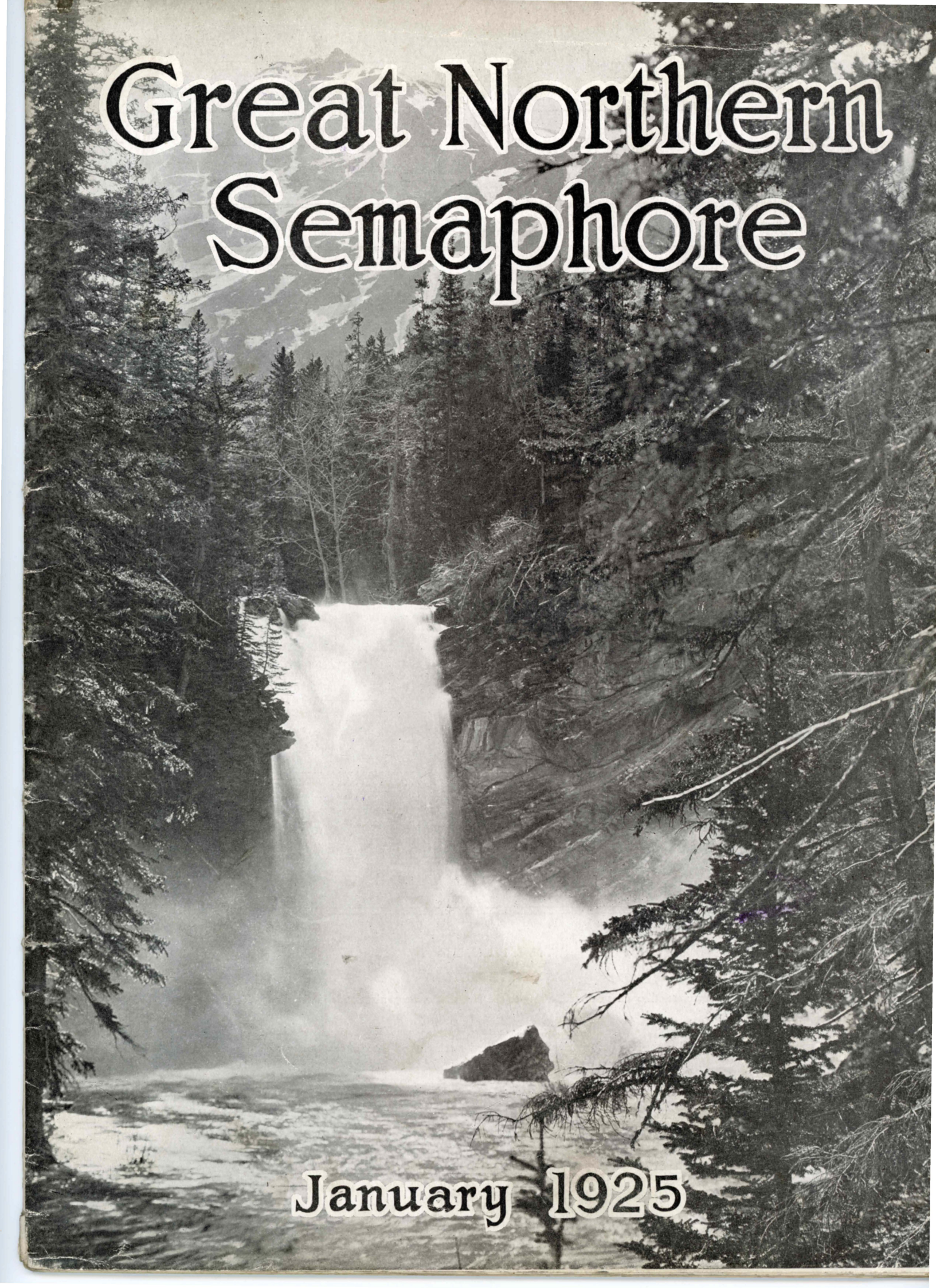


# Great Northern Semaphore



January 1925





# GREAT NORTHERN SEMAPHORE

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NUMBER 1

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## COVER ILLUSTRATION Trick Falls, Glacier National Park



W. N. S. IVINS, EDITOR

### ASSOCIATE EDITORS

The names of associate editors are omitted, owing to the fact that our organization is incomplete. They will appear in a later issue.

The Great Northern Semaphore is published monthly at Saint Paul, Minnesota, by the Great Northern Railway Company, and is devoted to the interests of its active and retired employes and those of constituents or allied companies. It is distributed without charge to such employes and pensioners. To others, the subscription price is \$2.00 a year. Advertising rates will be furnished on application.

All employes are invited to contribute articles and items for the Semaphore. Contributions should be typewritten, double-spaced, and on one side of the paper only. Photographic material is especially desirable, and will be returned if requested.





**N**OW that the GREAT NORTHERN SEMAPHORE has emerged from the realm of uncertainty, and definitely will appear at monthly intervals, I earnestly hope and desire that it may become, even more than during its trial period, a signal to speed us safely on our way, and always so remain.

¶ To make it most useful and beneficial, the whole-hearted support of the employes is necessary. Correspondents along the line must furnish news items about the people and happenings in their respective localities. Appropriate sections of the magazine, no doubt, will be provided for recording events of social and recreational interest, as well as those of more serious import.

¶ If we all set about to make this magazine the very best we can, I am sure that it will be more satisfactory for us than any other published; and as we are making it for ourselves, that will be achieving the highest success.

*Ralph Budd*

President





# GREAT NORTHERN EFFICIENCY

## How Co-operation Has Increased our Transportation Service



THE EDITOR of one of our contemporaries has very aptly said: "In the last analysis of railroad transportation the one outstanding fact remains that what the public wants is efficiency. Transportation they must have, because the railroads are today and will be for many years to come the life arteries of our national commerce."

Our railroads of today are highly efficient. Just how efficient best may be judged by the report of the National Industrial Conference Board issued October 26th which show that in the period between 1915 and 1923 the ten-mile output of the railroads "increased twenty-three per cent and the passenger-mile output thirteen per cent, and the equated traffic units, which are a combination of ton-miles and passenger-miles used in measuring total railroad performance, increased twenty per cent."

For two years the Great Northern Railway has handled the fall "peak load" for a record breaking freight business without car shortage. From nowhere over the entire system has there been even a murmur of car or engine shortage. This was an achievement in 1923; but the 1924 performance is even more creditable because of the fact that the transportation problems the Company has had to solve are widely different from those of the previous year.

The "peak load" was reached in October when 117,980 cars were loaded. This represents an increase of 10,000 cars over September loadings. This as we have said, was accomplished without car shortage, without congestion, without complaint, and with a very considerable increase in serviceable locomotives and cars in storage compared with a year ago.

The means by which this was done are three-fold:

First, a vast improvement in the physical condition of the property. Roadbed and facilities have been brought to a high plane of efficiency; equipment has been repaired and renewed, and motive power and rolling stock have

been purchased or built. In a world, the Company's plant has been improved and added to at tremendous cost.

Second, co-operation of the men and women who operate the railroad, as individuals and as members of the general departments. Inevitably, both the individual output, and, concomitantly, the output of the organization as a whole, have attained a higher degree of efficiency because of this co-operation. The fine spirit of *esprit de corps* that is an outstanding characteristic of the Great Northern organization has contributed largely to the result, as such zeal invariably must.

It may be granted that an effective plant is the first essential to successful operation of a railroad; but given that, there remains the human equation, the efficient and co-ordinated effort of operatives and management. Without which no railroad can hope to succeed. These the Great Northern, happily, enjoys to a most remarkable degree.

Third, the co-operation of the public. The railroad efficiency of the Great Northern has been of a high order; but it would be unfair to claim all the credit for what has been accomplished. There has been the finest kind of co-operation on the part of the shipping public. Car loadings have been increased materially and cars have been unloaded and released promptly on arrival at destination.

The shipping public has reacted in an almost unhopd for degree to the intensive campaign of education carried on by the railroads, the Great Northern among them. With the realization that their concurrent endeavor was vitally essential to the solution of the transportation problem, shippers everywhere have bent their energies to aid the railroads to achieve the desired result.

With sensible and fair political treatment, the Great Northern, and all other railroads as well, will continue to give constantly increasing transportation efficiency.

### Our Achievement

Three things have contributed to the remarkable record achieved by the Great Northern Railway in 1924.

The employees, given the necessary equipment, by individual efficiency, intelligent effort and earnest co-operation have established a record they may well be proud of, and find in it an inspiration to even greater accomplishment.





## GREAT NORTHERN RAILWAY COMPANY

### Income Statistics, 1923 and 1924

We are fortunate in having secured before going to press the Company's income statement for the year 1924, and here present it together with the corresponding items for 1923:

	1923	1924
Revenue from freight transportation .....	\$93,672,147	\$86,100,000
Revenue from passenger transportation .....	15,305,242	13,700,000
Revenue from mail, express and other transportation .....	11,100,383	10,400,000
Total railway operating revenues .....	\$120,077,772	\$110,200,000
Railway operating expenses....	86,750,523	75,400,000
Net revenue from railway operations .....	\$33,327,249	\$34,800,000
Taxes and uncollectible revenues .....	9,134,209	10,100,000
Equipment and joint facility rents .....	Cr. 538,952	Dr. 500,000
Net railway operating income	\$24,731,992	\$24,200,000
Other income .....	* 10,313,261	* 11,600,000
Total income .....	\$35,045,253	\$35,800,000
Income deductions:		
Interest .....	† \$16,560,822	† \$17,400,000
Other .....	416,483	500,000
Total income deductions....	\$16,977,305	\$17,900,000
Balance available for dividends	\$18,067,948	\$17,900,000

\*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.

The balance available for dividends in 1924 equals \$7.18 per share of stock outstanding. Owing to the fact that the value of the Great Northern is greatly in excess of the par amount of the stocks and bonds outstanding, the net railway operating income is only 4½ per cent of the value of the property.

During 1924 the transportation service rendered the public was adequate at all times. Weather conditions were favorable, except in December, when it was exceptionally cold and stormy. Although the railway operating revenues in 1924 were about \$10,000,000 less than in 1923, both gross and net revenues in the month of October, 1924, exceeded those of any previous month in the history of the Great Northern. The decrease in total traffic for the year with unusually heavy traffic in the autumn constitute the main features of the year's business.

The cost of handling freight is much greater when it moves in such varying quantities during the different seasons of the year than when it moves at a more uniform rate, as it did in 1923. For example, in the one item of equipment rents this fluctuation in movement added over one million dollars to the cost of operation in 1924 as compared with 1923. This was due to the fact that in 1923 there was general use for equipment throughout the year, thereby enabling the Great Northern to obtain rental for its equipment used by other lines prior to harvest season, while in 1924 there was no such general demand for equipment and many cars remained idle until harvest time. In order to provide for the very heavy grain movement, however, which was known in July to be in prospect, the Great Northern accumulated large numbers of foreign cars on which it paid rental until the crop moved. Notwithstanding the varying traffic, it was handled more

economically in 1924 than in 1923. The following shows comparisons of operating ratios:

1924 .....	68.42 per cent
1923 .....	72.25 per cent

Average for the three years ending June 30,

1917, (commonly called the "Test Period") 56.70 per cent

As rates charged for transportation are fixed by the Government, and as these rates vitally affect net results, the best measure of efficiency in operation is the unit cost of producing transportation rather than the net railway operating income or even the operating ratio.

The operating cost per ton-mile, i. e., the average cost of handling one hundred tons of freight one mile was:

1924 .....	55.30 cents
1923 .....	60.95 cents
1914-1917 (Test Period) .....	34.17 cents

Considering the increase in wages and in the price of all materials that enter into railroad operation, the ton-mile cost in 1924 was quite satisfactory, being 9 per cent less than in 1923 and only 62 per cent more than the Test Period average. Credit for this is due largely to the high efficiency of the employees and their splendid cooperation with the management. Economies were realized also from facilities provided at large capital expense during the past two years. This record would seem to represent quite a satisfactory situation, and it would be, were it not that expenses other than those of operation have increased so much and that rates have not been advanced accordingly.

The property investment has increased on account of the enlarged and improved facilities which have been provided, thereby increasing interest charges. Taxes have more than doubled; in 1924 they were approximately \$10,100,000, compared with \$4,790,573 in 1914.

Four full years have elapsed since the end of Federal Control. The results of operation during that time indicate clearly that the railways of the Northwest have suffered relatively more from the effects of the greatly increased cost of doing business and the lesser increase in charges than the railways of the country as a whole. Thus the average revenue per ton-mile for the United States in 1924 was 55 per cent more than it was in 1914, while for the roads in the Northwest it was 39 per cent more. To accentuate the difficulty, the traffic of the roads of the Northwest has increased less than the average for the whole country, the figures being 39 per cent for the country as a whole and 27 per cent for the Northwest Region. The result is that in 1924 the railways of the United States earned a return of approximately 4.30 per cent on their value, while the roads in the Northwest earned a return of approximately 3.12 per cent.

The railroads of the Northwest, prior to the war, were as prosperous as those in other sections. Their performance now compares as well with others as it did then in all but net results. The relatively unfavorable net results are due wholly to the increase in revenue per ton-mile being less in the Northwest than elsewhere. But ton-mile revenue depends upon rates, and rates are fixed by governmental authority. It is important to bear in mind these things lest the superior service which the railways are able to render and the large volume of traffic they handle should lead to the mistaken idea that they are enjoying a satisfactory state of prosperity. This is not the case, at least as to the railways in the Northwest, and no serious consideration should be given to a further curtailment of their revenues. In fairness to the carriers of the Northwest, they should have a larger return. To permit it would be in the true interest of the public as well, because a continuation of the present inadequate return must result in impairment of credit which eventually cannot help but impair the service they will be able to render.



# SECOND ANNUAL FROLIC ST. PAUL CLUB

## Fun, Friendliness and Fair Ladies Make Party a Huge Success

**W** E SAID it would be a "wow." It was. It was a rip-roaring fun-fest from the moment the five hundred or more banqueters were seated until the last stragglers reluctantly donned outer wraps and fared forth into the winter night.

The program announced that the "Oriental Limited" would leave the Great Northern Cafeteria December 17th, 1924, at 6:30 P. M. bound for "Happyland." It started on the minute and beat all records for speed. Either that, or "Happyland" is just outside St. Paul yard limits for at 6:33 the train rolled into the station and the passengers stood up and sang "America."

Dinner was then served in the dining car. We shall not attempt to set forth the menu. But we wish to say right here, and probably shall be caught repeating it, that the chief delight of an altogether delightful evening was the attendance of the fifty blondes and brunes, members of the Women's Division, who volunteered to wait on the tables, and who saw to it that the "brethren" were speedily and bountifully fed. An amusing incident of the banquet was the wholesale tipping of these fair charmers. The tips, we are told, found their way into one of the Christmas funds, and thus a thing conceived in a spirit of fun brought happiness and cheer to the heart of many a little waif or hopeless man or woman for whom Christmas otherwise would have meant but added heartache.

By half past seven all were fed and the tables were cleared and things began to happen all over the place. After singing "Hail! Hail! The Gang's All Here," the "gang" settled back to hand it to Bill E. Gote who was scheduled to initiate the "big doings." But Bill was conspicuous for his absence. Wise old egg, Bill. Some one then picked on our genial general solicitor, F. G. Dorety, to act as "toastmaster," and Fred was led forward like a blushing bride to the altar and dumped unceremoniously across the head table. He managed to tell a good one on Vice-President Martin and was all set to perpetrate another on somebody or other when some one yelled "Raus mit him," and a seven foot minion of the law attended to Fred.

"Barney" (Wm. A.) Oldfield was then called to the front. "Barney" is a distinguished Legionaire, as everyone knows, and is accustomed to going over the top. He made a wild break across "No Man's Land" and landed in Belleau Wood back of the front table. But listen. Would you believe that this machine gun hound



went and left a broken hearted mamselle behind him in France? No more would we, but it seems he did. However, Francine knew a thing or two, and followed him. She was a long time getting here, but timed her arrival so that the elusive "Barney" could not again escape her. She claimed him then and there, and while the crowd shed tears (of laughter) the Eiffel Tower in brass buttons led "Barney" away to the accompaniment of voluble French epithets and reverse English endearments. Our pres-tidigitator extraordinary, J. Jos. Brown, of the Accounting Department, was the next victim. Joe got just two off his chest, then a voice cried "Outside!" and the altitudinous blue coat took him away from there. We forget who was next at the helm. It doesn't much matter, for from then on the party just naturally ran itself.

