas with relatives in Spokane.

W. J. Coughlin, brakeman, has just returned from a month's visit with relatives in Wisconsin.

Edward Towne, stenographer in the master mechanic's office, recently tendered his resignation. His position has been filled by Arthur Plaxton.

Authority having been received for a new statement clerk, Hazel Pedersen has been employed and is assigned.

The clerks in the superintendent's office and store department are planning a rousing big meeting to be held in Vancouver, B. C., on February 21.

Mrs. A. A. Peterson, wife of assistant timekeeper in superintendent's office, recently arrived from Superior, Wis., to make her home in Everett. Mr. Peterson was transferred to the Cascade Division from the Mesabi Division.

H. M. Evans, assistant chief clerk, superintendent's office, and family, spent Christmas holidays with his sister and brother in Bremerton, Wash.

Eva Hudon and Elizabeth Aylmer, clerks in the superintendent's office, spent New Year's day in Portland, Ore.

SEATTLE ITEMS

Associate Editor
A. L. SCOTT
Seattle, Wash.

Ex-captain Eddie Weisenflue wants to know what happened to the SEMAPHORE Bowling League. Eddie reports that he has been practicing on the top of the dock warehouses and is now in trim to take on the best of them. If his form does not do the trick on the first string he says he can light that big pipe before the next. Jack Dempsey and a few others are pining away for lack of excitement.

While we miss our old friend, "Cy" Smith, who has gone back to St. Paul as assistant superintendent of transportation, we all wish him the best of luck while back there in the cold country.

J. J. Sullivan has succeeded Mr. Smith as superintendent of transportation here in Seattle.

One thing we all have in our families—Christmas bills in January.

The boys out at the dock have been hitting the ball for 1,000% lately. The silk has been coming in to them so fast that it has seemed like one big cargo on hand all the time.

The Seattle Chapter will have little trouble in putting on entertainment programs at the dances or for radio concerts as we now have the Western Caruso in our midst. "Dave" Black has been promoted from general agent in Tacoma to western freight agent in Seattle and will help us broadcast for the Great Northern in Seattle hereafter.

Our old friend, "Mose" Seabrook, has succeeded Mr. Black as general agent in Tacoma, and "Eddie" Tietjen is now assistant general agent of the freight traffic department in Seattle.

DAKOTA DIVISION

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

Clarence Adkins, A. F. E. clerk in the superintendent's office, is the proud father of a daughter born December 21. Santa Claus was certainly nice to Clarence.

Conductor Walter E. Dunbar, who has been seriously ill with pneumonia, is reported to be well on the road to recovery and expects to leave shortly for California to spend the next few months.

T. K. Wells, brakeman, and Irene Wurzbacher were married at Moorhead, Minn., January 7. Mr. and Mrs. Wells are spending their honeymoon in Chicago and Rock Island, Ill.

A very interesting safety meeting was held in the superintendent's office at Grand Forks, December 19. A number of local business men and others were invited to attend the meeting, in order that they might become acquainted with the work being carried on by the Great Northern in the interest of safety. The following visitors were present: Thos. Kane, president, University of North Dakota; Professor K. Fussler of the University, and also president of the Lions Club; W. C. Stebbins, superintendent, Grand Forks city schools; Theo. Hanson, superintendent, Central High School; P. H. Lehman, principal, Central High School; W. M. Evans, Boy Scout executive; Rev. C. H. Collett, pastor, St. Paul's Episcopal Church; Rev. Father M. J. Fletcher, pastor, St. Mary's Catholic Church; Dr. J. G. Moore, president, Kiwanis Club; Dr. R. D. Campbell, company doctor; T. A. Durant, traffic manager, Grand Forks Commercial Club. Safety Supervisor C. L. LaFountaine was present and gave a talk on general safety matters and what was being done in various cities and schools. A number of the visitors were called on for a few remarks.

John Weyrauch, personal record clerk, spent a few days in Chicago recently. John says that the stockyards are a "smell" place.

The death of Hannibal E. Chaffee, veteran Dakota Division conductor, occurred at Barnesville, December 26. Conductor Chaffee entered service on this division as a freight brakeman July 23, 1901, and was promoted to conductor August 29, same year, and had been in continuous service up to the time of his death, making a total of 24 years' service. Death was due to cancer of the stomach. Funeral services were held at Barnesville, December 30, and interment made at that place.

Curt Monroe, clerk in the superintendent's office, is leaving the service February 1 to enter the furniture business in Crookston. Curt says the first thing he is going to do is put on a sale for the special benefit of any of the office force, who desire to furnish their home.

Conductor W. Lakie is seriously ill in a hospital at Fargo with appendicitis.

In honor of Engineers Barney Dreelan and O. L. Yowell, who had been members of the Brotherhood of Locomotive Engineers for forty years, a banquet was held in the Dacotah Hotel at Grand Forks, Sunday evening, December 20. Dr. H. M. Wheeler, retired company doctor, acted as toastmaster, and called upon Dr. R. D. Campbell, Engineer Morgan Curran, E. A. Mills, general master carpenter, and T. P. O'Connell, claim agent, for short talks. Mr. Dreelan and Mr. Yowell were presented with badges signifying their forty years' membership.

On page fifteen of the January issue of the SEMAPHORE, an appeal is made to all employees regarding "Our Business Getters" column. No doubt there are a good many employees on the Dakota Division, who have secured some business, either freight or passenger, which has not been reported. All employees are urged to report any business secured, so that they may be given credit for it in the SEMAPHORE. If you will send a note to the superintendent's office at Grand Forks showing what business you have secured, we will see that it is promptly forwarded to the editor of the SEMAPHORE for publication. So, do your stuff!



HEADQUARTERS

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

An old tradition was revived when the bridge engineer's department staged a Christmas party on Christmas eve. Each member of the department received a useful present of some kind. J. A. Bohland, bridge engineer, and H. F. Hamilton, assistant to the chief engineer, performed feats just a little short of the miraculous when each succeeded in giving every man a cigar from two cigar boxes containing one cigar each. A small tree which was set up in the office was donated to a patient at St. Luke's Hospital, upon completion of the festivities.

Geo. H. Hess, Jr., comptroller, has been seriously ill for several weeks, but is reported to be improving.

Elizabeth Hokinson of the car records office recently lost her father, his death occurring at White Bear.

Hazel Lind, Cecelia Arpagus and Vivian Lohmann caused considerable excitement in the car records office when they put in an appearance the Monday after Christmas, due to the beautiful new diamond each was wearing on the fourth finger of her left hand. Not to be outdone one of the young men in the same office showed up with a beautiful new watch and chain. This suspicious circumstance prompts the other members of the office force to suggest that an eye be kept on the young men as well as the young women.

P. H. Burnham, general freight agent, has the sympathy of his department on account of the death of his father.

Ted Nadeau and Dan Roarty have returned to their desks after several days' illness.

The auditor capital expenditures' office has organized a hockey team, composed of employees of the office and stands ready to accept challenges from any other office team.

Traveling Field Accountants Edwall, Maas and McManmon have been assigned to handle the accounting for the construction of the new Cascade tunnel, their present postoffice address being Scenic, Wash. Situated as they are, in the wide open spaces, they welcome correspondence from their friends in the general office and division points.

F. J. Suess recently went to the Tower Theater and was informed by "Marjah" that he is going to become wealthy some time in May. He is impatiently awaiting that eventful time.

A. C. Haugen, auditor of freight receipts office, is back in the office after a three months' sick leave.

Irene Gibbons was called home to Rosemont owing to the death of her mother.

Tom Moore, office of auditor of station accounts, became the proud father of a bouncing baby girl born December 10, 1925.

Joe Barrett recently visited some relatives at Knox, N. D. Joe claims the girls there are better looking than those in Hazel Park.

M. J. Seabrook, formerly assistant general agent at Seattle, has been appointed general agent at Tacoma.

A number of the former employees of Room 409 (49's), Old Great Northern Building, 3rd and Broadway, held their semi-annual luncheon at the home of Mrs. C. E. Larson, Saturday, December 11. The following ladies were present: Mrs. Albert Richter, nee Florence Borchard, Minneapolis; Mrs. Matson, nee Hazel Donaldson, St. Paul; Mrs. A. Corwin, nee Lillian Hauser, St. Paul; Mrs. J. H. Freil, nee Beatrice Haar, St. Paul; Mrs. J. H. Kerrick, nee Lola M. Johnson, St. Paul; Mrs. J. H. Kessler, nee Nellie O'Brien, St. Paul; Mrs. E. M. McKusick, nee Hazel Kenfield, Willmar; Mrs. C. E. Larson, nee Florence Williams, St. Paul; Abbie Doran and Alma Roehl, now employed by Northern Pacific Railway, St. Paul; Edith Rice, Mayme Ryshavy, and Margaret Needham, employees of Room 318, Great Northern Building.



H. R. Carl, general agent at Duluth, has been suffering from an attack of pneumonia and has been confined to his home since December 5, but is now on the way to recovery.

S. L. Porter, auditor freight accounts, C. B. & Q. Ry., Chicago, was a visitor at the luncheon of the Great Northern Railway Club on January 6.

Joe Bayer of the auditor of disbursements' office, gave a sleigh ride party, January 16, at Lake Phalen. Tyler Rude gave a fine exhibition of the Charleston. Ed Wyberg had his girl as usual. Frank O'Neill was a bashful, blushing boy. A good time was had by all.

KALISPELL DIVISION

Associate Editor
IRVINE T. DUGAN
Whitefish, Mont.

Whitefish Great Northern Club No. 9 will hold a meeting in the Masonic hall, January 19. Election of officers for the coming year combined with a dance should bring out a good attendance.

A number of engine and train service employees who have been cut off the board have gone to Florida and it is reported that some of them have secured positions with southern railroads. So far as the climate is concerned they didn't need to go south.

Speaking of climate, believe it or not, but it's a fact that our thermometer was 48 in the shade on the front porch, December 26. We put it in the sun and it went up to 80.

A. B. Ford, general master mechanic, Great Falls, has been transferred to Superior. Just when we get used to some one he is taken away. When you read this, Al, just give us a think or two and believe we all miss you, especially some of the boys who will now have to buy their own "mail pouch."

Yardmaster Pond spent a few days rounding up his ranch near Glacier Park and Vandervoort took Bert's place rounding up the goats in the Whitefish yard.

Just so that others along the line will know it, four of our high school boys made the all state football team this year. Forcum, Trippit, Hori and Rice were the lucky ones.

O. P. Medgard and wife returned from their vacation trip in California. "Ole" is back on the job as bridge foreman and says that California has nothing on us for climate this year.

Chief Dispatcher J. H. Hicken is confined to the Sacred Heart Hospital in Spokane under care of Dr. Cunningham. Jim had a slight operation and got along fine but has had a little setback on account of neuritis. Night Chief Bill Depew is holding down the day job during his absence and "Harry" is close herding them nights.

Mae Allen, comptometer artist in the superintendent's office, spent her Christmas holidays in Spokane. We want to know why Grace didn't go along this time.

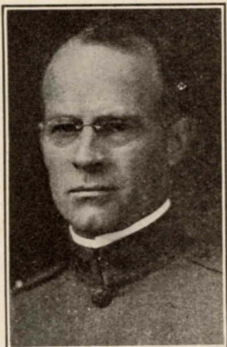
Roundhouse Foreman Warn's boy is responsible for this one: The teacher gave the words deduct, defense, defeat and detail to be put in one sentence. The result was: "De duck flew over de fence with de feet first and de tail last."

Engineer H. T. Mayfield has sent in his application to the Veterans' Association. Hank is getting so he belongs to everything.

On account of discontinuing some stations and a new rule, some of our phone operators are learning the key. We won't mention any names but wish we could qualify as instructor. Some of these night chiefs were born lucky.

Three of our boys on the meritorious mention roll this month: Conductor Bowen and Brakemen Letcher and Webster discovered conditions that are usually very easily overlooked.

The chief dispatcher's office was recently redecorated by the return of Anna Johnson, who has been visiting her mother in Port Wing, Wis. We won't mention any names but some of us were especially joyous over her return. If we remember correctly, Ann has a standing challenge out for fancy skating. The rink is in good condition and we will expect some stunts and pictures for the next issue. Speaking of skating do you know that



Hazel Woolf, stenographer in the superintendent's office, has a record of 58 seconds for a quarter of a mile? Hazel says this was made without any particular training and expects to better this record on her present leave of absence to St. Paul and Chicago. Miss Johnson's return displaced Vera Depew, daughter of the night chief (sounds like an Indian but he isn't), who has been filling the position.

Engineer A. D. Pauline of Kalispell recently fell from the running board of engine 1,000 spraining his knee and disabling him for a couple of weeks. Aleck says the accident was caused by his not being used to the big engines. We will mention in passing that Mr. Pauline made his first trip firing out of Kalispell twenty-seven years ago the thirteenth of January.

Switchmen Bailey and McFadden are laid up with injuries but expect to resume work in the near future.

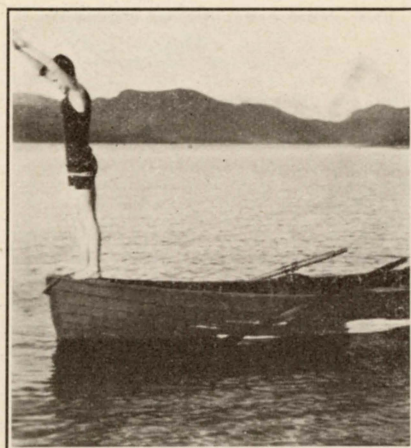
Seen in the local paper: "WANTED—Sewing for children and ladies, either plain or fancy." We have 'em, both kinds, but prefer the fancy ones.

Assistant Car Foreman Bill Monger and wife returned from their trip to Tennessee where they have been for some time on account of the illness of his mother. Bill says that his six brothers and sisters were all there and they had a regular family reunion.

Our correspondent at Troy writes that at an impromptu meeting attended by Messrs. Partridge, McPherson, Tony Joy, Van Artsdale and several other notables in local railroad circles, the subject of tripe as a delicacy was discussed. A motion by Mr. Partridge, seconded by Mr. McPherson, that "tripe, the kind that mother used to make, was the foundation on which their present exalted positions were constructed," was carried unanimously. Other kindred Nova Scotian habits were mentioned and Herb told how they used to fish through the ice for smelts, scooping them out with a screen dipper, keeping the large ones and the fur bearing fish and throwing the small ones back. The big ones were eaten—think of it—but they skinned the fur bearing fish and sold the fur to a theatrical costume company for make-up purposes on account of the long, silken texture of the fur. The meeting adjourned with a motion to meet again soon for further discussion of Scotian childhood reminiscences.

Since receiving the above we are advised that Mike Gossweiler's Scandinavian club has taken exception to the above and claims that lutefisk has tripe backed off the board and has challenged the members of the Tripe Club to a joint debate as to the respective merits of tripe, smelts and lutefisk. Mike says he saw a fellow fishing once and he had two lutefisk and one smelt. We don't like to dispute Mike but we will bet a nickel that both of them smelt.

From the way the pictures don't come in there must be a closed season on storks. Also, don't any of you live at home? Send us some babies and houses. Pictures, we mean. We have our own home and babies. We would also appreciate any items of interest from any one along the pike. You can't expect us to be a mind reader, and if you have something that will interest others, send it in.



The above picture is that of Jack, son of Don Robertson, wire chief in the relay office. It was so warm on Christmas day that Jack decided to cool off in the lake. The water in Whitefish Lake is not much colder in winter than it is in summer.

\$1

The Best Double Sole Shoe Made

Brings You the Finest Quality Railroad Men's Shoe Made!

We Guarantee Perfect Fit

\$1.50 a Month

"Long Hours" Last No. G. N. 602

\$7.45 Pay Only \$1.50 a Month

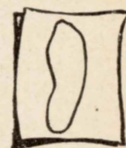
"Long Hours"—a shoe just made especially for men on their feet a lot—a shoe with real wearing qualities—real comfort built into it—

Yes, you should see some of the letters we get daily from your brother railroad men. They tell us these are the finest shoes they've ever worn.

And "Long Hours" is a shoe with unusual wearing qualities. It has two full soles, grain leather insole, Goodyear "Wingfoot" rubber heels, padded leather tongue and leather trimmings. Black is the favorite, but we also have a dressy dark brown. Sizes 6 to 12. G. N. 602—\$7.45.

Guaranteed to Fit

Send one dollar with coupon below and pay \$1.50 a month, if you are fully satisfied with the pair you get. Act now while you can get this unusually low price! If you know the size you wear (length and width) just put it in the coupon. However, it is very simple to insure a perfect fit by taking off your shoe and placing your stocking foot on a piece of paper. Trace around the outside of your foot with a pencil and attach the drawing to the coupon.



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Chicago, Ill.

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Address

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Send letter with above coupon and \$1.00. Tell us just enough so we know with whom we are dealing.

MESABI DIVISION

Associate Editor
A. N. HALVERSON
Superior, Wis.

Conductor G. D. Smith and wife left for a short visit with relatives in Canada.

We had the pleasure of a visit from Dispatcher L. M. Michaels, formerly employed on our division at Kelly Lake. He recently left Willmar and was en route to Minot. Leo looks considerably better than when he was here last and evidently he was given the best of care at Willmar.

Dispatcher J. H. Leader is now at home recuperating after spending about sixty days in St. Francis Hospital and expects to be able to return to work in about thirty days. Dispatcher E. J. McMahon and family left for a visit with his sons in Florida.

R. A. Hornbeck, brakeman, left with his wife to spend the winter with relatives at Hoquiam, Washington.

Jake Lau, brakeman, evidently doesn't care for our cold winters and recently left for various points in Florida.

William Winters, brakeman, accompanied by one of his friends recently hooked up the flivver with final destination, Florida.



Hawley. Covers were laid for the following: T. E. Cannon, A. J. Munn, A. T. Ensley, J. M. Carroll, W. J. Higgins, H. W. Clifford, John Steen, A. R. Hawley, Alice Klassen, Florence Olund, Amy Carlson, Alice Mortenson, Hazel Johnson, Lily Peterson, Marguerite Fitzpatrick, Althea Bock, Gertrude McKinnon, Ray Carter, John Donlin, Edgar Smith, Emanuel Sedlacek, Paul Tulberg and Harry Lyons.

Florence Olund, stenographer in the master mechanic's office, recently resigned and her place has been taken by Patricia Calhoun from the general superintendent's office.

T. R. Patterson, night chief dispatcher, came to work the other evening with a big smile on his face, which is rather unusual, and we figured that there was something wrong. On inquiry it developed that Pat was grandfather to another boy. T. R. Patterson, Jr., was formerly employed by this company and is now working in the capacity of roadmaster for the Soo Line at Superior. His wife was a former clerk in the superintendent's office here and we all offer our congratulations.

Conductors A. J., T. J. and W. A. Mason have just returned from Midland, Mich., being called there on account of the death of their father.

J. A. Kee, agent, Virginia, is on a sixty-day leave of absence and is visiting various points in South Carolina and Florida.

Agent Liljdahl, McIntosh, was recently granted a sixty-day leave of absence and is spending the winter in California.

Agnes Tubbs, clerk, Superior freight station, recently took a sixty-day leave of absence.

E. J. Ohman, E. & F. timekeeper, superintendent's office, and wife spent the holidays visiting friends and relatives at Wadena, Minn.

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

Jack Tracy, who for the past four years has held down the cashier and telegrapher position at Leeds under his brother-in-law, Otto F. Madigan, has decided to cut loose and bid in the agent-telegrapher position at Tagus, North Dakota.

Frank W. Olson, who for some time past held down the second trick at Granville, is moving to Lorain this month to assume the position of agent-telegrapher, having obtained the position on December bulletin.

Mrs. R. J. Laird, wife of engineer, was called to Los Angeles on account of the serious illness of her brother, caused by losing one of his legs overseas in the World War, from which injury he never fully recovered.

J. E. Lohman, agent, Hamberg, North Dakota, is leaving this month for the Twin Cities, where he intends to take up telegraphy to better fit himself for promotion; also understand that on his return he intends to go to Detroit, Michigan, and drive home a new Studebaker sedan. Wish you all kinds of success in your schooling, Joe, and look out for the speed cops on your way back.

L. W. Bonawitz, our agent at Wildrose, N. D., together with Mrs. Bonawitz, has gone to Los Angeles, Calif., to spend a few days with their son, who is in the U. S. Navy and assigned to the S. S. Arizona and sails on a cruise from San Pedro, Calif., February 2, for various European points through the Panama Canal.