Miss Ann Blum, first vice-president of the Women's Division, ascended the dais at this stage and informed the assembly that the women had decided to relinquish the club emblem recommended in THE SEMAPHORE some months ago. The quondam waitresses, who were now the honored guests,

smiled knowingly as Miss Blum proceeded to hand John Boyd a neat little package—figuratively and actually. Opened, it proved to be the official rolling pin. We understand that a pipe of peace now adorns the wall of the executive halls of the Women's Club; but "Semaphore" Ivins said he feared it might be a piece of pipe, and wished Boyd would give it back—the rolling pin. He said that the pin might not be a whole lot softer, but it sure was smoother. By the time the hilarity had subsided Miss Blum had brought forth a real present for the Men's Club—a very choice gavel which she presented as an acknowledgment of the kindness and co-operation of the men toward the Women's Club. Our president made fitting response, saying that the Men's Club is deeply indebted to the women and to their Club, without whose assistance and co-operation the success we have attained would not have been possible.

By that time the crowd was convinced that the center of the Universe was right there between those four walls and proceeded to express the thought by singing "Let the Rest of the World Go By."

"The Swede" was the next announced number on the program. It was Ole from Warroad, otherwise E. O. Anderson of the Quartette, convincingly disguised in a Christiania costume and a Stockholm dialect. He told of being up at Fergus Falls with Alex Janes, our assistant general counsel. Alex, it seems, was pacing the platform in a brown study and his tried and trusty hat, veteran of numberless campaigns, when a lady accosted him. She asked if he remembered her. Alex didn't—he meets a lot of them. When this one reminded him that he had met her in St. Paul before the war, Alex, in that inimitable manner of his, wondered how she could remember his face for so long a time. She said she hadn't but that she couldn't forget that hat. We haven't seen that hat lately, by the way. Possibly Alex has mislaid it, but we are offering odds that his wife, in desperation, burnt it.

After Ole from Warroad had departed, the crowd burst into song again, singing—most appropriately—"Smiles." But the words were differ-



ent. We joined in with our *basso profundo*, but went wide of the lingo—not having a program. And no wonder, for this is what they sang:

There are roads that think they're clever,  
There are roads that think they're wise,

There are roads that have this pretty motto:

"We will boost our railroad to the skies."

There are roads that do a lot of talking

Of the things they're going to do next fall;

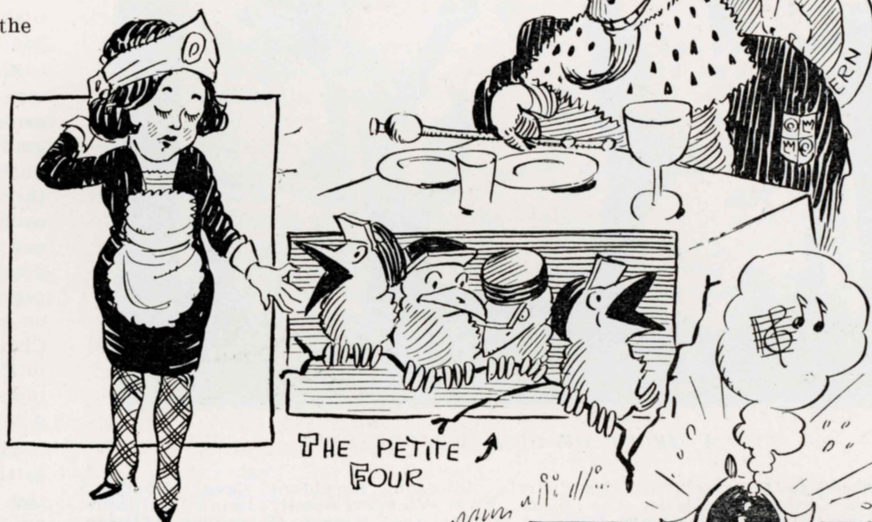
But the road that's always up and doing,

Is the Great Northern—Best of all.

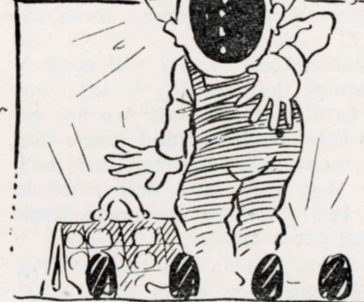
Following this burst of joy came a character bit by David W. Sperry, of the Public Relations Bureau. He is one of our later acquisitions, and few of those present suspected that he is possessed of histrionic ability of a high order. Dave came on the stage wearing a woman's coat,

have won enthusiastic plaudits wherever they have sung, and they have been most generous in this; but here they were at home—among their own. They sang two selections, and

ROASTMASTER  
DORETY!  
SIDETRACK  
THE  
EMPTIES!



THE PETITE  
FOUR



hat and galoshes over his usual attire, and armed with a Cafeteria tray, and at once proceeded to give the audience a howlingly funny imitation of a fussy old maid selecting her luncheon—trying to accommodate a fastidious albeit able bodied appetite conform to a luncheon allowance that would starve a canary. It was a scream. We want more from Dave.

Then came the "Peaches!" Who were they? Who else but our "Song Birds," of course? For the benefit of the possible few who do not know them, they are the Misses Evelyn Capistrant, Rozella Renz, Gertrude Gardner, Delilah Haessley, with Miss Arlene Stauffacher accompanist. The deserved popularity of the Quartette was never more in evidence. They

tion Accounts. She told what a spender Roy is—not a bit closer than the paint on the wall. Naturally, the crowd wouldn't let her go without another song, and when she had favored them again, applauded her to the echo. They do say that she isn't Miss Haessley any more, but what matter if she will only continue to delight us with her comedy songs and retain her place in the Quartette. There is always some fellow able to fool a girl.

Here it was that John Boyd announced a sale of tickets—chances for three prizes to be awarded by Santa Claus who was there in person, fittingly garbed in a Glacier Park carnival costume. The proceeds of the sale went to one of the Christmas charities and the prizes to the holders of the

lucky numbers drawn from a hat by Santa. Mrs. Olivia Johnson, president of the Women's Club, became the proud possessor of a roasting pig, all dressed up and no place to go but into the oven. The second prize was a live turkey, and the third, a dolled up bologna—red and green ribbons, sprig of holly and everything.

While on the subject of prizes and presentations we wish to tell of the gift to Clifford H. Trembly. Cliff, as every one knows, dispenses sunshine in the office of the traffic director, and it was the thirty-fifth anniversary of his engaging with the Company. He is of a shy and retiring nature, so it was thought advisable to have the famous "Trembly's Bathing Beauties" support his appearance on the stage. Cliff wasn't expecting anything serious, and when the "Beauties" disrobed—excuse, please—unwrapped a swagger traveling kit, he was so overcome that he just up and kissed his "Bathing Beauties." Old man Luck, he is. The "Beauties," by the way, are about as sweet examples of femi-





A GROUP OF OUR "WAITRESSES"

Seated—Left to right: Mrs. Olivia Johnson, President Great Northern Women's Club; the Misses Ann Blom, First Vice-President; Lolah Williams; Law Department; Standing—Left to right: the Misses Genevieve O'Brien, Katherine Miesen, Margaret Kane, Elizabeth Lee and Genevieve Collins.

nine pulchritude as you will meet in a season at the beaches. In their one piece bathing suits—well, we are going to enter them in the Atlantic City beauty show next summer, and we'll wager that they take first prize in their class—three to five years. Some cherubs, those two.

The high spot in the line of presentations however, came when E. C. Lewis, who makes the Freight Claim Department sit up and beg, burst into view in a Glacier Park baseball uniform. Eddie should have picked on some one his size; he sure looked in imminent danger of bursting forth in his B. V. D.'s. He was also wearing a determined mien and carried a parchment roll with a belligerent air. Mounting the platform, he called for "Jim" Maher in tones so dulcet that we know they couldn't have been heard much beyond the Snelling Avenue car barns. Maher seemed disinclined to respond, but the attenuated policeman waved his stuffed club and Jim came pronto, remarking on the way that it would suit him all right if they tied the bull outside. Eddie then proceeded to read the highly ornate, sealed and beribboned document which he unfurled. We were in doubt whether it was the Magna Charta, Declaration Independence or the Transportation Act. Later we learned that it was in the nature of a bill in equity, but it sure sounded like a cross-word lexicon. It was an awful indictment wherein and whereby the Accounting Kids, victors in the kitten ball game at the

picnic last August, vaunted their prowess, defied Maher's Colts, whom they then defeated, and any other aggregation of kitten ballers to cross bats with them, and arraigned the aforesaid Maher for having failed, as promised, covenanted and undertaken, to buy the victors a hot dog dinner at the Hotel del Otero. James, thereupon, wilfully, maliciously and with malice aforethought, well knowing that seven-tenths of the Kids yield allegiance to His Holiness, at Rome, invited them to a corned beef and cabbage dinner at the St. Paul Athletic Club on any Friday they might choose. Isn't Maher the fox?

Next on the program was the Great Northern Quartette Messrs. Louis Schmitt J. H. Haessley, Myron Skiff and E. O. Anderson. Apparently the crowd was disposed to finish out the evening listening to their songs, but the boys finally had to forego further response to the insistent encores, as they were to appear in the minstrel olio shortly and needed a few minutes for making up.

The policeman was then sent down the room to bring up Vice-President and General Counsel Countryman from where he was contentedly puffing the old jimmy pipe. "M. L." saw him coming and started for the platform, about three jumps ahead of the officer all the way. Mr. Countryman favored the assembly with a dialect poem—an epic of Irish love and daring wherein a bowld gossoon abducted his beloved Kathleen from the very

midst of a hostile company gathered for her wedding to a rival. Beseeched for more, he gave another recitation of much the same sort and as pleasing. Few of those who heard him knew before that our staid and dignified General Counsel is given to reciting romantic verse on occasion. They know now, and here after will furnish the "occasion" whenever opportunity occurs.

Following a rousing ensemble rendition of "Peggy O'Neill," John Boyd arose to sing for them, and the noisy gathering became on the instant hushed and expectant, for every one there loves to hear John sing, and counts no program complete that does not give them that opportunity. As president of the Club and master of ceremonies, John had more business on hand than a cranberry merchant at Christmas time, but the program committee would not let him off. They insisted that he sing, thereby earning a vote of thanks.

The crowd sang "Li'l Liza Jane" and settled back for the last number on the program: the minstrel olio billed as "Nuts, but not from Brazil." The troupe filed on the stage, fresh from their triumphant appearances before the crowned heads of Europe and Timbuctoo. The galaxy of high salaried exponents of burnt cork artistry were: Wallace D. O'Brien, interlocutor; Messrs. Schmitt, Haessley, Skiff and Anderson, "balladists" and "quartetists;" James Brennan and Joseph Kachinsky, banjoists, and George Ghimenti and Earl Thompson, end men. After the opening song came a rapid fire of minstrelsy repartee and jokes in which the various officials came in for fun laden jibes, followed by songs by the quartette and solos by the individual members and the end men. All were received with enthusiastic acclaim, particularly Earl Thompson's plaintive rendition of "If I Was What I Wish I Was Instead of What I Is."

One more song: "Keep the Home Fires Burning" was sung by the gathering with the following words: Keep the fireman singing, With engine bell a-ringing; Keep a smile upon your face; Be happy, then We'll cheer the sad and dreary With smiles and brightness cheery. Join the happy circle on the Big G. N.

Then the assemblage rose and sang with wealth of feeling "Auld Lang Syne," and the Second Annual Frolic of the Great Northern Railway Club, St. Paul, passed into history, to remain long a bright spot in the memory of all those present and a success by which future frolics will be gauged.





**W**HEN THE railroads began the Safety First campaign there was considerable ridicule and criticism, but today we hear only one criticism and that is that we did not start the movement sooner.

During the later part of the year 1918 the Great Northern Railway organized its Safety Section for the purpose of eliminating accidents causing death and injury to its employes and its patrons.

Safety Committees were formed at each of our Division points and in each shop on the system. These Committees represent every craft in the railroad service. We have approximately four hundred men serving on committees which meet once each month at their respective Division point or shop.

During the five years 1919 to 1923 inclusive, these various committees made over ten thousand recommendations for the elimination of dangerous conditions and practices, 91 per cent of which have been accepted and put into effect. During the same period, although we have had an increase in business and locomotive miles, we were able to show a large decrease in injuries as against the five previous years, 1914 to 1918. The fact is generally accepted that a large majority of accidents are preventable and a large part of them are due to dangerous or thoughtless practices and not to defective machines, structures and equipment.

It has been the aim of the Safety organizations to impress upon the men that every time an employe is injured it not only brings suffering and sorrow to himself and family, but necessitates the employment of an inexperienced helper, increasing the risk to all other employes and at the same time decreasing the efficiency of the organization.

The warning "Safety First" should be thoroughly impressed upon each and every individual as we can see evidence of its good results everywhere in the country and the city, as well as on the railroads.

If everyone would "do his bit" towards making this phrase his slogan, how many accidents would be prevented and how many lives could be saved!

It is much easier to prevent an accident than to remedy one. How many of us realize that the majority of them are caused by some one man's carelessness? Particularly is this true in regard to railroad accidents. Perhaps he doesn't realize it—but when scores of people commend their lives to the care of a few men it seems that the knowledge of this confidence in them would be incentive enough to make each railroad employe resolve to do his share toward "Safety First."

This applies to all branches of the service—from the president on down the list. There are always "easier" ways of performing a task and perhaps quicker ways. But is it the safest way? That is the question we must constantly bear in mind. No possible chance should be taken when there is a method that is free from all danger. It is better to cause a delay than to cause an accident. A life or limb once gone can never be brought back.

"Safety First." What does it mean? It is a warning of "Stop, Look, Think and Listen." Then when you are sure of the safe method, let nothing interfere with that procedure. So let us wake up to the fact that "Safety First" implies that forethought, good judgment, and conscientious obedience of every order will prevent many accidents and save many lives. So let us do our utmost toward making this maxim a reality and a success.

If we, the employes, will but coordinate our efforts in accident prevention work there is no limit to what can be accomplished. This Company will appreciate, carefully consider and adopt, if practicable, any suggestion or recommendation from its employes and patrons which will make its operation safer, more regular and more satisfactory to the public.

**I**N CONNECTION with casualties to men in train, engine and yard service, it would seem that perhaps the conductor, the engineer, and the yard foreman could do more than they now do to prevent injuries occurring to brakemen, firemen, and switchmen by assuming more of the attitude of foremen of the men working under their jurisdiction than is generally assumed—particularly where unsafe practices are concerned, which is by

far the largest contributor to the accident record on all railroads.

What the brakeman, fireman, or switchman knows about his duties and the way to perform them, he has usually learned from the conductors, engineers and yard foremen with whom he has been associated, and if he is inefficient and careless it is natural to infer he has not been properly instructed and trained. With the wider experience and longer range of service the conductor, engineer, and yard foreman qualify as the best of teachers for their younger brothers who generally look up to them as their models in the running and handling of trains.

Next to a careful man (the best known safety device), efficient supervision is the most prominent factor in the prevention of accidents. In train and yard service, the trainmaster, traveling engineer and yardmaster, while they can do much to promote safe practices, they cannot keep an eye on all crews at all times, hence their endeavor should be supplemented by the men in direct charge of the work who should have the same pride in a clear accident record as should the foremen in other branches of railroad service. If the conductor, engineer, and yard foreman were to require every man who worked for them not only to know, but to comply with the safety rules of his railroad he would not only be enhancing the safety of his men and his own safety, but would be doing a constructive work for the labor organizations concerned as well as for the railroad world in general, for most men in railroad service have sworn to protect their brother workmen and the interests of their brotherhood. As there is nothing of such vital concern to a human being as his personal safety, the fulfillment of this vow by keeping a fellow worker from bodily harm undoubtedly ranks as the most important fraternal undertaking.