The Great Northern Band concert at the Sunday music hour, given in the Minot High School auditorium Sunday afternoon, January 10, was one of the most enjoyable entertainments ever given at the Sunday music hour. The band program was well selected and rendered like a professional organization. Minot and the Great Northern can well be proud of such a band, and its leader, Alex. Guimont, who handles the organization like a Sousa.

The selections given by the Great Northern quartet from St. Paul were also received with great applause, as was the twenty-minute oration given by E. F. Flynn, director of public relations.



Conductor W. T. Benton and Emma J. Porter were united in marriage at Grenora, North Dakota, Tuesday, January 5. The ceremony was performed by the Rev. Bridgewater, pastor of the Methodist church at Grenora. Mr. Benton is one of the veteran employees of the Great Northern and is now employed as passenger conductor on the Stanley-Grenora Line. Mrs. Benton is one of the popular ladies of Grenora, where she has resided for several years past. Mr. and Mrs. Benton will leave in a short time for an extended trip to Montana and Pacific Coast points, and on returning will make their home in Grenora. The SEMAPHORE joins the employees of the Great Northern and their host of other friends, in extending best wishes to Mr. and Mrs. Benton for a life full of happiness and prosperity.

Conductor C. M. Bryant gave us a bad scare when he endeavored to demonstrate that what is sure death to wolves, wild cats, agents, etc., need not necessarily prove fatal to a passenger conductor, by taking a poison capsule. The darn things are uncertain as headache pills and we advise against their regular use. So does Charley. Fortunately, "Doctor" Stubbsjoen was equal to the occasion, knowing what to give as antidotes. He declared that the patient consumed three pecks of baking soda dissolved in water, eight dozen and four raw eggs, besides other antidotes, before the arrival of the M. D., who then took after Charley with a stomach pump. We are very happy to say that the old boy is now no worse for the experience, but it sure was a close shave.

Communication has often been called "The pulse of the railroad," and this has been so firmly impressed upon those whose duties are to maintain this service that the spirit has spread to include all employees of the railroad, and in many instances to others not directly connected with the railroad. Witness the fact two young boys while hunting about a mile from Newburg, North Dakota, noticed the railroad wire, which happens to be the only means of communication between Towner and Maxbass, was broken. They, in a spirit of loyalty to their community and the railroad, attempted to make repairs to this wire and walked a mile further to report the trouble to our agent at Newburg. Mr. Martin, the agent at Newburg, thanked the boys and then walked the two miles in zero weather, made repairs to the wire and enabled his, and other stations on this line, to again get in touch with the world. Martin's report under "Remarks" read "My nose or my toes did not get cold."

Great Northern folks will be glad to know that Mrs. Jones has so far recovered from her attack of lumbago as to enable her to attend the Elks' minstrel show, where she was publicly congratulated on her recovery by the chaplain to the darky troupe.

Wm. Smith, who has been on leave of absence for the past year on account of poor health, returned to work January 1, looking hale and hearty, and with a bunch of new stories. Bill has a question that was bothering him before leaving Litchfield, and for which he has still been unable to find an answer, but he has been referred to Carman Edward Phillips and it is quite likely that Ed. will be able to give him the desired information.

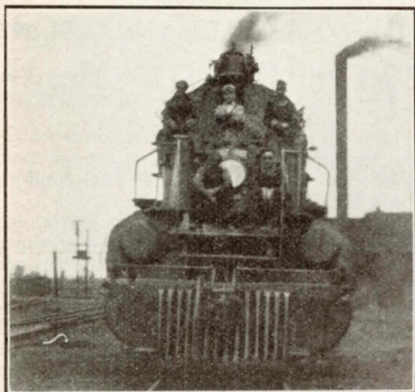
John Mosby, who has been acting as car foreman at Williston during the absence of William Smith, is again acting as assistant car foreman, displacing Clarence C. Cross, who has returned to Minot, from which point he was temporarily promoted to assistant car foreman, Williston.

The Williston car shops closed down during the holidays, resuming operation January 4.

Many of the employees of the Williston car shops spent the holidays with friends and relatives at distant points, among whom were Ole and Elwin Roed, Henry and Lewis Helland, Arni Stensaker, and Oscar Mortenson, all of whom visited the Twin Cities, and Erick Mollan, who visited his family at Tacoma, Wash.

Williston was visited by a disastrous fire on the morning of December 27, in which the Jarrell-Johnson hardware store was completely destroyed and the Creaser drug store building, owned by the First National Bank, was damaged badly. Many families living in apartments above the business houses lost all their household effects and clothing, several individuals escaping with their lives. Roy Ferris, engine inspector at the roundhouse, and his wife were visiting at Lakota with relatives and they lost everything they possessed except what they had with them on their trip.

Agent E. J. Kendrick, accompanied by Mrs. Kendrick, departed December 21 for a holiday visit with friends and relatives; also with his aged father, who is in poor health. Operator Jos. Haley kept the affairs of the office on the straight and narrow path during his absence.



The group shown above on engine 2007 consists of employees at Allouez roundhouse. From left to right are Leo Fairbanks, "chief cool 'em off"; Lawrence Lenihan, hostler; Leo Linquist, "fire lighter"; Ed. Smith, hostler helper, and Wm. Thompson, engine watchman.

Employees of the offices of the Great Northern stores and mechanical offices held their sixtieth annual Christmas party and luncheon in the office of A. J. Munn, district storekeeper, on December 24. John Conlin, of the storekeeper's office, took the part of Santa Claus and gifts were distributed by him.



The above picture shows what a cozy little party it was when T. E. Cannon, retiring general master mechanic, as guest of honor, gave a very interesting talk on his length of railway service and also gave a comparison talk on the railroads fifty years ago and today. Arrangements for the party were in charge of Florence Olund, Alice Klassen and A. R.

J. J. Sullivan, New Rockford yardmaster, is back at his work after being confined at his home for about five weeks by illness. Joe says he doesn't intend to challenge Nurmi to a foot race for a while, but judging from the sounds issued from the yard office at times, we think he will soon be ready for all comers.

Car Foreman A. D. Paulson was called to Alexandria, December 23, by the death of his brother. His death was a great shock to his brother and family. He was gored to death by a bull.

Hugh Kennedy was operated on at Donahue Hospital for appendicitis. All are glad to see him back at his desk in the yard office.

Yardmaster Anderson spent a few days in Minnesota just after Christmas. He reports fishing fine, but frogs hard to locate.

MINOT RIP TRACK

Chas. Lano attended a meeting of the general board of trustees at St. Paul the first week of January.

Carman and Mrs. J. W. Henshaw visited in Canada during the holiday season, for a few days.

Installation of officers of Local No. 7 of the car department took place at the Sons of Norway hall on January 12.

C. C. Cross, erstwhile leading carman at this point, but later assistant foreman at Williston, returned to his former place and job as write-up man when bumped at Williston by former Foreman Bill Smith.

A small reduction of forces went into effect here recently when two carmen were reduced and bumped two helpers who in turn bumped two laborers.

Carman Alfred Anderson made his annual Christmas visit to his old home at Willow City. Millman Walter Gurnicki visited with friends in the province of Saskatchewan during the holiday season for a few days.

Lewis A. Morden, who has been in the hands of the U. S. Veterans' Bureau at Fargo for a year or more, visited here for a few days at the parental home after the holidays.

Carman Albert Johnson had, as a guest during the term of federal court, his brother, John, from Wahpeton, who was serving as a juror here.

MONTANA DIVISION

Associate Editor
H. G. AMESS
Havre, Mont.

John Lhur, engineer, is spending thirty days in Florida.

Engineer Paul Gritz of Wolf Point has taken thirty days' leave and will visit in San Francisco and Los Angeles.

John Harmon, night roundhouse foreman at Wolf Point, is back at work after a considerable time spent in the hospital at Great Falls.

A. B. Ford, general master mechanic of the Central District, has been transferred to Superior, and his former territory has been taken over by General Master Mechanic T. J. Clark of Spokane, who made his first official visit to Havre on January 4.

George Holebrook, agent at Enid, is taking a ninety-day leave of absence and will spend some time in Denver, Colo., Los Angeles and Vista, Cal., visiting old friends with whom he worked years ago.

Dr. D. S. MacKenzie, veteran company surgeon at Havre, has returned after a year's leave of absence spent in California. While he was away he specialized in railroad injuries in the General Hospital at Los Angeles. The doctor is mighty well liked in Havre and his many friends are glad to see him back in Havre again.

R. V. MacKenzie, traveling freight agent, spent Christmas in Los Angeles. Mrs. MacKenzie has been visiting in California for several weeks and returned with Mac.

Grover Reip, warehouse foreman at Havre freight house, has resigned, to accept a position with the F. A. Buttrey Co. of Havre.

Chas. T. Emery of the freight office left recently for San Francisco, where he was



called to attend a conference of Reserve Corps officers at the Presidio from January 10 to 24. Mr. Emery is a captain in the Field Artillery Reserve Corps.

C. E. Johnson, lineman, Montana Division, left for Atlanta, Ill., on a thirty-day leave of absence.

Hugh Conroy, lineman on the Montana Division, spent the holidays with his family in Spokane, Wash.



The above trio consists of Engineers R. R. Mowery, M. S. Cross and Fireman John Craig, all of the Montana Division, and the picture is proof positive of their prowess as deer hunters.

Lyall H. Clemons, agent at Homestead, died January 3, after an illness of only one day. Mr. Clemons contracted diabetes while in the army, and his health has been poor for some time, although he has been able to stay on the job. His death will be felt in the community where he was well liked.

Switchman C. G. Smith has taken a ninety-day leave of absence which he will spend in Florida.

Conductor Clyde Ramer is spending a fifteen-day leave of absence visiting friends in Butte. Grover Walker, conductor, left for Chicago on a visit with friends and relatives.

Martin Kiehn, machinist in Havre shops, and Nellie Mason of the relay office, were married on New Year's day and immediately left for Spokane, Wash., for two weeks. Their many friends were at the depot to start them on their voyage and to wish them happiness.

Hannah Parke is relieving Nellie Mason, now Mrs. Kiehn, at the relay office.

O. R. Wright, conductor, is spending a month on his farm near Seattle, Wash.

B. G. Henry, operator at Malta, is taking thirty days' leave of absence on account of sickness and is being relieved by Operator E. O. Goodson.

George Heiser, fireman at Wolf Point, has taken a thirty-day leave of absence and will visit relatives in the East.

ST. CLOUD DIVISION

Associate Editor
G. G. TIRRELL
Minneapolis, Minn.