Safety is successful only in proportion to the interest the workers themselves assume in it. They are the ones who face the hazard and who suffer the consequences of carelessness, thoughtlessness, and ignorance—not the official who signs the voucher nor the surgeon who repairs the human frame.





# THE RAILWAY NERVE SYSTEM

## Telegraphic Service Keeps Trains Moving and Every Department Functioning

*By J. C. Rankine, Superintendent of Telegraph*

*(Extracts from a Talk given before the Spokane Chapter)*

**I**N A GENERAL way the telegraph department recognizes two general classes of communications, those that they themselves handle for others and those handled by others for which we provide the facilities. Eleven of the principal telegraph offices are handled direct by the telegraph department. They are really centers for the assembly and distribution of communications and supervision of the plant maintenance. In these 11 offices are handled annually between six and seven million communications, say 20,000 each day.

Your Spokane office here handles perhaps 4,000, the general office at St. Paul between 6,000 and 7,000. Do you know what handling 6,000 communications means in the way of detailed units of work performed? Do you know that each communication must be received over the that it must be timed? It must be delivered to the particular circuit which represents the most direct route to its destination which represents the most direct route to its destination.

It must be transmitted by the operator and a service check placed on it showing what office and at what time it was transmitted and by and to what operator. The sent messages must be gathered together and checked for evidence of proper transmission, then sorted, counted, recorded and filed away for future reference if necessary. In the meantime, at the distant end, the message must be delivered by messenger, or tube, or telephone, or again forwarded to a still more distant point, six, eight, perhaps ten or more little details of handling which must be gone through for every communication.

And what are these communications? Anything from a one-word message to a report as large as the top of your desk and taking an hour to transmit anything from a message to a single addressee to a report which is delivered in as many as 30 multiple copies. Reports or orders for a single department, or for a half dozen, so arranged and so handled that each may secure that information necessary to them as quickly as possible and with a minimum of duplicated or wasted work.

We furnish facilities for others to use: Circuits for the handling of trains movements by orders; circuits to provide outlets for the smaller offices, with their varied reports and messages of every conceivable phase of work, and the number of individual communications thereon runs into millions before you have well started. We order, or contract for, commercial telephone service all over the system; see that the installations are made; that the service is maintained; and voucher the bills.

We work for everybody. Sometimes you think we are over curious as to the necessity for certain service or its desirability. You think we are encroaching on your jurisdiction if we question a request for service to help you in your work. We're not. We are only anxious to be sure of just what result you are trying to obtain, that we may help to secure the best or most efficient facilities to produce that result which the authorized expense will cover.

Now perhaps some of you are thinking this is interesting enough to those that like it but where does it all interlock with any of your work? A telephone is handy, but what connection has your daily work with me and my work? All of you have an effect on the telegraph department. You have an effect every day in your most routine performances. You can make our work pleasant or a burden. You clerks, stenographers and office people, do you know that your writing long messages instead of short ones increases my cost of handling them from \$3.00 a hundred per handling to \$4.00?

When you write many messages instead of a few, I employ 200 operators instead of 100. When you hold long personal conversations on the telephone with your bosom friend over town from your office, our Spokane trunk telephone rental increases from \$150 a month to \$200.

You trainmen, who use the auxiliary telephones and then leave the booth door unlocked and open, do you know you increase our maintenance cost per telephone for a given period from one dollar to fifteen or twenty, through instrument damage or pilferage? You wreckers and derrickmen, do you look aloft occasionally when you are using your particular emergency machinery, or do you swing that boom around regardless and cause us to spend a hundred dollars to repair the damage to our lines?

You maintenance of way men, do you burn your old ties under our wires, so that we spend fifty or a hundred dollars repairing the damage done, or do you use the other side of the right of way? You dispatchers, who like to keep your transmission key open when you are not using the telephone, do you think of the fact you are doubling our maintenance cost on your transmission batteries? Are we interlocked with your work? I'll say we are.

You are all engaged in one common object, in the production of one commodity—that wonderful commodity known as railway transportation. Have you ever stopped to think of the enormous breadth of our transportation work? Did you ever reflect that every article of your clothing, every bit of your food, every detail of the house in which you live, are all subject to the completion, or modification, made possible by rail transportation—that every industry, every manufacture, every production of raw material, is dependent on the activities of railroad workers? And you are all engaged, each in your own particular line, in the production of rail transportation.

You are fortunate in your club in that you have included in your membership representatives of practically every form of railway activity. You can produce from within the circle of yourselves a regular clearing house of ideas and information reflecting every phase of railroading. Each of you is possessed of knowledge or skill along some particular line which would be of advantage to all the rest of us in helping us to understand the relations of our work to your requirements or necessities.

Each of us must try to secure that knowledge. We need it. But to be fair each of us must also be willing to give what we know, or of what we can do, in exchange.



# ALONG THE KOOTENAI

## Great Retaining Wall and Fill for Double Tracks

*By E. E. Adams, District Engineer*

**W**E ARE indebted to Mr. E. E. Adams, District Engineer, Great Falls, for a description and photographs of the large concrete retaining wall recently constructed in connection with the double track work from Kootenai Falls to Troy which

at this place, is located just west of the Kootenai Falls proper; Second, to install steel bridge carrying the second track and spanning this part of the river canyon; Third, to build a concrete retaining wall supporting both the new and the old track and

which would require no further maintenance.

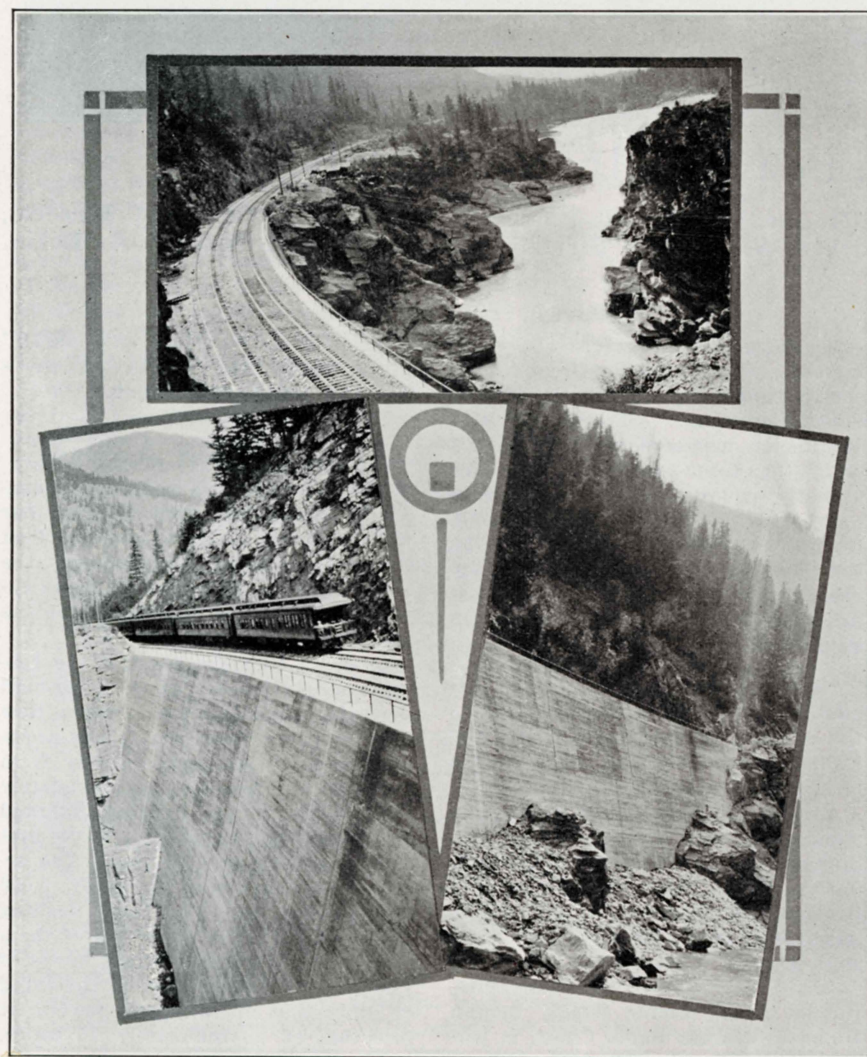
If a steel bridge had been installed at this location, it would have cost a considerable amount of money and there would have been hazard on account of possible rock slides damaging the bridge proper. Further than this, the proposition of blasting out the side of the mountain would have been very expensive and dangerous on account of having to carry out the work and maintain traffic.

You will note the double track construction, together with the arrangement of the retaining walls is very well shown in the photographs.

In addition to constructing the large wall, which is 300 feet long and approximately 90 feet high, it was necessary to construct a smaller wall to support the double track just west of the larger wall. The smaller wall is 75 feet long. Both walls rest on a solid rock foundation, are known as the "Gravity Type" and contain a total of 9,587 cubic yards of concrete. The walls will form permanent protection to the roadbed against a variation of 65 feet between low and high water of the Kootenai River in the canyon at this location.

The work of excavating and blasting for the foundations and preparing the site was started in late winter by the contractors, and the concrete walls were entirely completed during August last, so that the double track was placed in operation before heavy business started last fall.

The work was carried out under the direction of A. H. Hogeland, Chief Engineer, and is one of the many important items embraced in the Company's plan of development and betterment of the Central District in the State of Montana. Some one has made the statement that the large retaining wall is the highest structure of its kind in the United States supporting a railroad track.



undoubtedly will be of interest to all our employees. Mr. Adams' letter follows:

Considerable investigation was made before deciding on the concrete retaining wall, three propositions being under consideration, viz.: First, to blast out the side of the precipitous mountain and make a rock fill in the canyon of the Kootenai River, which

form double track roadbed, reducing the curvature from eight degrees to five degree alignment.

The retaining wall was finally decided on for the reason that the old dry rock wall at this place has about served its life and a great advantage would be gained by reducing the curvature and constructing a wall

### NEW WARNING SIGN

A contributor suggests the following signs for railroad crossings:

"Come ahead. You're unimportant."

"Try our engines. They satisfy."

"Don't stop. Nobody will miss you."

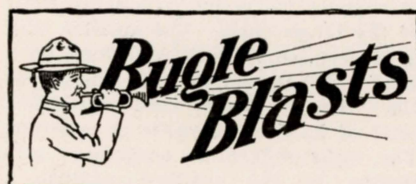
"Take a chance. You can get hit by a train only once."





## The Railroad Post No. 416 New Club Rooms

Left to right—Ted Johnson, H. Dumas, J. O'Connell, J. Mace, R. Smyth, W. A. Oldfield, J. Sansfield, J. Snyder, Adjutant, A. Welter, Arthur W. Young. Standing—Commander W. Nolting, A. Lakin, A. Moran, H. Doth.



**A**SSISTED by the Great Northern Girls' club the members of the Post entertained at the State Hospital for Crippled Children Saturday afternoon, January 3rd.

On the program were the Misses Evelyn Capistrant, Delilah Michaud, Rosella Renz and Gertrude Gardner with Miss Arlene Stauffacher at the piano; Dotty Driscoll and Rose and Lucille Spellman in dancing numbers; Agnes Manning and Josephine Soter, readers; Ted Johnson and William A. Oldfield assisted in the entertainment.

All arrangements for the big dance to be held on the 13th floor of the General Office Building under the joint auspices of the Girls' Club and the Post have been completed. Those who have attended previous dances will look forward to this event, which is to be held Saturday, January 24th, 1925. To those who have never attended we extend a cordial invitation and promise of a most enjoyable evening.

While the State Convention to be held at Thief River Falls, August 17th, 18th and 19th is still a long ways off, it is not too early to begin preparations for it.

The members of the Post are working out plans to have the Great Northern Railway designated as the official Convention road. All employees who are Legion members not only in the Twin Cities but along the line are urgently requested to lend their hearty co-operation to this end. Any information will be cheerfully furnished by the Post in this connection on application to Mr. J. E. Snyder, Post Adjutant, Room 1220 G. N. Bldg., St. Paul, Minn.

"Railroad Post 416 American Legion, held a delightful Christmas party the evening of December 23rd. Following is the program, which was a most enjoyable affair in every way.

Address of Welcome by Post Commander A. W. Young; Community Singing (Holy Night); Christmas Carols, Great Northern "Songsters"; Dreamer of Dreams, Evelyn Capistrant; Rose of My Heart, Rozella Renz and Evelyn Capistrant; Christmas Carols, Girl Songsters; Selections, Rozella Renz; Comic Songs, Delilah Michaud; March; Santa Claus, in person; Farewell, W. C. Nolting.

**D**AD DOOLITTLE was in to see me last week. He was in a reminiscent mood. Among other things he told me about a dog he had when he was a boy back in New England. "Chased a woodchuck into a hole one day," said he. "In two seconds the woodchuck was out at the other end, but the dog didn't know

it, an' put in two whole days barkin' at the empty hole. Strikes me that's the way some people work."

## First Lighted Airway

**N**IGHT FLYING is exceedingly dangerous. It may interest our readers to know how the Post Office Department has reduced the hazard to a minimum for its flyers engaged in the coast to coast aeroplane mail service.

In order to make possible the continuous movement of the air-mail service in each direction between New York and San Francisco, it was necessary to light the postal airway from Chicago to Cheyenne, approximately 1,000 miles. This lighting followed no precedents. It probably is the first lighted airway ever devised. The arrangement embraces a small 5,000 candle-power acetylene lamp flashing light every 3 miles—over 300 of them—with 34 electric searchlight lamps of 7,000,000 candle-power each, revolving on the top of windmill towers at intervals of approximately 25 miles, and with 5 huge 500,000,000 candle-power revolving lights located on high towers at Chicago, Iowa City, Omaha, North Platte and Cheyenne, approximately 250 miles apart.

Times are so bad now some people are having to go to work.

Some people feel at home everywhere except at home.



# A VOYAGE TO THE ORIENT

Interesting Account by William A. Greene, of a Trip as Musician  
on the Steamship President McKinley

**A**LTHOUGH ONLY a hostler's helper at Wenatchee, I am also somewhat of a musician, (opinions differ, of course) and in that capacity I was fortunate enough to get the contract to supply an orchestra for the SS. President McKinley on its 69th voyage to the Orient.

I had a most interesting trip which lasted for fifty days and saw many strange and wonderful sights.

First, we touched at Yokahoma, where the earthquake played such havoc. Here I saw the wonderful spectacle of a people determined not to waste time on useless regrets and tears, but working and struggling to forget and rebuild. It will take years and years of toil and millions of dollars to repair the damage that nature did in ten minutes. But all of the world's millions will not bring back one of the thousands who lost their lives.

From Yokahoma we took a run up to Tokyo, where we saw the beautiful Imperial Palace. Also, we visited most of the bars, trying to find which one sold the best beer, which cost only fourteen cents per quart. We never found which one did, for after the seventh bar we had to hire rickshaws to carry us home.

Our next stop was Kobe, where I had the good fortune to hear a speech in Chinese by Dr. Sun something or other, who is foreman of all the Chinamen in Southern China, I think. I haven't the slightest idea what it was all about, only I know it was good, for every one applauded when he finished. So did I. I was mighty glad that he had finished.

From Kobe to Shanghai, China, it took about forty-eight hours. Shanghai is an international port, and consequently all the world's riffraff is to be found there. I saw more misery in Shanghai than anywhere else in the Orient. As soon as we docked, hundreds of coolies were on hand fighting for a chance to help unload the boat. Those who won worked about thirty hours and earned enough to buy a bowl of rice. Those who lost had to be content with eating the swill and garbage thrown out of the boat. Beautiful Russian women, palatial hotels, enormous buildings, cabarets, opium dives, beggars, thieves, the undesirable from every country, all these make Shanghai a very picturesque city indeed. Little wonder that it is called the Paris of the Orient.

Hong Kong was our next port. This city is a possession of Great Britain, and one immediately notices the British influence. In the bar-rooms they say "Beah" instead of "Beer." They also say, "Old Chappie, have anothah, its so beastly hot doncherknow." (Of course we had "anothah" and then some.) On the phone they say "Are you theah?" instead of "Hello." London must be an awful place.

Hong Kong is built on the side of a mountain and at night when it is all lit up (the city, I mean, not the sailors and musicians) and one looks at it from across the bay, it is a most wonderful sight. It is difficult to tell where the city's lights leave off and the stars begin.

From Hong Kong we voyaged to Manila, and here the heat was almost unbearable. We played for a dance at a Cabaret and "got by big." I had a ride on one of the

locomotives that they use there. They are smaller than our "seven hundreds." I said to myself "Oh, what a cinch a hostler has here, no 'twenty-five hundreds' or 'Mallets' to get on or off the turntable."

At Manila we were the guests of Mr. T. Yangeo, the Filipino millionaire philanthropist. He was a passenger on the McKinley and my orchestra made quite a hit with him. He had come over from the East on the "Oriental Limited" and spoke very, very favorably of the train and particularly of the crews that had charge of it. I certainly felt proud then that I was an employe of the Great Northern, if I was only a hostler's helper. I might here mention that my drummer, Bobby Peeler, from Kalispell, and I did a little canvassing on our way back, and with the aid of a time table with a "Goat" on the cover, persuaded several passengers to go East via the G. N., knowing that they would never regret it. The Italian Ambassador to Japan was one of our "customers."

Manila was as far as we went. Pancho Villa, the world's fly-weight champion, who was another of our passengers, received a wonderful reception on his return home to Manila. He is an excellent fighter and exceptionally lucky at draw poker. Once he held an ace and drew four cards and caught two more aces and the "little stranger." What good were my three kings and two sixes then?

On the whole, it was a most wonderful trip, I was astonished to find labor so cheap. At Hong Kong I saw them unload coal off boats, using hundreds of natives, each carrying two small trays—one on each end of a long pole which was slung across their shoulders. Back and forth, back and forth, they traveled until they looked like a human chain. The old adage about a chain being as weak as its weakest link didn't apply here, for there were ever so many extra links handy, begging to take the place of those that gave out and broke.

In Manila I found that a good machinist gets about three pesos, which is \$1.50 for a ten-hour day, and so cheap is common labor that I saw them scrap the hull of an old boat and instead of cutting the plates apart with oxy-acetylene, they employed natives to knock each rivet out separately.

A peculiar trait in human nature, I saw in the Orient. I saw some sailors who, over here, are just "bums," who beg their meals and steal rides on freights, but who, when they got over to the Orient, kick the poor coolies around on the slightest pretense. I wonder why?

## Get This, Business Getters

There will be several large conventions held on the coast this coming summer. The Shriners will go to Los Angeles, the Elks at Portland. Perhaps the largest will be that of the Knights Templar at Seattle. In view of the fact that we have such wonderful transcontinental trains, all agents should bear these items in mind and try and get some of this business. They may have friends in eastern cities who will attend these conventions and may be the means of inducing them to come our way.





## Heroes of Everyday

**T**HE VALIANT soldier of wartime, the man who stages a spectacular rescue, the daring movie performer, the pugilist, the athlete, all receive columns of publicity, but the railroad man, who often places devotion to duty and the safety of others above his own life, goes on unnoticed and unhonored.

We employes have become so accustomed to this fact that we ourselves permit unusual examples of devotion to duty on the part of our brothers to pass without comment. On the railroad, incidents dramatic, actions absorbing, deeds courageous, are all simply part of the day's work.

For pure drama, witness the passing of Conductor James E. Corcoran of the Cascade Division. Conductor Corcoran, a veteran, arrived at Skykomish in charge of Train 28 on August 29th. He received his orders, gave copies to the engineer, then stood waiting while the baggage car was spotted. As he stood, other employes noticed that he seemed ill. He was assisted to the waiting room where he lay for a few minutes on a settee. Struggling to a sitting posture, he looked out at his train. "Don't hold the train for me, boys," he said, "I'm all through." In a few minutes he was dead.

So passed a veteran, doing the work he loved. Knowing he was dying, still, even in the face of death itself, true to his Company, his train and the creed of his job.

At Leavenworth, on October 5th, Hostler C. D. Houston was backing Engine 1921. His helper was otherwise engaged so, in order to avoid delay, Houston dropped to the ground and attempted to run ahead of the engine and throw a switch. He appar-

ently stumbled and both legs were cut off between the knee and ankle. The engine continued on out on the main line. When help arrived, Houston's first words were "Stop Number Four." The boy lying there, grievously injured, had no thought of his own plight; Number Four was due and must be stopped. He died that afternoon but he leaves behind him the respect men feel for one who puts duty above self.

At Spokane on October 12th Switch Foreman Al Curtis was in charge of switching in the old S. F. & N. yard. While waiting for a car to be cut off Curtis suffered a ruptured blood vessel which paralyzed one limb. Before he could notify his crew the car was cut off. Knowing that, should the car get away on the heavy grade, great damage and possibly loss of life might result. Curtis in some manner, crippled though he was, climbed to the top of the car, crawled to the brake staff, set the brake and brought the car to a stop.

### Our Business Getters

Charles S. Albert, Attorney, Spokane, five passengers, St. Paul to Spokane and return, two passengers, Spokane to St. Paul and two passengers, Spokane to Minneapolis.

Fred Bowen, Brakeman, Spokane Divn., several passengers, Spokane to Seattle.

E. P. Grogren, Conductor, Willmar, securing competitive freight business by reason of careful handling of merchandise and voicing appreciation of business accorded us.

Miss Mary Coughlin, Clerk, Freight Claim Dept., St. Paul, one passenger, St. Paul to Winnipeg.

F. E. Danielson, Conductor, Willmar, one passenger, Paynesville, Minn. to Winnipeg.

F. N. Dodd, Conductor, Spokane-Marcus run, two passengers, Spokane to St. Paul and two passengers, Spokane to St. Paul and return.

R. G. Efler, Conductor, Montana Divn., four cash fares, Whitefish to Everett.

Wm. C. Feeney, Clerk, Spokane, one passenger Spokane to Seattle.

Ingval Hanson, Clerk, Aud. Station Accts., St. Paul, two passengers, St. Paul to Seattle en route to California, two prospects, St. Paul to Seattle.

F. J. Haul, Agent, Scobey, Mont., two passengers, Helena, Mont. to St. Paul and return.

Miss Ann Herzog, Clerk, Butte, one carload junk, Butte to St. Louis, Mo. via St. Paul.

Geo. S. Ingraham, Conductor, Spokane, two passengers, Spokane to St. Paul.

M. Iverson, Agent, Kennedy, Minn., two passengers, Moorhead to St. Paul.

F. M. Jones, Brakeman, Spokane, two passengers, Spokane to Chicago and return.

Miss Anna Joyce, Clerk, Telegraph Department, St. Paul, one passenger, St. Paul to Seattle.

Jos. A. Krieg, Steno., Helena, one passenger, Helena to Chicago, one passenger, Helena to Des Moines, Iowa, and one passenger, Helena to French Lick Springs, Indiana.

Wm. Lauterwasser, Agent, Clancy, Mont., two passengers, Helena to St. Paul.

Miss Gertrude Leslie, Rate Clerk, Butte, one carload coke, St. Paul to Butte.

Horace McCrimmon, Warehouse Foreman, Vancouver, B. C., one passenger, Vancouver to St. Paul and return.

Jerome Mayer, son of Conductor Martin E. Mayer, Grand Forks, five students Culver Military Academy, St. Paul to Spokane and points west.

C. D. Murphy, Brakeman, one passenger, Spokane to St. Paul and return.

P. Neenan, Engineer, Willmar, two cars freight Sioux City to Minneapolis.

O. P. Nelson, General Agent, Western Fruit Express, St. Paul, one passenger St. Paul to Duluth, and two passengers Duluth to St. Paul.

M. N. Nygaard, Agent, Grand Rapids, Minn., one passenger return trip from California, Portland to St. Paul.

Dave Rome, Clerk, Store Dept., Hilliard, one passenger, Spokane to Seattle.

F. H. Schnitker, Office Freight Overcharge, St. Paul, two passengers, Butte to St. Paul.

Theodore V. Stralka, Agent, Colgate, N. D., two passengers, Colgate to Mason City, Iowa, one to Chicago, one to Galesburg, three to Minneapolis, and one to Williston, all via G. N. to St. Paul.

E. H. Touhe, Conductor, Spokane, five passengers, Spokane to Seattle.

George T. Van, Conductor, Kalispell Divn., one round trip ticket, Whitefish to Chicago, G. N. and Burlington; two tickets Whitefish to Billings.

C. C. Ward, Warehouse Foreman, Bemidji, Minn., carload household goods and three passengers, Bemidji to St. Paul.

Fred W. Williams, Brakeman, Hilliard, one passenger, Hilliard to Tacoma, Wash.

Stephen Withey, Conductor, Dakota Divn., two passengers, Thief River Falls to St. Paul and two passengers, Thief River Falls to Chicago, G. N. and Burlington.

J. R. Yunker, Chief Clerk, local freight office, Butte, Mont., carload butter and dressed poultry, Butte to St. Paul.

R. J. Zapell, Operator, Marcus, Wash., several passengers east via G. N.

## A Children's Page

**I**T IS our intention as soon as may be to include among the several departments of the GREAT NORTHERN SEMAPHORE a page or two devoted to the kiddies. There are hundreds of them, infants and growing children who are the joy and sunshine of employes' homes and in whom center the hopes and aspirations of their proud parents. Many of them will be numbered among the future men and women into whose hands the destinies of the Great Northern and its organization will fall, they are a part of the Great Northern family—a very interesting part, be it said, and are going to have representation in the GREAT NORTHERN SEMAPHORE, if we can manage it.

Will you not, you proud fathers and mothers send us in pictures of your little ones to be published?



# OUR PUZZLE PAGE

**T**HE "PUZZLE COLUMN" in the old SEMAPHORE was an experiment. It proved that our readers are interested. But the switching problems are of interest to a limited few only—men versed in train operation.

We have become a regular employees' magazine now, and it is necessary that this department be of interest to women, as well as men. We hope that it will find its way into the family circle, and are out to gain the interest of and provide amusement for the mothers and wives and sisters and daughters of our male employees, as well as the men themselves.

This month I am submitting a crossword puzzle, also an anagram and rebus similar word puzzles. There are many other forms of entertaining puzzles. If our readers will signify their preference by letter to the SEMAPHORE, I shall do my best to supply that preference.

Of something the same character as the cross-word puzzle are the anagrams and rebus. Both are quite apt to make you burn the midnight oil.

## ANAGRAM

In the old days before Rome was burned

While Nero played tunes on his fiddle  
He put a question. The answer was  
The words of this Anagram riddle.

Two guilty culprits before the throne  
Were brought in for punishment  
dreaded.

One, by the law, would be set scot-free;

The other one would be beheaded.

Faced with the question of which  
should die,

He couldn't decide, so referred it—

This is the language he used, I am  
told

By those who were there and who  
heard it:

"One of these yokels must die, you  
know"

(His accents could not have been  
colder)

"Question is which will you all elect  
To die er'e he's many hours older."  
Say of the twain, you, which shall it  
be?

Which culprit by hope is forsaken?"

"THERE, TIMID NERO, GRANT  
LONE TRAIL."

## Crossword Puzzle



This is a comparatively easy one to solve. There are no abbreviations and

only one word that is at all unusual, and that is well keyed.

### HORIZONTAL

- 1—A religious sect.
- 3—Attract; charm.
- 7—Happy; at peace.
- 9—An hour of the day.
- 10—Used in a clarinet.
- 11—Patrol; protect.
- 13—Lives out of town.
- 16—Check; score.
- 17—Head.
- 19—Tardy; not fast.
- 20—Bring to pass.
- 21—Underground passage.
- 22—List; record.

### VERTICAL

- 1—Small hills.
- 2—A heavenly body.
- 4—A wild ruminant.
- 5—Give; yield.
- 6—Walk around; stroll.
- 8—Disputable; controversial.
- 11—What pigs do.
- 12—Fop; dandy.
- 14—Advise; give information.
- 15—Mourn; complain.
- 18—Balanced; smooth.
- 19—Another heavenly body.

Now which did they mean should be taken?

If you can solve it, you've got him beat,

Old Nero who passed the buck gaily—  
Deep in the answer there lies a treat  
That thousands see advertised daily.  
St. Paul.

—JUNIUS.

## ENIGMA

My first is in Ghetto, my second in air;  
My third is in easy; my fourth is in fair;

My fifth is in tennis, my sixth in the same;

My seventh in oval, my eighth is in brain,





My ninth is in trying, my tenth is in shoes;  
 Eleven and twelve you will find in refuse;  
 My thirteenth and last you will find is in name;  
 The whole is a wonder and wide is its fame.

### REBUS

WOOD  
 JOHN  
 MASS.

A man who was a puzzle dug  
 On a letter to a friend  
 Did thus address the envelope  
 And then the letter send.  
 The letter went unto him straight,  
 Our postmen have sharp eyes.  
 Who was the man, where did he live,  
 All ye so puzzle wise?

Duluth. —P. O. ST. MARK.

### ANSWER TO LAST MONTH'S PROBLEMS

A mere handful of answers were received to last month's switching problems. It could not have been because they were too hard, so the Puzzle Editor is forced to the somewhat melancholy conclusion that this kind of puzzle has ceased to interest our readers.

However, for the benefit of those who did send in answers, I am publishing the solution and the names of the very few who correctly solved one or the other or both of them.

The solution of Puzzle No. 1, sent in by Mr. McDaniels, with the puzzle, assumed that the train would return to the terminal. His solution is as follows:

First interlocking plant line up is for passing track. Crew on yard engine leave train far enough to back to clear interlocking device and holds onto car next to engine that does not turn. Heads into passing track and shoves car No. 2 over east switch of east wye leg, cuts car off and back into east wye leg and leaves car that does not turn, heads into passing track and backs to west end to clear interlocking plant.

Second interlocking plant line up. Heads into west leg of wye and shoves through hanging onto car No. 1 all the time and backs into east leg of wye, picking up car No. 3 and car that was next to engine that does not turn, heads out of east leg of wye and backs through west leg of wye, hanging onto cars No. 1, No. 3 and the car that does not turn, and picks up train and goes back through west leg of wye and shoves train through east leg of wye onto passing track, leaving everything except car No. 3, then returns through east leg of wye

and respots car No. 3 and backs through west leg of wye and respots car No. 1 and backs into clear of interlocking plant.

Third interlocking plant line up. Towerman lines plant for passing track, then engine heads into passing track and gets train that is standing over west switch of west leg of wye, pulls through passing track on return trip to terminal and respots car No. 2 as they pull out.

There were no correct solutions received to Puzzle No. 1.

The following:

Arthur A. Anderson Towerman, Superior.

H. J. Dennis, Operator, Ethridge, Mont.

Geo. Hegdahl, Switch tender, Clearwater Jct., Minneapolis.

Frank Zastera, Operator, Minot Yard.

in solving the puzzle assumed that the train was to continue on its way and have sent in a solution which permits this to be done with two line-ups. While they did not solve the problem as stated in the SEMAPHORE because it appeared that the train was to return to the terminal, their solution is so ingenious that we are going to set it out in full.

Have Towerman line up for the west leg of wye and we will run up onto tail leg of wye, shoving car No. 1 ahead of engine and back last six cars on east leg of wye and then back down west leg with first car in train and car No. 1, respotting car No. 1 on the way down; back down passing track and out on main line, pull down main line to east end of yard and back through passing track and up east leg of wye; couple into Car No. 3 and the last six cars of the train; pull down and set out the last six cars on passing track and spot car No. 3 on east leg; come back and couple to train and we are ready to go.

The names of those who solved Puzzle No. 2 correctly are:

N. Hankland, Car Insptr. Minneapolis.

H. Priest Operator, Nashua, Mont.

A number of answers to Problem No. 2 were sent in which were only half solutions. This probably is my fault in that I did not state, in giving the problem that the cars were to be in the same rotation. Because of this fact, I am assuming that those who sent in what I have termed half solutions, would have correctly solved the problem if properly stated.

Those who half solved Problem No. 2 are:

Arthur A. Anderson, Towerman, Superior.

H. J. Dennis, Opr. Ethridge, Mont.

E. C. Fellows, Machinist, Cut Bank.

John B. Franklin, Engr., Superior.

E. H. Mittelstadt, Agt. & Opr., Blaisdell, N. D.

Frank Zastera, Opr., Minot Yard.