The Good Time Club of the Minneapolis local freight office had its second dance of the season Saturday evening, January 9. The affair was a decided success. Ed McGuirk, Joe Sjöberg, Irene Pierce, Marie Manley, and Dan Norwood entertained with some fancy step dancing.

F. H. Fearon, yardmaster, St. Cloud, has been transferred to Redland, Minn., as day yardmaster.

The number of bachelors at St. Cloud freight is rapidly diminishing. Al Peopke surprised his many friends by taking unto himself a wife. Best wishes, Al.

Al Harris, William Hubert, John Schrenkler and Frank Harris, our St. Paul bowlers, are running a good score in the Transportation league. We don't know which one is the best as they all admit they're good.

Thos. J. Kelly, veteran conductor, is spending the winter in Portland, Oregon. In answer

Florida is Calling You

Do you want to get away
From the grind of every day—
From the drudgery of things you have to do?
Do you want to settle down
Near a lively, busy town,
Where the joy of living will appeal to you?

Do you want to scent the breeze
Coming through the orange trees?
Do you want to hear the birds call—loud and clear?
Are you seeking perfect health
That's combined with certain wealth
And an income from an orange grove each year?

Do you want a piece of land
That will grow to beat the band
All the different garden crops that you enjoy?
Do you want to make a "Nest,"
And a permanent bequest
For the future welfare of each girl and boy?

Do you want a sunny clime
Where there's fishing all the time?
Where there's ducks and deer and quail and other game?
Where the summer climate's cool,
And within each lake and pool,
You can swim in January—just the same?

Do you want to buy this land
On an easy-payment plan,
With about your monthly outlay for cigars?
Do you want to read a book
That will make you want to look
On the finest land that lays beneath the stars?

Send a letter right away;
Put it in the mail today,
We will send this Booklet absolutely FREE
After you have read it through,
If a thought occurs to you—
Just address another letter here to me.

We will answer, straight and true,
Questions that occur to you.
We have nothing to evade or to conceal.
On an Orange County Farm
Life will take on added charm,
And you'll never lack a dollar—nor a meal.

Send for our Big, FREE illustrated Book—
"TWENTY ACRES AND PLENTY." It tells
of almost unbelievable profits made from
trucking and fruit-growing in our part of
FLORIDA. Also about sick-and-out-of-work
Clauses, and other protective features of our
contract. Address Sylvester E. Wilson, Dept.
Y-1, Orlando, Florida.—Advertisement.

Ford Owner MAKES \$120 A DAY

J. M. James actually made \$120 in just one day with the amazing little device which makes practically any car give double its regular mileage a gallon. Vernon Gaines netted \$94 in eight hours. With this astounding new invention many cars go 37 to 57 miles and even 60 miles on a gallon. The demand is enormous—you can make \$250 to \$500 a month in spare or full time. And now the inventor will send you a sample at his own risk. Write to J. A. Stransky, B570 Stransky Bldg., Pukwana, So. Dak.



to an inquiry as to his health and general behavior he writes that he never felt better in his life. His son, Thos. J., Jr., cashier, Fergus Falls, is making him a visit.

The superintendent's office force held its first Christmas party during noon hour on December 24. Lunch was served to thirty members, including our superintendent, Mr. Landis, and

was followed by the distribution of gifts which had been placed around a Christmas tree earlier in the day. Everybody received a package, but, of course, no one knew from whom the gift came, as about a week previous each name was written on a slip of paper and then everybody drew a name and bought a gift for the person whose name they had drawn. And such fun watching the opening of these packages! Just ask Mr. Clarity how he enjoyed the whisks and clay pipe. (Somebody had to loan him a pipe full of tobacco after he opened his package.) And then you might ask Jule Johnson about his package and also Joe Schreder about the gambling paraphernalia he received.

Albert Buhse has been transferred from Minneapolis to the post of collector at the St. Paul local freight office.

John R. Mattison, second trick telegraph operator at Minneapolis Junction, has taken unto himself a wife. This event occurred Saturday, January 16.

Joe Sepion, now a retired pensioner, gave his Mississippi Street friends a pleasant surprise by dropping in for a call the other day. He said it felt like coming back home to visit his own folks.

Another cold wave is expected by assistant foreman Hjalmar Lindgren, Mississippi Street. He is ready for it as he has installed a new heating plant in his car. We would advise Hjalmar to use both hands while driving nevertheless.

Operator Clarence J. Meissner is at Fergus Falls relieving Thos. J. Kelly, Jr., who is visiting in Portland, Oregon.

Thos. F. Burke, conductor, who broke a leg in an automobile accident at Bemidji on October 30, returned to work January 1.

Carl F. Schramm, baggage checker, Minneapolis passenger station, left for a three months' tour of California resorts.

Thos. J. West, veteran engineer, has gone to California for the winter.

A little touch of the Christmas spirit was shown in our Minneapolis passenger station dining room during the holidays. Our very capable manager, Carl Kurtz, at his own expense, decorated the room in a very pleasing manner, including a large evergreen lighted tree.

Edward McCall, switch engine foreman, St. Paul yard, died of pneumonia, January 13, after an illness of three days at St. John's Hospital. He is survived by his wife and six children. Funeral services were held at St. Andrew's church January 15. Mr. McCall had been in the Great Northern service about 18 years. His many friends mourn his passing and extend their deepest sympathy to his family.

Roy Berg, night clerk at Fergus Falls, has just returned from a trip to Milwaukee, Wis., and reports a pleasant time.

Fred Scheiber, chief clerk, St. Paul local freight, had his tonsils removed during the holidays, and has now returned to the office looking and feeling fine. Says he ought to be good for a couple hundred years now, with all the repairing he has had done the past year.

Edward F. Mulcahy, claim agent, who for a number of years had been employed on the St. Cloud Division, died after a brief illness on December 22. Mr. Mulcahy entered the service of the Great Northern in 1907, and worked from that time at various places along the line, in the special agents', dining and sleeping car, and claim departments. His genial disposition made for him a host of friends among the officers and other employees, with whom he came in contact.

Mr. Mulcahy never overlooked an opportunity to make a friend for his employer, as well as for himself, in any dealings or personal relations that he had with the public generally. His loss is keenly felt by his fellow workers, with whom he was extremely popular.

SPOKANE AND MARCUS DIVISIONS

Associate Editor
FRANK W. SEXTON
Spokane, Wash.

On the afternoon of December 24, a comedy Christmas tree was put on in the office of the Spokane freight station. Eddie Neyens

and Walt Mosely officiated as Santa Claus, but lacked both the whisks and the corpulency usually associated with jolly St. Nick. Agent Fleming was presented with a box of candy, and it is rumored that the girls presented this gift in order to protect their own candy from Mr. Fleming's frequent raids. W. W. Rickard, a sturdy opponent of the motor bus lines, was presented with a toy truck. S. F. McAvoy drew a complete menagerie, while Oscar Lindquist, popular car clerk, was the recipient of a "Copenhagen Special." Shouts of merriment greeted each package as various members of the staff opened their presents. A frame-up, which we believe was engineered by Rickard, resulted in the associate editor being presented with a shiny red pencil of enormous size.

A number of the girls of the Spokane Chapter, Great Northern Railway Club, at Christmas time were the recipients of Christmas greetings in the form of dainty Chinese handkerchiefs sent from Shanghai by Irma Rice, who has been in China since June. Miss Rice has always been interested in club activities, and at various times has taken an active part in entertainments. She is endowed with a personality of rare charm and has the happy faculty of being able to tell her experiences in the Orient in an interesting manner, and mentions her longing for Home, Sweet Home at one time when she saw a full page advertisement of the famous Oriental Limited in one of the Shanghai papers. Miss Rice also spent two years in Honolulu, and on both trips (to the Hawaiian Islands and to China), reservations were made through the Great Northern city ticket office at Spokane.

W. A. Harrington, agent at Newport, was called to Fowler, Indiana, by the death of his mother.

Machinist Ross Morrow and Mrs. Morrow spent the holidays with Mr. Morrow's parents at Du Bois, Pa.

Our sympathy is extended to Machinist W. J. Burns of the Hillyard roundhouse, whose father died recently at Huntington, W. Va. Mr. Burns, Sr., had been employed by the C. & O. as engineer for 53 years.

The Hillyard roundhouse bowling league is making a wonderful record this year. Out of a total of 42 games played, there is only a difference of 3 games between the leading and cellar teams.

Leonard Moen, formerly employed as section foreman at Lamona, died of infantile paralysis on January 2 at a Spokane hospital. Mr. Moen was 24 years of age and had been employed as section laborer and foreman for the past eight years.

The Northwest Magnesite Company of Chewelah has increased its force about 25 men. Another kiln has been blown in and an additional mill crew put on.

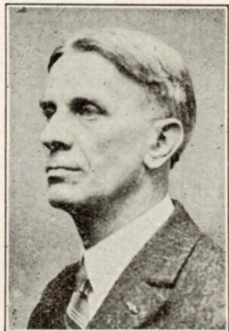
Bridge No. 1 at Marcus was recently planked for automobile and pedestrian traffic, and was officially opened for public use as a toll bridge on December 25. Operators Floyd Salvage, R. H. Helsby, W. J. Forsyth were temporarily assigned as operators and collectors. The opening of this bridge means much in the development of the region from Marcus to the Canadian border, as it affords an outlet from the Kettle to the Colville valleys, without the inconvenience or danger of crossing the Columbia River by ferry.

Annie Gill, second trick operator at Lyons, has taken a two months' leave of absence.

J. C. Mellenbacher, operator at Wenatchee, accompanied by Mrs. Mellenbacher, left January 6 for an extended tour of the East.

W. J. Grove, operator at Nelson, accompanied by his wife, left for a thirty-day trip to Wichita Falls and Los Angeles. Mr. Grove is being relieved by P. D. McIntyre.

Mrs. W. Law, operator at Wilson Creek, spent the Christmas holidays in Portland.



SENSATIONAL SALE \$3

Here is a bargain—a genuine L. C. Smith (the only ball-bearing typewriter made) at the **Lowest Price Ever Offered** and at small monthly payments. All the 1926 improvements; highest quality rebuilt; guaranteed for 5 years.

SEND NO MONEY

Without delay or red tape, we'll send you this typewriter for a 10 day **FREE TRIAL**.

FREE Typewriting Course, Tools, Waterproof Cover if you act now. Write today for Special Offer and free typewriter manual.

Smith Typewriter Sales Corp.,
722-360 E. Grand Av. Chicago

WANTED

Young man to sing first tenor in a quartet; also young man to play the piano for accompaniment. Apply James Gaylord, Room 1015 Building.

L. J. Gonyea, operator at O. W. R. & N. Junction, is recovering from a serious attack of pneumonia.

E. E. Kay, local chairman of the O. R. T., was called to Wisconsin on account of the death of his father.

W. T. Murray, car distributor at Spokane, and Mrs. Murray, spent the Christmas holidays at Seattle.

Operator A. J. Hedlund of the relay department, who has been seriously ill, is now convalescing at Edgecliffe Sanitarium.

Operator Harry Lake, relay office, was passing the cigars recently, the occasion being the birth of a baby girl in the family.

Ben A. Ross, roadmaster's clerk at Everett, accompanied by his family, spent New Year's day in Spokane.

Conductor J. W. Jett and Brakemen Steele, Ramsey and Coyle, have bid in the W-O local from Pateros to Oroville.

Conductor Bill Ward and Brakemen Severson, Walter Watts, and H. B. Henshaw have bid in local from Pateros to Wenatchee.

We are very glad to announce that traveling engineer, H. Von Erichsen, who has been on sick leave for the past four months, will be able to resume his position about January 15.

The work of strengthening bridge 359 over the Columbia River between Malaga and Rock Island was completed on December 20 and Q-1 type engines were put in operation on the second district, Spokane Division, on that date.

Engineer E. Sweeney of the Cascade Division, has bid in a preference run on trains 27 and 28 between Spokane and Wenatchee.

J. H. Hicken, chief dispatcher at Whitefish, was recently operated on in a Spokane hospital and is now getting along nicely.

It is reported that W. A. Murray, chief clerk in the Hillyard store, has made some remarkable distance records on his eight-tube super-tetrodyne set which he recently constructed.

We are glad to report that Conductor D. Fay Wilson, of the Marcus Division, who recently underwent an operation, is recovering rapidly.

Brakeman G. J. Maloney, who has been off for six weeks on account of an accident, returned to work January 8.

Conductor Harry Rohrbach, who suffered a painful accident when a step ladder he was using at his home broke, throwing him through a window, has now returned to work.

Colonel C. S. Albert, attorney at Spokane, returned December 28 from a business trip to St. Paul and eastern points.

Lillian Barrette of the legal department, Spokane, left on January 5 for a two months' vacation to be spent in Los Angeles.

Ethel Ronald, formerly employed in the general superintendent's office at Spokane, now in the general manager's office at Seattle, spent Christmas with relatives in Spokane.

Brakeman Walter Foley, who was critically ill, is now well on the road to recovery.

Gus Alstrom, traveling passenger agent, has returned from Chicago, where he was called by the death of his father.

Our forces at Elk, under the direction of Mr. Dishmaker, superintendent of parks, completed 380 wreaths which were placed in dining, observation and buffet cars; also in the city office at Spokane, during the Christmas holidays. In addition they made up a large amount of cedar roping which was used in decorating observation cars. The cars presented a very attractive appearance during the holidays, and many compliments were received from passengers.

The home of Mayo G. Wilson, engineer, was badly damaged by fire on December 12. Damage was fully covered by insurance, but Mr. Wilson is lamenting the loss of a valuable pedigree cocker spaniel, which was lost in the fire.

D. F. Countryman, assistant claim agent at Spokane, has been promoted to the position of claim agent at Sioux City, Iowa, and has left to assume his new duties.

W. E. Johnson, popular local conductor, who suffered several fractured ribs some time ago, has resumed his run.

Don Miller, signal supervisor, is sporting a new Chevrolet coach.

Wm. Blum, assistant roundhouse foreman, Hillyard, is the proud daddy of a 9½-pound boy, born January 8. Bill states the first thing the youngster asked for was a hammer and a chisel.

Dr. G. W. Loughlin, son of Engineer Dannie Loughlin, fearless bear hunter of the Cascades, was recently married.

Walter B. Connell, machinist at Hillyard, suffered the amputation of his right foot on January 12. Connell attempted to cross a string of cars on his way to work, and the cars were moved, catching him between the couplers.

The second annual meeting of the Telegraph department office managers was recently held in Spokane. Meetings were conducted by Mr. Rankine and several important questions were brought up for the benefit of the service and practically all differences were adjusted. Among those present were: L. R. Nelson, Havre; J. M. Faunce, Great Falls; J. Q. Morgan, Whitefish; C. A. Condit, Everett; T. Shier, Seattle; R. C. Thayer, St. Paul; C. J. Koll, A. W. McKay and F. A. Kachinsky of Spokane.

M. L. Reed, agent at Oroville, accompanied by Mrs. Reed, made a trip to Wenatchee a few days before Christmas to see about Santa Claus going to Oroville. Mr. Reed's first trip away from Oroville may or may not have been responsible for a cave-in which occurred in one of the W-O line tunnels that day.

Assistant Superintendent Lantry has taken over the duties of John James, as trainmaster at Wenatchee.

Paul Piper, employed by the Great Northern engineering department, working on the new Cascade tunnel, and John Piper, attending the University of Illinois, sons of Agent A. A. Piper, spent Christmas holidays with their parents in Wenatchee.

Auditors Cahan and Adams spent the week ending January 2, checking station accounts at Wenatchee.

John Rigg, baggage checker at Spokane, who has been seriously ill with pneumonia, has now recovered and resumed his position.

James Cantlon, the popular poet of the Hillyard roundhouse, has been confined to his home for the past two weeks with the flu, but expects to be on the job again soon.

There was a young poet so bold,
Who once caught a terrible cold;
So they put him to bed
And tied up his head,
But he howled for the "Crow" that was "old."

J. I. Wilson, water service foreman at Hillyard, is the proud father of a 10½-pound boy, born December 28. This is the eighth child. Attaboy, Jay!

WILLMAR DIVISION

Associate Editor
L. A. JORSTAD
Willmar, Minn.

Theo. Thomas, bill clerk at Sioux City, evidently got in touch with somebody who convinced him (as in so many cases) that two could live as cheaply as one. Anyway he has taken unto himself a wife and after spending a few days visiting relatives in the East, is back on the old job.

Henry Olson, ox-welder, recently left for Seattle and other points. He will be gone about a month.

Relief Operator Clarence Hoffman is spending a two months' vacation at his parental home at Portland, Oregon.

February, 1926

A. P. Primishing, agent at Lidgerwood, we note, has been reelected secretary and treasurer of the Lions Club at that point.



Conductor and Mrs. George Lacy have gone to Florida to spend the rest of the winter with the rest of the aristocracy.

Operator Frank Jirasek at Yankton is making a record for himself as an expert on skates. We are told he can draw a perfect picture of Andy Gump on the ice. Frank also tried roller skates one night but never again. The stars stand out too plain.

Conductor E. P. Brogren is contemplating a trip to Florida. A friend of his will accompany him as body guard. Good idea as he undoubtedly will need protection from being kidnaped by some of those Florida flappers.

Operator George Tholen of Granite Falls is making regular trips out to a nearby farm home. Looks suspicious, George. A big car is indeed an asset to a young man looking for a home.

On January 1 the employees of the B. & B. department on the Sioux City line staged a banquet in honor of William Brand, master carpenter, recently retired. He was presented with a beautiful gold ring. Henry Bly acted as spokesman. Mr. Brand retired with 36 years' service to his credit.

John Person and wife, formerly chief clerk at Willmar, but now of Grand Forks, visited friends at Willmar and Sioux City during the holidays.

We are reproducing below a picture of Nels Jensen, car foreman at Willmar, together with his daughter-in-law and her son, which was taken in his tomato patch last summer. Mr. Jensen claims to be the champion tomato raiser on the Great Northern Railway. From his patch of 142 plants he received a total of 75 bushels of tomatoes, the largest weighing 2½ pounds. The plants measured as high as 14 feet. Mr. Jensen is an all-around gardener and an ardent follower of Luther Burbank.



Agent Knudsen at Yankton advises the Gurnsey Seed & Nursery Company's annual inundation program is already well started. This seed house ships seeds all over the world, and he advises about all he sees all day and half the night from January 15 to April 15 is all kinds of seeds and trees. During February, 1925, a total of 2,200 waybills were issued. Their onion seed is shipped in from California, peas from Washington and Oregon, hullless oats from Northwestern Canada, seed potatoes from the Red River Valley, and seed oats, seed corn, seed barley, etc., from around Yankton. Their flower bulbs are received from Denmark and Holland. These people also operate a greenhouse in connection with their seed house. They have a peony field of about 20 acres and have a sprinkling system covering 8 or 10 acres where every kind of flower is raised and if it does not rain or gets a little too hot or dry, then they turn on their own rain. Dur-

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ing the peak business about 250 people are employed. In conclusion Mr. Knudsen adds if any of the readers, who may have ordered from this nursery didn't get satisfaction, to let him know and he will step over and cuss them in Danish. They can not understand that and we shall all be safe.

Some time ago mention was made that Tom Opheim, B. & B. foreman, had been receiving special favors in that trains were stopped at a certain flag stop station for him. Since that time we are advised there have been a few complaints from employees. Probably these employees do not understand that Tom has promised to ship all his stock via the G. N. Ry. just as soon as he moves onto the farm. The future business is what the G. N. is looking forward to.

E. H. Patterson, agent at Ruthton, has installed an Atwater Kent radio receiver. We do not know whether this radio was installed for Mr. Bly's benefit but we do know that Mr. Bly is there regularly every Sunday morning to hear the church services.

Engineer and Mrs. John Bohne and Mrs. Fred Bohne are spending the winter months visiting in Arizona.

Tony Lueker, genial section foreman at Yankton, has purchased stock for his farm. Being asked how he likes to milk cows he replied that he has handled a tamping bar so long that milking is rest to him; in fact practice with a tamping bar helps his milking operation.

We are indebted to Nels Osgard, traveling engineer, for the following poem which was written by his son Glen, who has been working as roundhouse laborer at Sioux City.

THE TURNTABLE ENGINE

You talk about the men who run the roads,
Who raise the tonnage a couple of loads;
Who make their regular trips each year
And set the whole works on its ear,
You call them the "big guns," but by gee,
Even the "big guns" can't run me.

When I take a notion to stop or go,
I don't even listen to "yes" or "no";
From the president down to the common guy
Who pushes the turntable when I die;
So being a gas engine isn't a sin
Because around here I'm the big king pin.