A. H. Waddell, Ex-employee, Sioux Falls.

### A Great New Industry

THE INDICATIONS are that Saco and Oswego, Montana, are about to step into the limelight as the proud possessors of an industry that will make the propagation of the Belgian hare and silver fox a mere flea bite compared to the magnitude of the proposed business venture which has had its origin in the fertile brains of two of our brother employees. Neither town knows it, perhaps, but it is going to be put on the map in bold letters, and no mistake.

L. H. Johnson, telegrapher at Hinsdale, happened to overhear a conversation between Operator McGloy of Oswego and Operator Taylor of Saco, relative to a scheme they intend to promote to coax the elusive dollar from the pockets of the unsuspecting public. It's a peach.

It seems that McGloy's pet cat appeared one day with eight little cats. Not wishing to do away with the additional tribe he was hard put to it to find sufficient food for them after Tabby had weaned them. He happened to read that cat hides were selling at 15 cents each, and McGloy figured that if cheap enough food were obtainable, he might build up a thriving business in cat pelts, having made a good start. Unable to hit on a workable plan, he appealed to his friend Taylor for advice, and, according to Mr. Johnson this was Taylor's reply word for word:

"I'll tell you, Mac, what we will do. There are a good many rats in my house, and I have a trap that will catch enough of them alive to give us breeding stock. You raise the cats and I will raise the rats. We will kill the rats and feed them to the cats; we will feed the rats on the carcasses of the cats. In that way the rats will feed the cats and the cats will feed the rats.

"And Mac we will also make out articles of incorporation and sell stock in our new business. This stock should sell well. I believe my plan is very feasible, as it will cost nothing to feed the cats and rats, and our only expense will be for labor in skinning the cats. Should this labor prove too costly, we will eventually cross the cats with rattlesnakes and they'll skin themselves."



## 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:

Edward Coughlin, Car Repairer Helper, Minneapolis, effective December 1st, 1924.

Olaf Tornquist, Carpenter, Dale Street Shops, St. Paul, effective September 1st, 1924.

Knute Hanson, Section Laborer, Hendrum, Minn., effective November 1st, 1924.

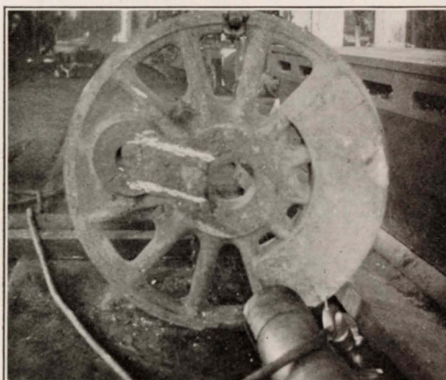
### IN MEMORIAM

John T. Lyons, St. Paul, Minn., retired May 1st, 1920, died December 19th, 1924.

## Big Welding Job

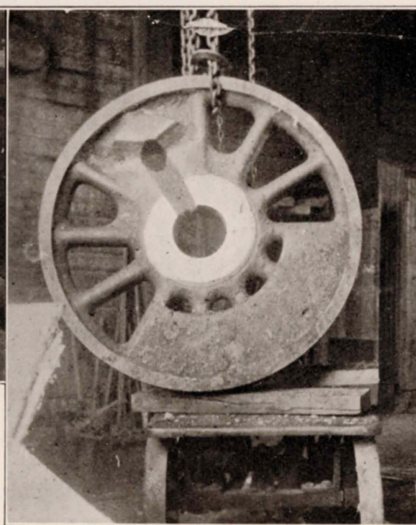
**G**ENERAL FOREMAN W. S. Wheaton, of the S. P. & S. Ry., has sent in to us the two snapshots which we reproduce below. They show a fifteen hundred cast iron driv-

ton, Shop. Mr. Wheaton says that Foreman Beard is justly proud of the job, and that the pictures may be of interest to other welders who have similar jobs to do.



Before

ing wheel, before and after welding by acetylene process. The center of the wheel was badly broken, and as there was no pattern it was a "ground hog case" of welding. The work was done at the Vancouver, Washing-



After

## Train Porter Knows Public and Their Towns

**P**HILIP MAYWETHER for twenty-four years has been a porter on the Great Northern the last seven in unbroken succession and in those last seven he has not been the subject of a single complaint. For five years previous he was a porter on the Union Pacific, and one Eastern road.

Maywether has trained his memory to recall a face instantly, and when a man or woman who has ridden with him previously, even after several years, boards his car, he says: "How are you today, sir?" And—then he startles his passenger, gives him what he calls "that homey feeling"—"How

is everything in Los Angeles (or whatever home town the traveler hails from).

Maywether says he can tell the section of the country almost at a glance, and closely approximate the town. If a new passenger boards his car, he finds occasion to ask, "How is everything in Milwaukee?" if he places the man as a Wisconsinian, and if wrong, he says, nine times in ten the passenger corrects him. But many city dwellers have marked characteristics of their communities that make them easy to place he says. Some of his methods of placing passengers follow:

"A Minneapolis man walks faster, holds his head higher than a St. Paul man," says Maywether, "and he is not very observing."

"A St. Paul man is quiet, looks around, and is very observing."

"A first class woman of St. Paul almost always has some little word of greeting for the porter" he continued. "There are a lot of colored servants in St. Paul, and she feels more at home with us than a Minneapolis woman of the same type."

"The Minneapolis woman who rides in the parlor car generally ignores the porter," he said. "She's, well, New Yorkish."

"And there's a funny thing about women passengers," he said at this point. "Either she gives you a good tip, or she'll miss you."

"Of course, a Southern man is a dead giveaway," said Maywether. "You can't miss him. Californians have a sort of a yellow hue maybe it's caused by the wind and sun. They are pretty talkative. But a man from Los Angeles I can't ever tell—the whole Middle West seems to have settled in that place."

"Duluth is hard to tell, but I never miss a person from the East end of Duluth. Their Americanism is strong, and they are very fair to us. But the West end folks of Duluth seem to be a little more mixed."

Maywether is 45 years old. He runs from the Twin Cities to Grand Forks and Duluth alternate days. During the Spanish war he served as a private in Troop A. Ninth United States regular cavalry, under Capt. John J. Pershing, who later commanded the A. E. F. His brother, M. W. Maywether, who enlisted with him, remained in the army, became a captain of regular cavalry in the World war, and was killed in the Argonne.

"The hardest passengers to take care of," he concluded, "are these new business men that have made a lot of money. They don't know what to get, but they want to be sure to get it. I've had some hard ones to handle, but they always left me smiling."





## EDITORIAL

### THE DREAM COME TRUE

**W**ITH THIS, the first issue of the New Year, the SEMAPHORE undergoes a metamorphosis and, emerging in a new style of form and dress and under the new name of the GREAT NORTHERN SEMAPHORE, attains the dignity of a system magazine. It is the fulfillment of the Company's promise, given by President Budd last August, to publish a magazine in the interest of the employes if a sufficient number of them wanted it to justify its existence. The SEMAPHORE has served its purpose—served it well, we dare to believe, in that it has paved the way for the magazine. Started a year ago as a four-page bulletin of the activities of the Great Northern Railway Club, it gradually increased in size and scope and reached an ever widening circle of readers. It was not long before we realized the need of a system magazine to carry forward in a more extended field the aims and purposes to which the SEMAPHORE was dedicated. Almost from its first issue, indeed, we hoped and prayed that such a magazine might come, and now it is here. The hope is realized and the dream come true.

The editor of the SEMAPHORE will, for a time at least, continue as editor of the new magazine. His work during the past year has been an altogether happy experience. It has been rich in widening acquaintanceship and closer friendships, and has opened before him a vista of such kindly co-operation and good will among our employes as he had hardly dared believe could be. The success of the SEMAPHORE—and it has been a success—has been due almost wholly to the interest awakened in its readers, in their generous contribution of material for its columns, and the whole-souled support accorded it by every employe. The change of form and increase in size in the new magazine, are a manifestation of that success. We bespeak for the new publication the same hearty, helpful co-operation, the same determination to make of it a magazine of the employes, for the employes, by the employes.

There is not, we truly believe, a finer railroad organization in the land than is ours. Let us make this as fine a railroad magazine. With your help, brother employes, it can be done and will be done. Let our motto be, "One for all and all for one," remembering always that this is *our* magazine, and that it is within our power to make it all that we hope it may be. May the advent of the GREAT NORTHERN SEMAPHORE preface greater happiness and prosperity throughout the New Year and all the years to come.

### PURPOSE OF THE MAGAZINE

**T**HE PURPOSES of the GREAT NORTHERN SEMAPHORE is to promote acquaintanceship and to stimulate interest on the part of each employe in all other employes, in their work, in the organization and its ideals and aims; to promote friendships between individuals and co-operation between departments, to create an *esprit de corps* throughout the organization; to further the Company's interest in every legitimate way; to do all possible to establish and preserve a cordial relation between the railway and the public; to awaken the people to a clearer understanding of the place the railroads occupy in the economic life of the nation and the problems confronting them; and, lastly, to foster in each employe a proper pride in his calling, pride in his fellow workers and pride in the organization of which he is a part.

### AN ACKNOWLEDGMENT

**W**ITH the passing of the SEMAPHORE the editor's staff have finished their task and a new organization takes up the work that they lay down. Theirs has been truly a labor of love. They have been wholly in sympathy with the aims and ideals which the SEMAPHORE sought to express and have given freely of their time and effort to make it a success. No task was too great, no work too small and insignificant. In relinquishing their aid and co-operation, we wish to acknowledge our debt to them and thank them for their unselfish devotion to the cause of fellowship among all employes. It has been a privilege to count them our associates.

### GROWTH OF THE CLUB

**T**HIS MONTH has seen or will see, inaugurated no less than seven new Chapters of the Great Northern Railway Club. We have not full details before us, but we believe the order is about as follows: Havre, Great Falls, Minneapolis and Wenatchee already organized, and Everett and Sioux City to be established before the end of January. Of a verity, the New Year is beginning most auspiciously. Although the SEMAPHORE has gained a new dignity and is now the official journal of the entire aggregation of Great Northern employes, it remains none the less the bulletin of the Great Northern Railway Club and its several chapters. It "lived and breathed and had its being" in the Club at St. Paul, and knows whereof it speaks, when it asserts that the organization of these clubs at points along the line where employes may foregather in great or less number, marks a tremendous stride toward the goal of one hundred per cent fellowship, one hundred per cent co-operation.

These, we know, mark the goal on which the gaze of every zealous employe is fixed. If we maintain the pace we have set we shall arrive at our destination much sooner than we have dreamed of doing. We know of nothing to impede our progress—nothing to lessen our stride. The St. Paul Club gains speed and momentum day by day. There is no reason why its experience should not be that of every chapter.

We are commissioned by the Club in St. Paul to welcome you into the fold. To a man, its membership extends to you the hand of fellowship—to your clubs and to each and every member. The members of the Women's Club, as well, proffer the hand of comradeship and good will. As the mouthpiece of the management in this behalf, the GREAT NORTHERN SEMAPHORE wishes to congratulate you and to assure you of a sincere appreciation of the fine spirit of loyalty and co-operation which has inspired the organization of your clubs.

### IF APOLOGY IS NEEDED

**I**N ESTABLISHING the new magazine, our President, although deeply interested in it and solicitous for its success, necessarily has left to the Editor, the arrangement, dress and content of the first number. The time in which it has been necessary to make the change has been short. There has been no opportunity to perfect the organization which will make it truly representative. That will be done as soon as may be. Until it is done, we trust our readers will overlook any shortcomings. Possibly they will prompt you to send in helpful suggestions, contributions and photographic material. The Editor is in need of all of them.

### OUR THANKS ARE YOURS

**A**T THIS time we wish to thank all who, on short notice, sent us the interesting division news items for this issue. It was a great help.



## Veteran Engineer Passes

**C**HARLES EDWARD DAVIS, aged 79 years, a veteran railroad man of Montana and the Northwest, died January 5th in a Butte hospital. He had been ill for several weeks.

Mr. Davis began his railroad career on the old St. Paul & Pacific, now the Great Northern, and was among the first men to fire the locomotive, "William Crooks," now an historical object in the St. Paul roundhouse. He used to run from St. Paul to St. Anthony, now Minneapolis, and fed the engine the finest sort of maple wood for fuel.

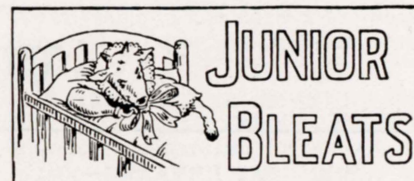
After a fire in which the Crooks was badly damaged, he was promoted to the right side of the cab; and when the now famous old engine had been restored to service he made many a run with his hand on the throttle. As the result of a bet between two early

day officials Mr. Davis once drove the engine a mile in 58 seconds.

In 1872 Mr. Davis left the employ of the Great Northern and for several years held an engineer's run on the Chicago, Milwaukee & St. Paul road. Feeling the call of the west, he joined the ranks of the Northern Pacific in 1880 when that line was building its tracks near the eastern boundary of Montana.

He retired about 20 years ago upon reaching the age limit, and until the time of his death, he had made his home with a son, Sam Edward Davis, 2221 Elm street, Butte.

He is survived by his son and daughter-in-law and by six grandchildren. He was laid to rest in Mount Moriah cemetery, Butte, on January 7, following services conducted by Rev. Charles F. Chapman, rector of St. John's Episcopal church.



The long awaited basket ball season has finally arrived. The G. P. Jrs. with their characteristic aggressiveness have challenged many out of town high school and independent teams. Up to the present they have played three games with independent teams of the season. In these contests they succeeded in taking two out of three. The first game was with the strong Arlington Hills aggregation. The G. P. Jrs. came through in fine form and won 31-21. The second game was a runaway for the Jrs., the score being 40-16. The third game was a hotly contested battle in which the Jrs. emerged with the short end of a 24-22 score. The squad has suffered a severe blow in the loss of Magnuson, star guard of last year, but Captain Graves feels that with all the new material at hand he will be able to find a man to take his place. Thus far this season the starting lineup has been: Graves and Schultz, forwards, Swanson, center, and Carlson and Tucker, guards.

From various comments heard and the applause received by the G. P. Jr. Quartet after their performances, the Senior Quartet had better look to their laurels. Singing at the Women's Club Christmas party and also at the Aberdeen Hospital the Quartet was enthusiastically received. The Quartet consists of William Kidder, James Gaylord, Pat Cummings, and Leo Sprunck. Miss Thea Gilbertson is the accompanist.

The close of the Volley Ball tournament finds the G. P. Jrs. one point from the championship. The Merchants National Bank, with a total of 295 points, copped the championship, and the Jrs. with 294 points are right on their heels. The American Hoist and Noyes Brothers draw up the rear. Hard luck, Jrs. Better luck next time.

## To Revise Printed Forms

**A** COMMITTEE has been appointed by the Executive Department, to conduct a survey of all the printed forms in use on the Great Northern Railway, with a view to reducing expenses. This committee is composed of the following:

G. H. Hess, Jr., Comptroller, Chairman; F. Bell, General Manager; A. H. Lillengren, Asst. Purchasing Agent; J. P. Plunkett, Attorney, Legal Dept.; R. J. Rock, Chief Clerk, Engineering Dept.; C. C. Thorne, Chief Clerk, Treasury Dept.; O. T. Peterson, Chief Clerk, Freight Traf. Dept.; J. S. Mulane, Chief Clerk, Pass. Traf. Dept.; A. D. Sturley, Stationery Buyer, Secretary.

The purpose of this committee is to effect reductions in printing costs of the company by the consolidation of

similar forms, reduction of sizes which will cut from standard sizes of paper, the elimination of more than one color ink on a form, the substitution of printed for pen ruling and the adoption of lower grades of paper which will produce satisfactory work.

Although economy and efficiency have been watchwords of the Great Northern for many years, it will be found that a survey at the present time will disclose opportunities to effect still further economies and reductions in our printing costs.

Suggestions along the above lines will be welcomed and given due consideration by the committee.

All communications should be addressed to Mr. A. D. Sturley, Secretary, Room 1012, Great Northern Bldg., St. Paul, Minn.

## What Are "Pros"

**A** POINT frequently raised and many times passed without a satisfactory explanation is nicely covered in the following paragraph which appeared in a recent issue of the *Atlantic Coast Line News*.

After the waybill is revised, and before a freight bill is made out, each waybill or each shipment on a waybill is given a "pro" number. This num-

ber is entered on the face of the waybill opposite each consignment in numerical order. A new series beginning with one, is usually begun on the first day of every month, and every shipment on the waybills is numbered progressively during the month. This is the reason for calling it a pro number. This pro number then becomes the number of the freight bill.

The club was pleasantly surprised at the last meeting to find Mr. Stokes of the Y. M. C. A. present. During the course of the meeting Mr. Stokes gave a short talk on the Railway Conferences held in Minnesota. Apparently the conferences, held in four sections of the state, met with great success. A total of about 1,000 delegates attended these four meetings and were quite enthusiastic about them.





## WITH OUR POETS

### THE GOAT REMARKS—

"See America First."

I'm only a goat from the Glacier  
Park,  
But 'tis a distinction I cannot keep  
dark,  
My image is perched on the Great  
Northern car  
That travels all rails, be it near or  
afar.

It leaves me content to return to my  
lair  
To sleep where the rocks do not ruffle  
my hair.

The tourists, I'll say, will do well to  
come west,

Leave your homes in the East and  
seek comfort and rest

Where the glaciers, mountains and  
swift running streams,  
In their beauty exceed all your visions  
and dreams.

You will find a real outing and scen-  
ery rare,

And will thrive and grow strong in  
the pure mountain air.

So come, my friend tourist, if life  
lacks a zest,

Come out to the region that nature  
has blest.

So plan your vacation that right to  
the end

Your time in the park you will hap-  
pily spend.

No other such place in your travels  
you'll find

To strengthen your body, give peace  
to your mind.

'Tis there Nature's tonic, the air of  
the hills,

Will cure you more surely than some  
doctor's pills.

My tip, as my verses are nearing the  
end,

Is, try it—in Glacier your holiday  
spend.

'Tis sure, if you do, you will come  
back again.

On the G. N.'s Oriental Limited train.

—B. B. McCANNON, *Agent, Grand  
Forks, B. C.*

### "COUGAR BILL"

(W. A. Smith, former Snow King of  
Cascade Division.)

A veil of mist is hanging low  
O'er Litzenberg's white crest  
And sullen winter clouds are banked  
Athwart the far northwest.

In such a sky old Cougar Bill  
Read sure the signs of snow;  
But poor old Cougar Bill is gone—  
Left us a year ago.

"We'll have a snow 'fore mornin',  
boys"—

I hear old Cougar yet.  
If Bill said snow was on the way,  
We got it, you can bet.  
The dozer whistle frets the hog  
As it lurches at the snow;  
But Bill's strong hand no longer  
guides—  
He left a year ago.

The whirl of the great rotary  
Throws blinding clouds of snow,  
And Cascade Tunnel Yard lies cleaned  
Where Bill has bucked the snow.  
"She's like a billiard table, Coug,"  
Says the big boss, smiling slow.  
Now poor old Cougar Bill is gone—  
Left us a year ago.

The children all remember him  
And cherish with a smile  
The tales of railroad lore he told  
In dry and funny style.  
He loved it all. Perhaps on high  
He sees us fight the snow;  
For dear old Cougar Bill is gone—  
He left a year ago.

J. E. (JIM) OURSLER,  
*Agt. and Opr. Alpine, Wash.*

### JOE PERRY'S WOES.

THE SUBJOINED verses were sent  
to us by L. H. Johnson, tele-  
grapher at Hinsdale, who says:  
"The following is the tale related to  
me by our esteemed pumper here,  
Joe Perry, as nearly as I can remem-  
ber it."

Las' night I shovel in the coal  
From three, four 'clock A. M.  
Today my pump, he freeze up tight  
Zakree! I'm mad as hen.

I ask agent, "How many train  
Take water here tonight?"  
He say, "Three, four maybe, yes."  
O. K. my tank all right.

I go home then an make the soup  
With garlic—nice an' sweet,  
An' then I tink I go to bed  
An' get one dam fine sleep.

This morning early—3 P. M.  
Some one, he knock the door;  
I open up an' let him in—  
Gee! Phew! I tink he sore.

He holler, "Joe that tank all dry."  
(Now what you think o that?)  
"You no get water quick," he say,  
"No place to hang your hat."

### THE BUTTE DIVISION.

HEREWITH I humbly present my  
opinion of the Butte Division,"  
writes Mr. Tom S. Searle, from  
Cascade. "It's personnel is pure gold;  
and if you throw this opinion into  
the furnace, be sure that the safety  
valve is in very good mechanical con-  
dition."

Eleven divisions make the G. N. Line  
All of them think they're doing fine;  
But I'm here to tell you all the time

There's just one Butte Division.

We've got more miles of real good  
track,  
We've got more men when times ain't  
slack,  
We can do more work and never crack  
On this old Butte Division.

We're born in copper, sheathed with  
gold;  
Our journal boxes never get cold,  
And the doggone engines never grow  
old  
On the good old Butte Division.

We're all one man when it comes to  
fight,  
We're all one man when the track is  
right,  
We're all one man if it takes all night,  
On the good old Butte Division.

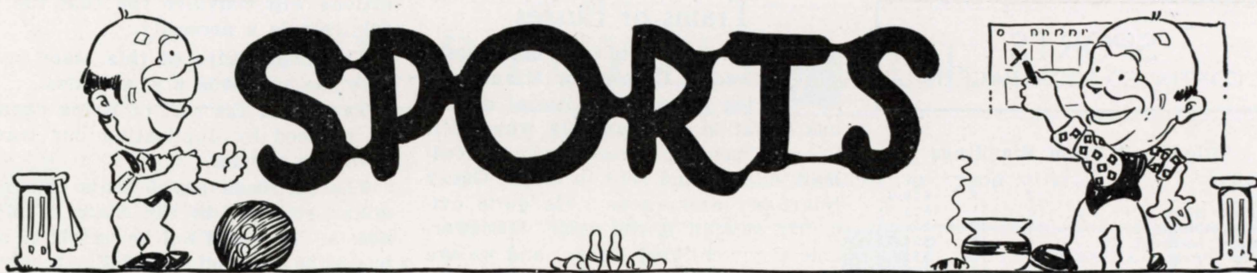
We'll gang together with our Fred  
Wear,  
We'll boom his slogans "Hail!" "Good  
Cheer!"  
We hope that he'll stay always here  
On the good old Butte Division.

We're all behind him, every man;  
We know he's none of the "Also Ran;"  
We like him and do the best we can  
On the good old Butte Division.

Born in the Rockies, reared on the  
plains  
We weave our shuttles and run our  
trains.  
Right on the job though it snows or  
rains,  
On the good old Butte Division.

And every man jack on the line  
Is up on his two feet all the time.  
Just take it from me, business is fine,  
On the good old Butte Division.





## SEMAPHORE LEAGUE FORMED

**T**HE Great Northern Railway Company Semaphore Bowling League has been formed. It is composed of sixteen teams, viz:

1. St. Paul, Glacier Park.
2. St. Paul, Oriental Limited.
3. St. Paul, G. N. Ry.
4. St. Paul, Sperry.
5. St. Paul, See America First.
6. Minneapolis, No. 1.
7. Minneapolis, No. 2.
8. Superior.
9. Grand Forks, No. 1.
10. Grand Forks, No. 2.
11. Minot.
12. Havre.
13. Great Falls.
14. Whitefish.
15. Spokane.
16. Seattle.

Naturally, all players must be bona fide Great Northern employees. All games will be rolled on a scratch basis; that is, there will be no handicaps. Competing teams will bowl all the same night in the week, preferably not later than Thursday, and the results of series to consist of three games, will be telegraphed to Mr. J. C. Dalrymple at Spokane. Individual scores will not be kept. The schedule of games is as follows:

Week Jan. 4							
16-1	15-8	14-7	13-6	12-5	11-4	10-3	9-2
Week Jan. 11							
16-2	15-1	14-8	13-7	12-6	11-5	10-4	9-3
Week Jan. 18							
16-3	15-2	14-1	13-8	12-7	11-6	10-5	9-4
Week Jan. 25							
16-4	15-3	14-2	13-1	12-8	11-7	10-6	9-5
Week Feb. 1							
16-5	15-4	14-3	13-2	12-1	11-8	10-7	9-6
Week Feb. 8							
16-6	15-5	14-4	13-3	12-2	11-1	10-8	9-7
Week Feb. 15							
16-7	15-6	14-5	13-4	12-3	11-2	10-1	9-8
Week Feb. 22							
16-8	15-7	14-6	13-5	12-4	11-3	10-2	9-1
Week March 1							
1-2	3-4	5-6	7-8	9-10	11-12	13-14	15-16
Week March 8							
2-4	1-3	5-7	6-8	10-12	9-11	13-15	14-16
Week March 15							
5-8	3-7	1-4	2-6	13-16	11-15	9-12	10-14
Week March 22							
6-7	2-3	4-8	1-5	14-15	10-11	12-16	9-13
Week March 29							
1-6	5-2	4-7	3-8	9-14	10-13	12-15	11-16
Week April 5							
2-8	1-7	4-6	3-5	10-16	9-15	12-14	11-13
Week April 12							
2-7	2-6	1-8	4-5	10-15	11-14	9-16	12-13

The GREAT NORTHERN SEMAPHORE will publish in each issue the last available report of the standing of the teams.

## SEE AMERICA FIRST LEAGUE

Standings Dec. 29, 1924

Team.	Won.	Lost.	Team Pin Average Including Handicap.
Granite Park	24	18	896-15
Sun Camp	23	19	892-12
St. Marys	23	19	887-1
Many Glaciers	21	21	880-10
Sperry	18	24	879-41
Two Medicine	17	25	872-41

High Team Total. High Team Score.  
Granite Park ..2,921 Sperry .....1,048

Individual 3 games—actual:	676
Individual 3 games—handicap:	675
Individual 1 game—actual:	248
Individual 1 game—handicap:	267

S. O. S.

The "Two Medicine" Club is desirous of obtaining a formula, through these columns or elsewhere, which when applied either internally or externally will cause four bowlers (?) to roll a 175 score in schedule games "occasionally." This information must be received by the undersigned at once, otherwise it will be too late.

A. W. CAPTAIN.

"W" signifies worried.

## SEE AMERICA FIRST LEAGUE

Individual Averages and Number of Games Bowled.

Brings	9	186-4
A. Ohlander	3	182-1
Spristerbach	42	179-21
Wedell	40	178-1
Kowalski	39	177-22
Baer	41	177-17
Gutz	39	177-14
Maas	42	175-40
Eckensteen	30	175-26
Fritzke	39	171-34
Donahue	34	171-33
Lindorfer	42	169-36
McGovern	37	168-22
T. Olson	35	168-17
Connolly	3	168-2
Nadeau	27	167-11
Kittley	42	167-7
H. Lind	37	166-14
Pothen	20	166-8
E. Nelson	38	165-36
Trierweiler	36	163-22
A. Olson	26	161-18
B. Nelson	41	160-25
J. A. Nelson	35	159-9
McMahon	32	159-3
Tschida	37	158-36
Larson	29	156-12
Anderson	32	155-6
Benson	19	154-8
Theisen	23	154-13
Jackson	40	153-35
Schmitt	31	153-2
Hoelscher	20	153-2
Taverna	32	153
Johnson	34	152
Mehsikom	9	152-6
D. Lind	31	150-4
Merwin	23	147-20
LaClair	18	145-15

## RAILWAY BOWLING LEAGUE

**I**N THE Railway Bowling League the Glacier Park team is being hard pressed by the N. P. Yellowstones, although they still hold their lead of five games.

In the individual averages Baer, Stepnick, Russell, Guetz, Kirchoff, and Beckwith, all on Great Northern payrolls, are among the first ten of the highest average bowlers in the league. J. N. Baer leads the league by a comfortable margin, but is being closely pressed by his teammate "Cy" Stepnick.

## STANDINGS RAILWAY LEAGUE

December 31, 1924

TEAM.	WON.	LOST.	AV.
Glacier Parks	33	6	898-15
Yellowstones	28	11	868-34
Omaha	23	16	849-18
Yakima	22	17	861-5
Great Northern	19	20	868-32
Oriental Ltd.	11	25	817-25
B. B. Potato	13	26	812-19
N. P. Potato	4	32	769-9

Individual 1 game—Peterson-Cassery... 247  
Individual 3 game—Cassery..... 647  
Team 1 game—Glacier Parks.....1,028  
Team 3 game—Glacier Parks.....2,809

## Individual Averages

GREAT NORTHERN. OMAHA.			
Russell	183-17	Strother	175-24
Beckwith	178-15	Wolker, M. P.	174-5
Peterson	175-27	Wolker, M. F.	171-0
Jorgenson	170-25	Meindl	169-3
Maas	165-10	Brightman	163-5
Ekwall	164-7	Vik	161-8
Sallor	151-0		
N. P. POTATO. YELLOWSTONES.			
Micko	164-22	Hoffman	184-24
Fisher	155-23	Lee	178-1
Prohovsky	154-7	Dean	178-1
Grube	151-2	Page	175-18
Patterson	150-25	Malone	173-2
Singer	147-0	Cassery	171-31
Leitner	144-10	Kemper	165-22
GLACIER PARKS. ORIENTAL LTD.			
Baer	189-0	Kittley	171-19
Stepnick	185-17	Johnson	164-22
Gutz	180-18	Fritzke	163-12
Kirchoff	179-12	Kemp	159-12
Wedell	174-8	Wendt	158-7
Wedoff	163-17	Pitzl	154-10
B. B. POTATO. YAKIMA.			
Walser	176-8		
Etter	172-8	Picha	180-25
Cooper	169-10	Pringle	176-7
Roloff	164-8	Behrens	174-26
Doelle	159-11	Long	173-24
Thomson	147-2	Ryan	167-11
Kellerman	116-0	Jungek	161-9

## BIG TEN BOWLING LEAGUE

**T**HE "BIG TEN" League was organized early in September.

Ten teams of six bowlers each were formed, as equally as possible from the entrants. It was decided that handicaps would be based on a "scratch" of 120 pins with a limit of 50 pins to any one bowler.

Mondays were chosen as the most desirable evenings to bowl and a schedule was drawn up for 27 weeks, commencing September 22nd.

Continued on Page 20, Col. 1.