Now listen, my friends, and you shall hear
Of turntable troubles that will make you fear;
A cold winter day, yes 30 below;
A special was called; I wouldn't go,
An engine shined like a diamond stud
And a turntable engine deader than mud!
All gears in mesh and frozen tight,
The whole crew pushing with all its might;
All wires hot to the very core,
And the roundhouse foreman cursed and swore.

Yes, I can tie up the works for an hour or two;
That's better than many a guy can do,
So they cursed and swore and it came to pass
When they found the trouble I was out of gas!

Below is a picture of the father of the poet, taken with H. Crowell, roundhouse foreman, and Mrs. Crowell and their daughter, all of Sioux City.



A Card of Thanks
I wish to express my gratitude to the many friends and co-employees of the Great Northern Railway, who extended the hand of love and sympathy at the time of my sorrow and bereavement, caused by the death of my ever faithful and loving wife, Mabel Beard. It is the reflection of brotherly love that has helped to soften my greatest sorrow.

W. R. BEARD, Sioux Falls, S. D.

Mrs. Beard was born in Sioux Falls, March 10, 1882, and was married to Conductor W. R. Beard on July 25, 1908. Mrs. Beard had been in ill health for some time but was taken suddenly worse early in December and passed away on Dec. 26, 1925. The deepest sympathy of fellow employes goes out to Mr. Beard in his hour of sadness.



About the SHOPS

DALE STREET

Oscar Kuntze, sheet metal worker, and Mrs. Kuntze, have just returned from southern California where they spent a month visiting friends and enjoying the fine climate.

Mr. and Mrs. Wm. Aufenaust, accompanied by their daughter, paid a visit to their son Clarence in Chicago during the Christmas holidays.

James Gillespie, clerk in machine shop, was off for a week presumably on account of sickness; but some think it was to coax out the few hairs on his upper lip which he calls a mustache. Set us straight on this, Jim.

For the benefit of those who do not know, we wish to advise that the head timekeeper, "Chin Lee," in the shop accountant's office, has opened a Chinese restaurant at Dale Street, assisted by Florence Schroeder and Clara Johnson. Of course Hersey "Chin" Lee comes by this vocation naturally as he has a relative by the same name whom he visited in New York last summer, and suppose that's where our "Chin" Lee got the idea. The opening took place on December 12, 1925.

Friday, January 15, about a dozen of the Dale street boilershop employes gave a stag party in honor of George Monroe who has been on leave of absence for the past four months. From what we can gather, it was a great success as to refreshments and entertainment. Those who attended have not got through talking about it yet, as they never had such a good time in their lives. It must have been some party. There was no hired talent from the outside; all the entertainment was furnished by the guests; and believe it or not, there was some talent displayed by the boilershop employes that we were unaware of. Pat McMahon, who is quite a violinist, furnished the music, assisted by Frank Munion on the saxophone and James Bulena on the mouth organ. James McDonough, the six foot boilerman, did the highland fling and Ed. Lloyd demonstrated that he is a comer when it comes to the Charleston. Ed., a little more practice will put you in class one. Jack Lee did some song and dance stunts, which made the crowd sit up and take notice. Robert Coleman and James Donovan also contributed to the good time and William Lieberman as well, who gave a few recitations. The surprise of the evening, however, was when Peter Holm, the very quiet and unassuming character, asked permission to render a few songs that he used to sing years ago in the northern lumber camps. We do not know what came over Peter; he sure did do his stuff. James Bulena, flanger, sure is a good story teller. When he cut loose he had the undivided attention of all. Last but not least John Quinn did the honors as cook. He put every one out of the kitchen to prepare the feed and when he gave the first call for lunch there was nothing missing to satisfy the crowd's least desire. Boys, when you boilershop crowd give another of these parties please include a few more of us at Dale street.

Sylvester Schindler, welder, is the proud father of a baby girl born December 26.

The stork delivered a baby girl to the home of Mr. and Mrs. Ephraim Thompson on Janu-

ary 15. Mr. Thompson is an employe of the sheet metal department.

Chas. Stromwall, organizer of the lodge of the Buffalos, reports brother Charles Johnson, machinist, off sick; in fact Charles Johnson has been off ever since he joined the Lodge.

Paul Bley, machinist, reports good fishing at Lake Phalen. He and John McCarty pulled a few big ones through the ice Sunday, January 26.

Eugene Brodhag, janitor in the shop office building, who has been under the weather for a couple of weeks, is feeling like himself again.

William Bell, veteran foundry foreman, is spending the winter in Southern California.

We were favored with a visit from John P. Clark, pensioned machinist, on January 4. For the past few years he has been making his home at Foxcroft, Maine.

George Monroe, assistant boilermaker foreman, who has been off on leave for four months will return to work February 1.

DELTA

Theodore Laysek, boilermaker foreman, Havre, spent several days in December visiting his brother-in-law, John Brennan, boilermaker foreman, Delta.

Morgan A. Bellis, stationary engineer at Delta since April, 1913, died at his home January 13, after three months' illness. He will be greatly missed by his many friends.

Mr. James, retired painter foreman from Hillyard, spent a few days visiting his daughter and son-in-law, Mr. and Mrs. C. J. Moore, painter foreman and wife. During his stay he paid Delta shop a visit and renewed old acquaintances.

Charles Stillwell, machinist, is again confined to his home on account of illness. We are hoping for a speedy recovery.

Word was received recently of the marriage of Isaac Hunter, formerly employed in the Delta shop office. Mr. and Mrs. Hunter are now located in St. Louis, Mo.

Someone once remarked, "It's a long lane that has no ash can," and we are led to believe that this is true, or at least that Pierre Albin, our handsome machinist helper apprentice at Delta roundhouse (commonly known as the notorious sheik), has found out that it is true, because Pierre met his Waterloo when demonstrating the Charleston one evening at his home for the benefit of those less educated in the art of ballroom dancing. Pierre's ambitions soared a trifle too high, and in the midst of one of the trickiest combinations of the Charleston, kicked over the electric percolator, badly scalding his foot. Now, instead of doing the Charleston, Pierre is meekly limping a somewhat "lame walk" through the roundhouse.

Evidence of an early spring, the most fascinating of all seasons, has been found by many who have explored the side trails and wandered along the highways, for the pussy willows are to be seen in large quantities wherever willow trees grow, and then, too, the robins are here!

GREAT FALLS

Otto Macek, blacksmith at Great Falls shops, is back from Hillyard where he was sent to witness Thermit welding demonstration held at Hillyard shops January 9.

Reinard Snyder, leading wheelhouseman, was granted sixty days leave of absence to visit friends and relatives in Holland.

Charles Pirtle, shop painter, has been off for the past several weeks due to illness.

Nicholas Mauratt, painter helper apprentice, completed course of apprenticeship on January 15. Nick states painting is the last thing in the world he wants to think about for some time. He contemplates migrating to the Coast for permanent residence in the near future.

Our sympathies are extended to Albert "Skin" Pogreba, boilermaker helper apprentice, in connection with the recent death of his brother Ted. A cripple from birth, Ted was well known and well liked by all who knew him, and his death was a distinct shock to all of his friends.

HILLYARD

"Congenial Leo Young" recently contracted a severe cold and was accused each time he coughed of having acquired the "Arizona Chuckle." Through an astounding demonstration of will power, he refrained from coughing in order to avoid insinuating remarks and was soon cured. Try it.

Queer as it may seem, Vancouver, B. C., was again this year the popular destination named by holiday passers. Some folks say it's the water.

During this year 180 new 80,000-pound capacity box cars of the 9000 series were completed at these shops. Their workmanship is a mark of distinction.

Dame Rumor whispers that another of our popular young carmen is shortly to become a member of the "Ancient Order of Down-trodden Benedicts." Further announcements later.

Carman Edgar McDonough and wife left December 26 on an extended trip of sixty days' duration for Jacksonville and Miami, Fla., via San Francisco and Los Angeles.

Carman George Hatton left January 1 on a combined business and pleasure trip for Miami, Fla., via Chicago. While in the East Mr. Hatton contemplates again taking up with several large motion picture concerns the matter of their using his ranch located on the San Poil River near the Great Northern main line, for the production of feature films portraying western homestead life.

M. A. Kelly, secretary of the local blacksmiths' organization at Hillyard, was recently elected secretary-treasurer of the Benefit Association of Railway Employees, Spokane Lodge. Mr. Kelly, accompanied by his wife, left recently for a vacation to be spent in southern California.

Machinist Helper Norman Hale, some time between Christmas and New Year's day (we don't know the exact date), went to Coeur d'Alene, Ida., and was married. Congratulations, Norman, from the boys. May your worries be few and your troubles small!

Machinist Edw. Olson went gunning for the first time in his life, Sunday, January 3. Although it was out of season, he shot a deer. So happy was Edward that he sent a telegram to his wife that he had shot a deer. His wife sent him the following answer: "Come home at once. I have an eight-pound deer and it looks like you." Congratulations from the boys, Edward.

E. Hopkins, pipeman, who has been in the hospital with pneumonia, is reported to be getting better.

Reports of mysterious lights on "Little Baldy" were investigated by the dry squad. Instead of bootleggers, it turned out to be Charlie Cantly, trying out his new electric lights.

Holiday visitors to other cities were: Havre, Mont.—Arnet Thompson, carman; Portland, Ore.—Car Foreman E. Pearson, Foreman E. B. Nelson and wife, Carmen Russel Pratt and wife, Herbert James, Leo Kelling and wife, A. Trifry, N. Kakas, John Wuberty and wife; Seattle, Wash.—Carmen Roy Broadhead and wife, Frank Sisco and wife, George Snyder (our premier baseball pitcher) and wife, and L. G. Anderson and wife; Sandpoint, Ida.—Carman A. Newcomb; Los Angeles, Cal.—Carmen Walter Acord, John Hartle, E. Cerney and M. Haggin; Calgary, Alta.—Carman J. Hoxey; Chelan, Wash.—Carman Chas. Anderson.

The Spokane Chamber of Commerce has invited the crew from the car shops, which broke the record in car building recently, to be their guests at a banquet. This courtesy proves conclusively that Spokane is truly named the "Friendly City."

O. W. Newton, proprietor of the Rialto Theater, has donated complimentary tickets for a special program to members of our record breaking crew.

Sunday, December 27, marked the untimely passing of Carman Tom Wardrobe. This sad event deprives us of one who always had a cheerful word and a pleasant smile for his fellow men.

We are pleased to announce that Carman Dan Smart, who recently underwent a serious operation, has returned to work.

Carman Homer Rule and wife are now enjoying an extended visit to Los Angeles and other California cities.

Carman Grover Bailey recently departed for St. Louis.

Helper S. Southwood has left for Los Angeles on a sixty-day leave of absence.

JACKSON STREET

Coach 920, which was given a brief description in the January issue of the SEMAPHORE, evidently proved very satisfactory, as we now have instructions to convert seven more retired sleepers into first class coaches of the same description as the 920.

John Maxwell, truck shop foreman, who is proud of struggling through the year 1925 without a reportable accident in his department, realized of late that this feat would be impossible to duplicate for the present year, due to the fact that on January 5, Hugh Anlund, carpenter, was severely injured about his left foot; then on January 13, Alph Heden, carpenter, lost a part of the forefinger of his right hand, thereby destroying all possibilities of again attaining a perfect record. However, the truck shop is not the only shop that had a perfect non-accident record for the year 1925, as there are eight other departments which have accomplished this record, and are entitled to honorable mention. They are as follows: Section Six, Foreman Larson; Boiler Shop, Foreman Hutchinson; Blacksmith Shop, Foreman Hogg; Steel Workers, Foreman Sanft; Pattern Shop, Foreman Roehnisch; Upholstering Shop, Foreman Langer; Tin Shop, Foreman Cuddihy; Electric Shops, Foremen Lind and McCarthy.

Ben Swoboda, chief clerk, superintendent's office, Jackson Street, has been seen sporting around in an Overland six sedan.

One of our unfortunate helpers in the tin shop, Martin Donnelly, retired very early one night a short time ago, only to be awakened by a burglar, who politely relieved "Marty" of his "glad rags" and what money he had on hand.

The saw filer in the mill has taken to rabbit trapping as a recreation during his noon hour. There is a rumor that one day last week he noticed his trap was sprung, and when he opened it he found that he did not have a rabbit, but a nice four-pound rat.

John Langer, upholstering shop foreman, recently bought a new Willys-Knight coach, for which he traded his old Buick. Mr. Langer used to say that the Buick was the best car made, but it seems that a change in cars makes a change in mind, as the Willys-Knight in Mr. Langer's estimation is far and above the Buick.

Glenn Carter, former assistant timekeeper, shop accountant's office, is now working at Superior.

Tony Ellert, wood machinist, mill, recently lost his daughter Mildred. She was taken suddenly by double pneumonia. Friends of Mr. Ellert wish to extend their sincere sympathy.

Fred Holst, wood machinist, has been kidding Roman "Sheik" Haberer about the item published in the last issue of the SEMAPHORE. Fred, himself, has earned a write-up in the SEMAPHORE, as he has advertised the fact that he presented to his "best girl," as a Christmas gift, a beautiful ring and also a hope chest.

Joseph Patrick, blacksmith helper, who has been ill for the past month, returned to work the other day.

Two of our "high stepping" tinsmiths, namely: Albert Meyers and August Shermuly, have purchased season tickets for the Coliseum dance hall, where they intend to show the public how the Charleston should be properly danced.

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\$7.50 VALUE FOR \$4.95
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The above very fine quality worsted Sweater Jacket is made by the manufacturers of one of the finest grade advertised sweaters in the United States. We agreed not to use the name in our advertising because this would hurt his retailers' business on this advertised coat. You will recognize immediately upon examination just the fine quality sweater and what a great bargain it is at our extremely low price. Handsome shades of powder blue, slate, dark brown or tan, in a choice of either the ribbed pattern as pictured above or in the plain.

For Men, Women, Boys, Girls

There is no garment quite so convenient and handy to have for general all-around use as the snug-fitting sport coat. The close weave and fine worsted yarns make it fully as warm if not more warm than the bulky, heavy sweaters. When you take off your overcoat this spring you need just this additional warmth for the sharp Spring days. For Summer vacation this is a most practical garment to replace the coat. Mother finds it just as convenient for slipping on to go outdoors as well as for cool Summer days.

Powder Blue, Brown, Gray, Light Tan

A choice of the very nicest shades of powder blue, dark brown, medium light gray, or light tan, and in either the ribbed style—as pictured above—or in the plain pattern. Sizes from 30 to 46 chest. \$1.00 more for extra sizes of 48 to 52. Give color, size, and order today on approval. GN395 (Pay \$1 a Month) \$4.95

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Send letter with above coupon and \$1. Tell just enough so we know with whom we are dealing.

ST. CLOUD

The Great Northern Dramatic Club had a banquet January 14 at the recently constructed Recreation Building at St. Cloud.

We extend our sympathies to Mr. and Mrs. Harry Larson in the recent loss of their baby daughter.

The machinists had a meeting Wednesday evening, January 13, a lunch featuring in the program.

Mr. and Mrs. Edward Pull spent the holidays at Hanley Falls, Minn.

Frank Meixner and wife went to Durand, Wis., for Christmas. Ernest Erickson and family spent their time at Ronneby, Minn., and Orville Larson made a trip to Duluth and Superior.

A great many shopmen took advantage of the ten day vacation afforded by the company during the holidays and journeyed to the following places: Car Repairer Frank Zimmer to Portland, Ore.; Car Repairer Leonard Geisel to McGregor, N. D.; Car Repairer E. Citrowski, with his family, to Taunton, Minn.; Car Repairer Wm. Labuda, to Seattle, Wash.; Paint Shop Foreman A. L. Wenstrom and wife to his daughter's home at Wood Lake, Minn.; Car Repairer Al. Krebsbach to Lewiston, Mont.; Painter Alex Heurung went out of reach of the Volstead law and licked up some real stuff at Winnipeg, Canada; Gerhard Torborg visited with relatives at Sisseton, S. D.; Laborer John Prodoehl with friends at Ogema, Minn.; Truck Driver Henry Schwinden with relatives at Wolf Point, Mont.; and last but not least Mill Helper Frank Savage with his sweetheart at Cedar Rapids, Iowa. Frank did not or rather could not satisfy his affections in the ten days so he left a day ahead, returning exactly two and one-half days after the allotted vacation time. We are told that when Frank stepped onto the depot platform on his return he took one deep breath, exclaiming, "Once more!" Watch your step, Frank.

St. Cloud shops have a serious contender for the state skat championship as Gust Orth won first prize at the local tournament at the St. Cloud Institute recently.

"Handy" Andy B. Schuler, car repairer, has secured a U. S. patent on a folding ironing board. Many housewives will welcome this invention as the board can be raised or lowered as desired and also has sleeve board attachment.

Car Repairer George Pfannenstien, and family, mourn the loss of their beloved wife and mother. They have the sympathy of the St. Cloud shopmen.

Car Repairers Charlie Juergens, Martin Casper, and Herman Podawiltz are ill at their respective homes. The carmen hope for a speedy recovery.

Anton Pfeffer, write-up man, had quite an idea when he had a cooking car put on his lot near his house. We believe a better idea would be to put it somewhere in "booming" Florida.

The local Carmen Lodge No. 3 will give another dance at Fraternal hall, January 22. It is hoped the committee in charge of arrangements will see to it that we all have another glorious time.

While out riding with his girl recently Carman Ted Sartell had the misfortune of having the front bumper stolen off his car. Now Ted has put the rear bumper in front. Better luck next time.

The Basketball team of the St. Cloud shops hasn't lost a game this season. How they account for this is that they haven't played as yet.

Casper Zencius is the proud father of a baby daughter born at his home some time ago.

Blacksmith Local No. 3 held its regular meeting and has everything fixed for a big night, February 10. Oh, yes, Johnson, they will have something else in place of hot dogs. A good time for all who appear, young and old.

Mr. and Mrs. Henry Pfuhl are the proud parents of a baby girl.

Fred Kleinschmidt, blacksmith helper, worked over an hour to get home January 11. His "shove-em-and-leave-em-lay" would not go up a hill made daily by a dozen or more Fords. Better walk the two blocks, Fred.

August Schwartz bought a new Chevrolet coach. Well, August, for safety first carry a Ford in your tool box.

Frank Lauermann and Edward Hoffman, blacksmith helpers, spent their ten-day vacation around Tacoma, Wash.

Bob Ernst, blacksmith, came to work January 11, dancing and jigging like a spring

rooster. When asked why so gay, Bob replied: "I spent many a dollar, but one I never will forget." He had a corn on his left foot right under his little toe and had a doctor cut it out. Say, Bob, we always thought farmers planted corn in their fields.

A son was born to Mr. and Mrs. John Wilmes December 21. Jack said he wondered what Santa Claus would bring the little fellow.

John Bahe recently purchased a Music Master radio.

The bridge crew is putting in extensive new flooring in the St. Cloud woodmill, paint shop, and repair shop under the supervision of Frank Rypel.

As a token of gratitude and appreciation for his untiring efforts, the Great Northern Dramatic Club, St. Cloud, presented its director with a handsome loving cup on December 22. The cup bore the following inscription:

Presented to
Peter J. Zierden
from
The Great Northern Players
1925

Talking about a clean slate as far as Safety First is concerned, first honors certainly go to our painters' crew; also to employees of the machine shop at St. Cloud, Minn. Each has maintained a perfect record for two consecutive years.

The crew of painters, of which A. L. Wenstrom is the foreman, comprises twenty-seven men, none of whom has had an accident which was reportable to the Interstate Commerce Commission. Paul Theisen, foreman of the machine shop, like Mr. Wenstrom, disclaims all honors for the perfect record, but states that the men are wholly entitled to the credit. Both crews are pleased with safety conditions in their shops and are glad to work for the Great Northern Railway. Considering service and efficiency of his men Mr. Wenstrom says he is ready to challenge any other shop on the system to make a better showing, and, at that, Mr. Wenstrom is an exceedingly modest man.

Mr. Hunter had our general chairman correctly pictured in the *Shop Crafts' Gossip* but Mr. Bowers and Mr. Hohman detected another trait of character in Gus and that is his unbounded sympathy for dumb brutes. This was manifested when he was asked to kill his own dog. Out of sheer pity Gus concluded to coax the dog into the country in the neighborhood of St. Joe and quietly lose him there, thinking that the poor cur could find some other person to his liking and stay there.

Per automobile, Gus undertook the task, first going in a zig-zag fashion through a wooded section, and the dog made a side trip evidently taking up the trail of a "cotton tail."