## SPORTS

CONTINUED FROM PAGE 19

### "Big Ten" Team Standings

TEAM.	WON.	LOST.	AV.
Owl .....	22	8	626-4
Wooden Shoe .....	19	11	629-21
Washingtonian .....	18	12	597-21
Oriental Limited .....	14	16	597-27
Glacier Park Ltd. ....	14	16	595-16
International Ltd. ....	13	17	604-20
American Limited .....	13	17	595-13
Chicago Ltd. ....	13	19	589-7
Gopher .....	13	17	577-5
Goat .....	11	19	604-20

### Individual Averages

E. Lindstrom...164-1	H. Potts .....129-8
E. Nilles .....137-4	E. Anderson...127-13
H. Robertson...135-12	M. Carlton...125-17
M. Anderson...134-10	H. Mottram...125-7
R. Renz .....132-22	M. Van Allen...122-3

### MINNEAPOLIS GREAT NORTHERN BOWLING LEAGUE

#### Standing of Clubs

TEAM.	WON.	LOST.	PIN
Mpls. Junction .....	36	12	831
Passenger Sta. No. 2....	32	16	799
Fridley .....	30	18	822
Roundhouse No. 1 .....	29	19	807
Passenger Sta. No. 1 .....	26	22	813
Local Freight .....	16	32	774
Roundhouse No. 2 .....	16	32	744
Switchmen .....	7	41	738

One game individual high—Johnson... 255  
 Three game individual high—Calkins 646  
 Three game team high—Pass. Sta. No. 1 ..... 2,706

#### INDIVIDUAL AVERAGES

NAMES.	GAMES.	AVER-AGE.
O. Carlson .....	30	186
Calkins .....	39	178
Sullivan, T. ....	24	173
McCluskey .....	15	172
Young, R. ....	6	171
Nortvedt .....	27	170
Radelle .....	25	169
Cumming .....	40	168
Hughes .....	35	166
Pearson .....	24	166
Carlson, G. ....	27	165
Johnson, J. ....	48	165
Sullivan, G. ....	39	164
Matheny, V. ....	36	162
Overman .....	48	160
West, Wm. ....	45	160
Matheny, G. ....	51	160
Salisbury, A. ....	36	159
Wallis .....	43	159
Werring .....	48	159
Pederson, P. ....	44	158
Heger .....	39	157
Gillis, Wm. ....	43	157
Anderson, L. ....	48	156
Watson .....	6	156
O'Leary, J. ....	3	152
Fuzzey .....	45	152
Raffnson .....	39	151
Pearo .....	48	149
Davey .....	45	149
McConville .....	12	149
Couch .....	44	148
Wallin .....	11	147
Mennier .....	33	147
Kabot .....	35	147
Benson .....	45	145
Sampson .....	45	143
Lange .....	18	143
Angle .....	36	142
Wadtz .....	3	141
Gahn .....	42	139
Kokish .....	45	138
Hesaher .....	48	137
Haley .....	30	136
Benson, E. V. ....	6	136
O'Neill .....	3	135
Carrier .....	6	131
Baldwin .....	4	130
Peterson, O. ....	39	126
O'Neill, J. ....	44	126
Johnson, E. ....	18	126
Connors .....	9	124
Russell, T. ....	30	124
Howe .....	15	124
Miller .....	18	123
Guld .....	12	122
Gebhart .....	6	126
Feilzer .....	35	122
Harrington .....	18	122
Koellun .....	15	120
Bushe .....	15	120

## Trains or Busses

**A** RECENT issue of the *Polk County Leader*, Crookston, Minn., carried a leading editorial on the bus situation in Minnesota which Mr. George Obenheim, storekeeper at Redland, clipped and sent in to the GREAT NORTHERN SEMAPHORE. He quite evidently saw in it the same unanswerable argument that we do; and we are indebted to him for the opportunity to broadcast it among our readers. We earnestly hope that the 1925 legislature will realize the urgent need of remedying this situation and enact such laws as will place the bus under adequate regulation, exact a fair contribution to the revenues of the State and provide for proper responsibility to protect the traveling public in cases of recoverable damages for injury to person or loss due to failure or interruption of service.

Not only are the railroads suffering from an unfair competition, but the public is without the protection which the laws should afford not only in the case of railroads, but in the matter of all public carriers.—The Editor.

Unless the people of this state get some action in the 1925 Legislature, winter traveling in Minnesota will be by dog train or on snow shoes. This is no wild dream. The use of busses has eliminated a large number of local passenger trains in this state. Ten months of the year passenger trains are operated more or less destitute of passengers.

We have long wondered why the Railroad and Warehouse Commission did not compel the railroad companies to abandon local passenger and freight trains. We know that these local passenger trains cost thousands of dollars a month to operate; that the loss of revenue from these trains is charged to the products which the farmer ships and which he buys.

Winter steals down from the north, a few inches of snow covers the landscape and whirls into drifts. The thermometer drops below zero and then we know why the Railroad and Warehouse Commission does not permit or direct the abandonment of the local trains.

Did you ever ride in a bus with the temperature below zero, on a road drifted full of snow, on a slippery road, breathing air which your physician would say was dangerous in a machine driven by a man who may have sat more than twelve hours continuously at the job? If so, you have had a thrill that no movie picture show will ever give you and it is only equalled by the shaking sensation you experience when waking from a nightmare. A ride in a bus under such con-

ditions will convince you that the local train is a necessity.

The Legislature of this state must give the railroads a square deal.

Taxes and the cost of living cannot be reduced by duplicating our transportation service.

The railroads pay 5 cents of every dollar received to the State of Minnesota. It would not be unfair to tax busses 25 cents on each dollar received when you consider that the state furnishes the roadbed free and pays for the upkeep.

The law has made railroad travel safe, with financial responsibility in case of accidents. If you are injured riding on a bus, the bus company may or may not be financially responsible. They operate in absolute disregard of the speed laws of the state. There is probably not a bus operating between St. Paul and Rochester or St. Paul and St. Cloud that at times does not exceed the speed of 50 miles an hour.

The rates and schedules of bus and truck companies are not regulated. They can charge what they please and operate when they want to. They are subject to no state regulation whatsoever. We believe that transportation for hire on the public highways of the state should be supplementary to railroad service and not destructive of it. Those busses should not operate on highways that parallel the railroad right of way, and which furnish the same service which the railroads furnish.

There are large areas in this state where railroad service is inadequate or where there are no railroads. In such cases a bus and truck is a necessity.

It is imperative that the 1925 session of the Legislature place the bus and truck business under the control of the Railroad and Warehouse Commission and that that body be given a right to say when busses and trucks shall operate and control their rates and have the right to fully protect the public.

If the public is not to be given the right to protect this form of transportation on the highways, which it furnishes free of charge, we suggest that busses and trucks be expelled from the highways and compelled to construct their own roads and pay for the upkeep thereof.

### FREE AD

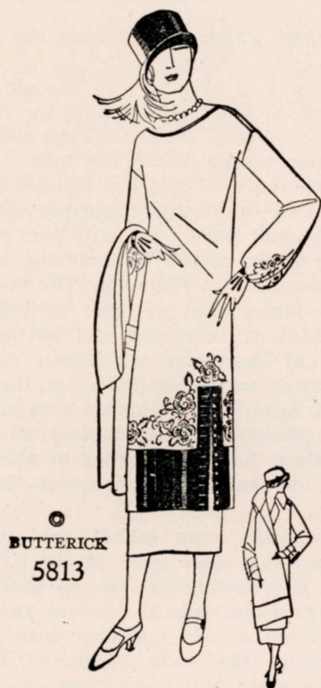
"Mother," cried little Mary, as she rushed into the farmhouse they were visiting, "Johnny wants the Listerine. He's just caught the cutest little black and white animal, and he thinks it's got halitosis."



## FASHIONS AND FOIBLES

BY SHIRLEY SHARON

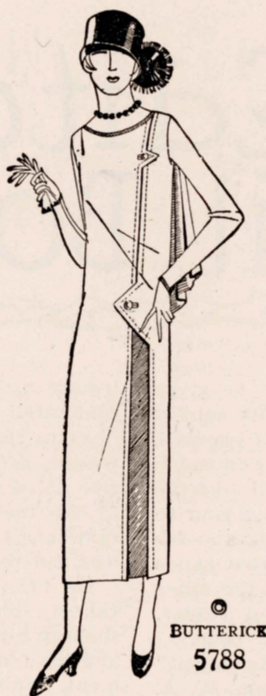
*The new silhouette is very narrow at hip and hem, very long in the tunic and very short in the skirt, straight, flat and neither curved nor angular.*



IN THE present moral code of clothes it is easier for the young woman to keep straight than for the older woman who has developed curves. The long narrow tunic blouse and straight wrapped-around coat of the smart ensemble costume keep the side lines straight, but a woman who is not naturally or unnaturally flat at the bust and back must help herself with straight-line corselette. Most women find that the long unbelted line of the tunic blouse makes them look more slender. These blouses are very smart made of crepe satin or heavy crepe de Chine to match the coat lining of an ensemble costume.

*Points that cross the line in front, a cape hanging from the shoulders in back, the long sleeve, the short skirt and the close hip date the 1925 model.*

A NEW version of the sheath frock preserves the very narrow silhouette but inserts a bit of contrasting material at a Russian line at the side. Black



wool rep with the same material in French gray or chamois color used in the binding of the neck and sleeves and in the inserted sections, and the same shade used in the crepe de Chine lining of the cape makes a smart frock. Dresses are worn very short. Ten inches from the floor is good, twelve is better and many women like fourteen best. Kasha, cashmere and soft twill are also used for these frocks.



*The individual touches that the French love so much stamp the Paris label on every line of the new tunic and inverted tucks.*

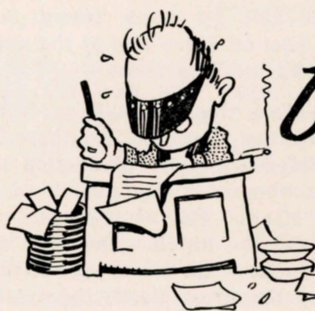
THE one-piece frock of silk or wool exists in every wardrobe, but there is both a difference and a distinction in the dress illustrated that puts it in a class by itself. The arrangement of the tunic at the hip-line, the rows of inverted tucks at the lower edge of the tunic and the dress itself, the treatment of the long close sleeve and the darts at the shoulder make an extremely smart frock of the kind that is simple enough to make itself useful in the morning and sufficiently decorative to appear in the best society in the afternoon. The French dressmakers make it of light-weight cashmere, wool crepe, crepe satin, etc.



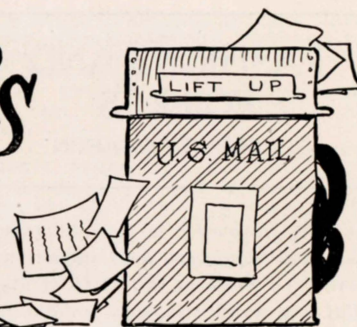
*The broad highway to school is bright with gay little frocks of scarlet, chamois yellow, French blue and jade jersey and flannel.*

FOR the school ages that refuse to get up in the morning early or to take to French without a struggle, the always ready slip-over-the-head frock of wool jersey or flannel is a joy. The most practical version of the dress has a collar of the same material in a contrasting color matching the embroidery, yellow or scarlet on navy blue, beige on henna, tan on brown, etc. For the only daughter, however, the collars are detachable and made of linen so that they can be changed daily. Tub silks and challis also make smart little school frocks and usually have short sleeves.





# the Editor's Mail Box



**T**HIS is going to be my page. It will not be given over to formal editorial discussion of this subject or that, but will be a sort of playground, if you will, where I can tell in brief of what the fellows write in to me—what I think about it—in short get “clubby.” I like the letters I receive—they are a help and inspiration, a spur to increased effort on my part to promote and foster the fellowship of railroads, particularly the fellowship that exists on the Great Northern. If what I say, or what the other fellow says, runs counter to your views, friend reader, just tell me about it—the address is on the first page.

The recipe for indelible ink submitted by “An Agent” in last month’s SEMAPHORE has started something. W. A. Kirscht, clerk, Mechanical Department, St. Cloud Shops, writes in:

“In the December issue I saw an article telling of an agent who did not order any ink for five years. I have not used any company ink for the past eighteen years. I always use pieces of indelible pencils—too short to write with. A piece an inch long will make an ordinary ink well full of the best kind of ink. Just take out the lead, break up and put in an ink well; fill with clear water and stir a little.

“Another little saving I make is this: After carbon paper has been used until it is hard to get a good copy with it, just run it a few times over a hot steam pipe, carbon side up, and it’s ready for use again, nearly as good as new.”

Fine idea this, but steam pipes are rather infrequently found in a journey over the line. If the Purchasing Department is submerged by a flood of requisitions for hot steam pipes, I see where F. A. Bushnell is going to nail my hide on his barn door for having published this recipe. No offense W. A. K. It just happens that I am the victim of an inordinate imagination and an insubordinate sense of the ridiculous.

Agent F. C. Brake, Alvord, Iowa, writes in enclosing an advance copy of an article he has written for the *Alvord Register*, “Something for Nothing,” which probably will have appeared before we go to press. I have not the space to set out the article here, but some of the things he says are so pertinent and so in accord with my views that I am going to pass them on to my fellow employees. As to one thing he says, I am not in accord with him.

“Why should the Government carry the farmer’s mail to his home at an expense that he does not pay,” writes Mr. Brake. “It makes me pay the box rent to get my mail, if I want it. If the second and third-class mail is not paying, why not advance the postage to where it will?” “‘Something for Nothing’ does not appeal to me in this case at all.”

It is my thought that we should increase the first-class mail postage rate to three cents and let the fellows who write the letters foot the bill. The increased amount that I would pay for my personal correspondence would fall far short of what I contribute in income and excise taxes

toward making up the deficit which results from the two-cent rate.

As to the second-class rate: I think I can explain the reasons actuating the government in establishing the rural free delivery—even at a heavy loss. It has always seemed to me that the underlying reason is of the best. The catalogue houses do burden the mail and are handled at a loss, but the second-class mail—newspapers and periodicals—are things the farmer should have. He will not, often cannot, come to town for them, so the Government takes them to him—moves the mountain to Mahomet. The farmer and his family are thus brought, what we term “enlightenment,” and I, for one, think it necessary and advisable. Indirectly, of course, I pay more for my urban postal service, because of his service; somewhat indirectly, though none the less surely, that same enlightenment repays me in reduced direct taxes. Ignorance breeds pauperism and crime, and the decent citizen bears the brunt of these—the cost of the relief of one and the suppression of the other.

The great State of Iowa has more schools and more newspapers per capita than any other state in the Union. By the same token, Iowa has the highest rate of literacy, and, I am informed, nearly, if not quite the lowest, rate of crime and illegitimacy. I am a native Iowan—born way down in Lee County, where the state began. I have traveled up and down the state and know that one has to hunt for paupers. The tax rate in Iowa is one of the lowest. Literacy means reading, and reading means books, periodicals, newspapers. There are few public libraries in Iowa. Outside of schools, then, whence comes the enlightenment? Cost on one hand not infrequently effects a saving on the other. To me it seems that this is true of the Rural Free Delivery. However remote, the benefit and ultimate economy are there. I have no children, but I pay a school tax. Are not the cases analogous? I think so. It is all a part of the general up-lift.

Now that I have got that off my chest, let’s see what else brother Brake has to say about “Something for Nothing.” Aha, the bus! Mr. Brake says. “The busses and trucks are going to put us where we will experience what Maine, Connecticut and Vermont are going through right now. One railroad line is about to abandon 1,005 miles in Maine alone. Why? Because it cannot be made to pay. That company has over 2,500 miles and is letting loose of forty-five per cent of it. What will become of the towns, of the employes, of the citizens? It means that they are going backward in order to let a few men, without any investment worthy of the name, take over the railroads’ business. The people are paying for the highways, which these busses are using to destroy what we MUST HAVE, and that is, RAILWAYS.

“For several years, we have been legislated and educated to believe that the railways are a menace—even some of the employes have been so educated that they think they can get ‘Something for Nothing.’ They are being shown that it cannot be done. The N. Y., N. H. & H. Ry. in



Rhode Island is trying to stop some twenty corporations from competition with its line, and, if it does not succeed, it will have to do the same as the B. & M. has done in Maine. This means more deserted localities, more men to swell the ranks of the unemployed, as they will not stop where there are no railways. This is a case where we will get 'Nothing for Something.' I do not care to trade, do you? The time has arrived when we should, as Railway men, spend our cash with the merchants who are patrons of the lines we are with. The merchant who patronizes the bus and truck lines is not entitled to our patronage. The wholesale house that uses busses or trucks to distribute merchandise surely will starve if it depends on me, for if I know it, I will not use its goods. If a merchant wishes to be of the busses, that is his affair, but we should not buy one single thing shipped into the town where we live on which some railroad freight has not been paid. Come boys, let's be loyal to ourselves and our line. In many villages the merchants will feel this and will come across with us if it is our cash they need to pay their bills.

"We have organized for better conditions, better hours, better pay, now let us organize for the betterment of the conditions which are necessary to get the business and so earn the money to continue it. A good railway needs good men to operate it; good service at all points. To provide these, it must have a sufficient tonnage to make it pay as it should—it is as much up to us as it is to the high-ups—and, I think, more so, for we are on the ground and know the conditions as they cannot possibly know them. Let's get in the game of making the Great Northern line the best on earth. Let us see if we can equal the Oriental Limited for 1925. Let's go, but not to the man who patronizes the busses or trucks."

This is some indictment of the political powers that be, whose lackadaisical indifference has permitted this menace of the bus to reach an acute stage. There are many communities in the country now without railroad passenger service. Remember old Aesop's fable of the dog with the bone crossing the stream, and, seeing the reflection of the bone, grabbed for it, only to lose the bone he had? The communities that have lost their passenger service by grabbing at the bus will have ample time to ponder deeply this homely old fable.