Now Gus stepped on the gas and soon was out on the so-called "Bloomer" road, but the dog had traveled toward the main St. Joe road. The canine realized that he had been deserted and made a dash across the 80-acre stretch straight toward its elusive master. Gus, becoming desperate (if that is possible), concluded to make some farmer a present of the animal, which he did. He says, "Anyway, I feel relieved because I barely escaped an act of execution in spite of all."

SUPERIOR

On December 31 Superior shops were honored by a visit from Wm. Schlechte, car foreman at Devils Lake, who was well pleased with what he saw. Come again, William, and make a longer stay next time.

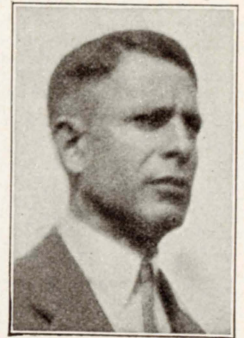
Got to say some more about "Jack." Oh, yes! Don't you know that Jack is some curler. Yes, sir, that's our Jack. You know he is one of those energetic sweepers, runs up and down the ice trying to make one of those rocks go just a little faster without pushing it. It must not be fair to push when you curl. Go to it, old boy, you know Rome wasn't built in a day and so it is with champions.

The year 1926 has just commenced and now, fellows, it's up to you to get together and help lift our shops to the top of the list in the matter of reportable accidents. Let's not be content to hang around the bottom. It takes no effort to hang on there. Superior shops should be, and will be on top when the curtain goes down on the last act of 1926, and we don't mean maybe.

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

It has been reported that George Willis has been in Kalispell visiting various book stores with the intention of obtaining a copy of modern lullabys. The reason for this, is the arrival of a girl baby at his house. George has been passing around cigars and says he wants to be called Daddy and not Papa.



The Somers basketball team known as the Somers Spark Plugs has closed the season with a record which is not up to the standard of preceding years. The Spark Plugs have been cleaned regularly and upon advice of Allan Milne it was thought best to obtain the services of Barney Google for next year's coach in order to produce a winning team.

C. E. Berglund has returned to St. Paul for a few weeks on a business trip.

The Somers Bowling team, after several defeats, came out victoriously in its last session by winning three straight games from the Jordets of Kalispell. Eddie Flom should be given considerable credit for his wonderful improvement in handling the wooden spheres. Powerful Eddie rolled 205 in one game in order to offset the petty score of 97 hung up by Bert Schlegel. It might be added that the Somers team won three straight games for the reason that they had the assistance of the associate editor—ask Fleck.

On December 25, 1925, the sawmill closed down for repairs. A large crew of men is getting the mill in shape for operation in connection with the Hot Pond.

Flathead County has experienced very few winters like the present one. Old timers around Somers claim we are gradually moving into the Banana Belt. Robins have been wintering in Somers and many weather prophets have expressed their opinion on what the future has in store for us. We are inclined to believe that we will awake some morning and find the arctic circle very much in evidence and the Banana Belt moved back to its original location.

Lars Christensen is gradually recovering from a case of pneumonia. Mr. Christensen has been confined to his home in the School Addition for several weeks.

On January 9 an old time party was held at the Town Hall. About twenty couples were present and all the old time dances were reviewed. The three step, quadrille and French minuet were enjoyed until twelve o'clock after which lunch was served. The feature of the evening was an exhibition of the Charleston put on by Charlie Willis and Mrs. James Durning, a striking contrast to the old time steps.

Gordon Parr, employed at the tie plant, was the victim of a painful accident. While loading ties Gordon slipped and the tie fell on his knees. Mr. Parr is walking around with a "Charlie Horse" now, but he says he is glad it didn't happen around Christmas because he certainly would have been disappointed if he had missed that Christmas dinner; ask Gordon—he knows?

A. G. Ames and R. W. Bailey, in company with their wives, made a trip to Missoula to take in the Elks' entertainment and initiation on December 31. They report a very fine trip and roads in excellent condition for this time of the year.

Our old friend, H. H. Wilder, gave a dinner party and radio dance at Dr. Moore's home last week. Harry did the cooking and to protect his guests he invited Dr. W. Q. Conway and Dr. E. P. Cockrell of Kalispell. It is needless to say that their services were not required, as Harry surely understands the culinary art.

William Henry recently made a trip to Portland, Ore., on business and returned satisfied that the Flathead was a pretty good country.

The Great Northern Semaphore

New Year's eve was the occasion of a delightful dinner dance at the home of Mr. and Mrs. A. H. MacDonald. Music was furnished by a phonograph. The old year was ushered out and the new year was given a hearty welcome with a peppy dance.

With the electrification of the planing mill, a new tie yard, a modern tie treating plant, and the installation of the hot pond, the Somers Lumber Company will be able to run on full shifts throughout the year and will be classified as one of the leading lumber companies of the Inland Empire.

Plans for a new tug boat for Flathead Lake are under consideration. Work will soon be started. It has been suggested that the new tug be named "Paul Bunyan."

G. N. Billiard Tournament

THE FIRST GREAT NORTHERN billiard tournament of the season of 1925-1926 was held at the St. Paul Athletic Club, Tuesday, December 8, 1925.

Thirty-two players participated and kept the billiard tables busy from 8:00 p. m. to 10:30 p. m., at which time the gathering moved to a dining room where a tasty luncheon was served.

R. S. Hubley won the Schaeffer lifetime pen (first prize), W. G. Read, the Schaeffer pencil (second prize), and A. H. Lillengren the key purse (booby prize). The second tournament will be held in the same place on February 4.

"We Had a Good Time"

That Was What Everybody Said at the Trainmen's Ball of St. Paul Lodge

WHEN EVERYBODY SAYS "We had a good time," it is easy to conclude that they are speaking of a dance that was a little better than most. That was true of the ball of St. Paul Lodge, Order of Railroad Trainmen, held on January 12, at Knights of Columbus hall, St. Paul.

The committee of arrangements certainly made the ballroom most attractive, the emblems and banners of the Great Northern, Chicago Great Western and Omaha roads having prominent places, and the Great Northern Songsters and Great Northern Quartet delighting with songs between the dances.

Not the least interesting part of the occasion was the opening ceremonies which consisted of a grand march which was led by President Ralph Budd and his daughter Margaret. The intricacies of this feature were productive of much fun both for those in it and the onlookers.

So many guests were present, especially from the general offices, that very likely we did not see them all, but among them was Clifford H. Trembly, of the office of the vice president Traf-

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fic, C. L. La Fountaine, general supervisor of safety, and Mrs. La Fountaine, A. W. Deleen of the office of the superintendent dining cars and Mrs. Deleen, Vera Rooney of Mr. La Fountaine's office, Margaret Kane of the office of the director of public relations, W. N. S. Ivins, and B. C. Everingham of the SEMAPHORE, and many others.

It was a joyful event and will be long remembered and those who were privileged to be there will look forward to the next one.

Dale Street Stores Xmas Party

THERE WERE NO doubt larger Christmas parties and some in more elaborate settings, but it is safe to say that at none was the Christmas spirit more in evidence than at the party given December 24 by the Dale Street store employees. A large Christmas tree, twinkling with a multitude of colored lights, occupied one end of the large office. Three long rows of tables extending the length of the room, accommodated about one hundred and sixty of the employees and their guests.

Potted plants, poinsettias and cyclamen were furnished through the courtesy of the Dale Street employees' green house. At each place was a large Wenatchee apple, generously provided by President Budd.

In addition to the Dale Street store employees, there were delegations from stores at Jackson Street, Mississippi Street, Minneapolis Junction, and from the shop accountant's offices at Dale Street and Jackson Street, the chemist's office

and the office of the shop superintendent at Dale Street. Guests from the general office included President Budd, C. W. Tilton, Mrs. Olivia Johnson, president of the Great Northern Women's Club, E. C. Lewis, president of the Men's Club, F. I. Plechner and J. H. Boyd.

Following a splendid Christmas dinner at 12:30, a very pleasing program was enjoyed, with G. E. Tallmadge acting as toastmaster.

Those who took part in the entertainment included: C. C. Woods, Dorothy Schroeder, Anthony Evans, Frank Trost, Arthur Dittrich, Irene Gaylord, John Simpson, Roxanna Ingram, Cecelia Shaeffer, Mike Nedim, Slugs Eigler, Speed Wineski, George Lamb, W. J. McTeague and wife, Ruth Brown, Joseph Scheinbloom, H. C. (Nat) Blossom, John Choate, Martin Feeney and J. J. Daly.

President Budd complimented the committee in charge of the party on the result of their efforts and voiced his approval of such gatherings, having for their purpose the promotion of better feeling and a spirit of co-operation. Mrs. Johnson and Mr. Lewis were introduced and spoke briefly of the work being done by the Women's and Men's clubs respectively. J. H. Boyd delighted the audience with several tenor solos. Other numbers included a violin solo, recitations and readings, exhibitions of Charleston dancing, and several selections by the Great Northern orchestra and quartet.

Arrangements were in charge of F. J. Fischbeck and much credit is due him and his assistants for the very efficient manner in which the plans were made and carried through to a successful conclusion.

MACHINE TOOLS



RAILWAY SUPPLIES

POWER PLANT EQUIPMENT

Inquiries invited regarding lathes and motors for home shops

Adventure Land on the Great Northern



In July, 1806, Captain Meriwether Lewis, leader of the historic Lewis and Clark Expedition, encountered hostile Indians at a point just above the Great Northern's present main line (today's Meriwether Station), a few miles east of Glacier National Park. In July, 1925, in memory of this exploration, the Great Northern Railway erected a monument to Captain Lewis approximately upon the spot above pictured.

COME, traverse the magnificent miles of the great Northwest in luxurious comfort on that aristocrat of trains, the New Oriental Limited. It is an epochal adventure into an epic land, this smooth, restful, quiet flight of transportation's thoroughbred along the scenic, low-altitude, easy-grade courses of the Mississippi, Missouri, Flathead, Kootenai and Columbia Rivers. Green and colorful is the landscape of this golden seat of empire—James J. Hill's aptly named "Zone of Plenty." Stirring are the evidences of the men of vision and valor who subdued it.

With its own beginnings under James J. Hill deeply rooted in the picturesque formative days of the Northwest, the Great Northern fittingly is erecting monuments at historically famous spots along its route; and also it is publishing authoritative treatises on the early explorations and discoveries. You will better appreciate any trip you may be contemplating to or from the Northwest or California on the New Oriental Limited, via Glacier National Park, if you read the beautifully illustrated travel and historical literature which we will send upon request.

A. J. DICKINSON, Passenger Traffic Manager, St. Paul, Minn.



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