One of our employees, whom I shall not name, has written in to me stating that although he has been a fireman on his particular division for six years, he is at present off the board because of reduction of force. He asks if the GREAT NORTHERN SEMAPHORE cannot run some sort of Help Wanted column which would aid men laid off on one division to find work on another—if not at his particular calling, at some other work.

I do not believe the GREAT NORTHERN SEMAPHORE could be used with good advantage for this purpose, for the reason that it is too long after need of help develops before the publication is in the hands of employees. As a matter of fact, the Employment Bureau is a clearing house for employment on the entire railroad, and it is customary for Superintendents and others to notify the Bureau when they are about to reduce force, or when they require additional force.

I suggest that this correspondent, and all others in the same dilemma, get in touch with their superintendent in this behalf. It will enable the superintendents to give preference to company men over outsiders, when work on other divisions may be secured to tide them over. It should be borne in mind, however, that reduction of force follows rather closely the slack season of the year, and that, therefore, it is, more often than not, general over the system.

## The Railroad Beatitudes

Blessed is the shipper that loadeth his cars full, for he shall merit preferred treatment.

Blessed is the man that giveth a fair day's work for his increased pay, for he shall be friends with his conscience.

Blessed is the yardmaster that keepeth his tracks clear, for he shall have surcease of trouble.

Blessed is the man that helpeth to move freight cars 30 miles a day, for he shall be called a public benefactor.

Blessed is the agent that secureth an average loading of 30 tons a car, for he shall find favor at headquarters.

Blessed are they that bring about the return of cars to their home roads, for they shall be blessed by the owners.

Blessed is the company that reduceth the number of its bad-order cars, for its stockholders shall rejoice and be exceeding glad.

Blessed is the executive that hath a loyal staff, for he shall get results.

Blessed is the state commissioner that recognizeth the powers of the I. C. C., for he shall be called a wise man.

Blessed is the citizen that useth judgment in travel, for he shall have a lower berth.

## Yes, We Have No Car Shortage!

Yes, we have no car shortage;

We have no car shortage today.

We have loadings by millions, and ton-miles by billions,

And all kinds of freight, and, say,

We have no old-fashioned embargoes,

As soon as you load it the car goes,

But—yes, we have no car shortage;

We have no car shortage today.

—H. F. L. in *The Railway Age*.

## A Study In Relativity

Pat was in the middle of the stream his canoe turned over. He was desperately working his arms and legs, splashing around trying to find a hold of safety. Mike, running along the shore, frantically yells: "Hang on to the boat, Pat—hang on to the boat." "The h—— with the boat," said Pat; "It's myself I am after saving."

## Motor Melodrama

'Twas a dark and silent Knight.

Heavy clouds hid the friendly Moon and Stars.

All about them was black as Cole. Not Apperson was in sight.

Relentlessly he pursued fleeing Doris, she of the Auburn tresses, and her noble lover who stuck like a Leach.

It seemed a desperate Case. Below them rushed the swift waters of the Hudson.

At length they decided to strike out Overland. They did, pausing now and then to Dodge a bullet.

Suddenly a scream Pierced the air. An arrow shot by Overhead.

Through the darkness could be heard the gnashing of teeth. Silence—then another Nash.

They seemed doomed to fail in their dash for Liberty, when suddenly they came upon a small Ford.

Crossing, they found themselves on the American side of the National boundary.

Down the lake they fled to Cleveland—and safety.

They escaped to Oakland. How like a terrific dream! 'Twas but another Paige in history.—*Green and White*.





## SEA LEGS

Old Maid—"I suppose you have been in the navy so long you are accustomed to sea legs?"

Middie—"Lady, I wasn't even looking."

## THE MEAN THING

Peggy—"Does your husband talk in his sleep?"

Polly—"No, and it's awfully exasperating. He only smiles."

## MIGHT DO EITHER

Anxious Old Lady—"I say, my good man, is this boat going up or down?"

Deckhand—"Well, she's a leaky old tub, mum, so I shouldn't wonder if she was going down. But then, again, her b'ilers ain't none too good, so she might go up."

## SPIRITS OF THE WEST

New Yorker—"I suppose the citizens of your town have plenty of public spirit."

Middle West—"Well, you can get it if you know how, but I wouldn't go so far as to call it public."

## VELL! VELL!

"I want some powder."

"Mennen's?"

"No, vimmen's."

"Scented?"

"No, I will take it mit me."

## ONE ON HIM

Isaac—"You should pull the curtains down ven you kiss your wife. I saw you last night."

Abie—"The choke's on you; I vasn't home last night."

## IT SOMETIMES HAPPENS

She was as pure as snow; but—she drifted.—*Lafayette Lyre.*

## WHO'D BLAME HIM

There was a young man named Teedle,  
Who wouldn't accept his degree;  
He said, "It's enough to be Teedle,  
Without being Teedle, D. D."

## IN PERFECT ACCORD

An Irishman was sitting in a depot smoking, when a woman came in and, sitting down near him, said:

"Sir, if you were a gentleman, you would not smoke here."

"Mum," replied the Irishman, "if you wuz a lady you would sit farther away."

Pretty soon the woman burst out again: "If you were my husband I'd give you poison."

"Well, mum," replied the Irishman as he smoked away at his pipe, "if you wuz me wife, I'd take it."—*Odd Fellow Herald.*

## WHY PAT WAS FIRED

"Hello, Pat, I hear you lost your job in that department store."

"Yes, got fired the first day."

"How did that happen?"

Oh, I just took a sign from a lady's shirt waist and put it on a bath tub."

"Well, that wasn't so awful, was it?"

"I don't know, but the sign read, 'How would you like to see your best girl in this for \$2.98?' — *Railway Employees' Journal.*

## SHE FOUND OUT

Three women of Irish extraction were enjoying a symphony concert. The orchestra started playing.

Mrs. O'Grady—"What tune is that?"

Mrs. O'clock—"That's the Sextette from Lucia."

Mrs. O'Brady—"Naw, you're wrong—that's the Poet and Peasant."

Mrs. O'Dear—"Youse make me sick. Why don't you read the sign?" "They be playing the Refrain from Expectorat-ion."—*TOM GALLAGHER, Minneapolis Station.*

## BEWARE

"Ah!" sighed the breach of promise defendant, "Life is a crossword puzzle in which one letter can ball things up horribly."

## TOO LIBERAL

"My dear," remarked the young husband, "did you ask the milkman why there is never any cream on our milk?"

"Yes, darling, and he explained quite satisfactorily."

"What did he say?"

"That he always fills the jug so full there is no room for cream."—*New York World.*

## CORRECT; SIT DOWN

Teacher—"Johnny, give me a sentence using the word 'diadem.'"

Johnny—"People who drink moonshine diadem sight quicker than those who don't."—*Walworth Kewanee Craftsman.*

## "NICE LITTLE CAT"

There was a young man from the city.

Who met what he thought was a kitty;

He gave it a pat,

And said "Nice little cat!"

And then buried his clothes out of pity.—*Selected.*

## OWLS AND 'OWLS

Cockney Visitor: "What's that awful noise outside?"

Country Host: "Why, that's an owl."

Cockney Visitor: "I know it's an owl. But oo's 'owling?"—*The Dry Goods Economist.*

## NOT GUILTY

First Steno.—"The idea of you working steady eight hours a day! I would not think of such a thing!"

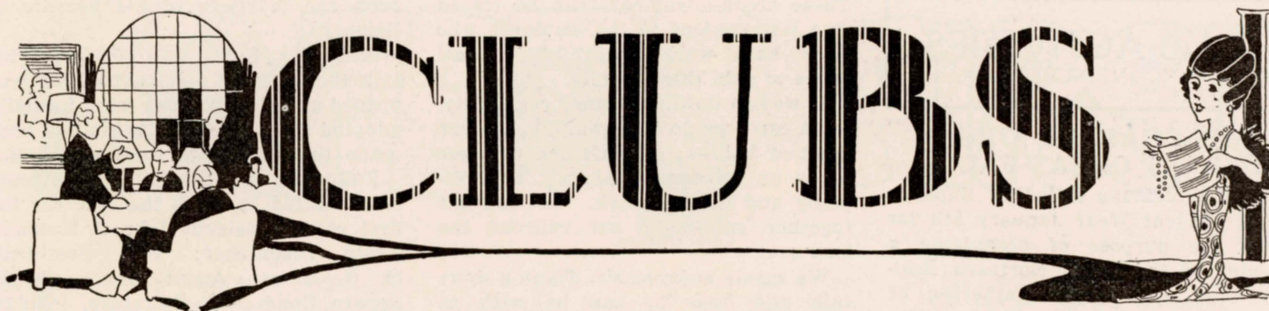
Second Steno.—"Neither would I. It was the boss that thought of it."—*Town Topics.*

## KNEW HER ARITHMETIC

"If there were four flies on the table and I killed one," asked the teacher, "how many flies would be left?"

"One," said the bright little girl, "the dead one."—*Economist.*





## What the Several Chapters and Allied Organizations are Doing

### ST. PAUL

ON ANOTHER page we publish a picture of a group of members of the Womens' club arranging with Commissioner of Public Utilities George C. Sudheimer for permission to attach to the ornamental lamp-posts along Fourth street St. Paul arrows pointing the way to the Christmastide luncheon at the Athletic Club. No one eligible to attend was in danger of missing the way, but "Publicity" is the middle name of those girls. Incidentally, the luncheon was one of the most enjoyable of the many functions arranged by the Women's Club. Many of the men who are most active in the affairs of the St. Paul Great Northern Railway Club attended, and were frank to admit that the Men's section had better look to their laurels. One of our office boys overheard this remark, and we, in turn, overheard him tell a brother messenger that Mr. So-and-So said that the men would have to look after their "morals." Girls! Girls!

We wish that we could leave open our forms in order to include in this issue an account of the play to be presented by the Great Northern Players at the Metropolitan Theater, St. Paul, the evening of the 17th. Unfortunately we cannot, and our readers will have to possess their souls in patience until the February issue brings joy to their hearts. As a matter of fact, if we were to indulge the desire to hold up the magazine for accounts of important events occurring on the eve of publication, we never would go to press, for what with the Men's Club, the Women's Club, the Glee Club, the Glacier Park Juniors, the Players, the Quartet and the Songsters, activities never cease hereabouts.

The only meeting of the Men's Club between Christmas and the date of publication of THE GREAT NORTHERN SEMAPHORE was the noon luncheon on January 7th.

There was quite a large attendance, and those present have been congratulating themselves because they heard



Mr. C. F. Collisson

one of the most informative addresses the Club has heard, entertainingly given and enriched throughout with a wealth of amusing anecdote and apt illustration. Mr. Charles F. Collisson, Agricultural Editor of the *Minneapolis Tribune* addressed the Club on the subject of "the Cow, the Sow and the Little Red Hen." Mr. Collisson confined his remarks chiefly, however, to the "Cow" and the important part she will play in the restoration of prosperity to that portion of the Northwest which has become impoverished through long and continuous cropping of wheat and nothing beside. Mr. Collisson is firmly convinced that "Golden Butter" and "Golden Dollars" are synonymous, and that the recrudescence of the impoverished wheat farmer will arrive with his awakening to the fact that the wealth of Golconda is in the udder of the homely milk cow.

Mr. Collisson said that nearly every speaker on agriculture that he had reported lately felt it necessary to tell how many millions of farmers are deserting their farms. They tell how many are going to die of want and starvation unless the speaker or his candidate is elected something or other.

"All of this gloom is getting tiresome," Mr. Collisson said. "This talk is doing the Northwest a lot of harm down East. In Washington recently, everybody was asking us from Minne-

sota, "Is it true that the Middle West is broke?"

Wheat farmers have suffered a heavy blow in the northwestern states, but Mr. Collisson showed that there are many other valuable products on the farms up here besides wheat and that all of the farmers in this section must not be judged by the unfortunate situation the grain farmers—the one crop farmers—happen to be in.

"There are vast regions of the Northwest where we do not hear any complaints about hard times, or frozen credits," he said. "Our agriculture in the Northwest is not headed wrong. Rather it is advancing rapidly, in the right direction. We are on the right path, the cow path, and we have only to follow it more closely and more rapidly, in order to win out. Wherever we find a community where the cow paths are numerous, there we find real prosperity today.

"In Minnesota several of our dairy-ing counties had to borrow no money at all. They make from half a million to two million dollars' worth of butter a year, in the farmers' co-operative creameries. Their banks are full of farmers' deposits, and cash reserves are ample.

"Minnesota has 29 counties which produce more than a million dollars' worth apiece, and six of them produce more than two million. In these counties it is absurd to say that farmers are hard up.

"They have hundreds of their own co-operative cheese and butter factories. There is one around the bend of nearly every road in central and southern Minnesota and Wisconsin.

"And don't forget that Wisconsin's annual production is more than \$200,000,000 and has not had a bank failure due to conditions in the last six years."





## CLUB ACTIVITIES CONTINUED

### CLUB CHAPTER ORGANIZED AT GREAT FALLS

**A**T A MEETING called by Superintendent Wear January 8th for the purpose of organizing a Chapter of the Great Northern Railway Club, the largest gathering of enthusiasts got together that has ever before been assembled for any kind of a railroad meeting in Great Falls. Judging from attendance at other meetings, it was decided to hold the meeting in the Superintendent's office, which has heretofore been too large, but, on this occasion, we should have hired a hall to hold those who were in and those who couldn't get in.

Mr. E. F. Flynn, Assistant to the Vice President and General Counsel, was here with his male quartet, and "Oh, Boy! How they can sing." We're for 'em, and hope we can get one to compete with them. Anderson especially made a big hit with his Scandinavian dialogue, but they were all more than appreciated and we will always welcome them with both hands.

Mr. Flynn was introduced and gave us a very fine talk on the benefits to be derived by the employes through an organization of this kind. He brought considerable pressure to bear on the question of the Motor Bus using our public highways in competition with the railroads, advising that the motor busses pay no tax on their right of way while the taxes of the railroads are increasing yearly. This is a question which must be met by railroad employes and corrected by proper legislation, which can only be accomplished by some sort of co-operation, as our welfare is constantly being undermined by this unfair competition.

Mr. Flynn also pointed out several other items of interest to the employes and the public as well, some of which are quoted below. During the past season the Great Northern Railway handled 229 trains of apples from the Wenatchee Valley and each one arrived in St. Paul from one to ten hours ahead of time and not one was late. Also during the year just passed there were 221 consecutive days on which train No. 401 with time freight arrived in Seattle on time or ahead of its schedule. There were also handled this year 23,561 cars of wheat in September and 23,507 in October, which record has never before been equaled. He stated further that the Great Northern has been able this year to supply the cars for loading as ordered by shippers and has given service which has never before been equaled.

These accomplishments can be traced to a large extent to the employes who must have worked faithfully at all times to gain these results.

If we can do these things separately, what can't we do if organized into one band of fellows; officials and the rest of us on an equal standing, both socially and at our work. So let's get together and make our railroad the best ever.

We surely enjoyed Mr. Flynn's short talk and hope he can be with us again in the near future when his time is not so limited.

After several more fine selections by the quartet, they, with Mr. Flynn, departed for Havre to continue their good work.

After their departure, there was no time lost in organizing our Chapter and we expect to have our first "mixer" in the very near future—as soon as the committee can get together the required entertaining talent from our ranks to make it go over big.

### CLUB CHAPTER ORGANIZED AT HAVRE

**T**HE GREAT Northern Railway Club, Chapter No. 3 was formally launched at a very enthusiastic meeting held in the Masonic Temple, Friday evening.

The movement was started the latter part of November and plans were perfected for the formal launching of the Club the middle of December but as Mr. E. F. Flynn, Asst. to the Vice President and General Counsel had promised a date to meet with the local men to assist in getting the Club started in proper manner the date was set back to January 9th so as to have Mr. Flynn present at the first meeting.

The inauguration of the club was received by the employes of the entire Division with a great deal of enthusiasm, and every effort was made to have a large attendance present.

The meeting was opened by Dispatcher John C. Koerner, Chairman of the Committee on Organization, who made a few remarks relative to the objects of the organization and impressed upon the members present that the movement was started locally and not by any direction of any of the officials of the system in any manner.

The famous Great Northern Quartette was then introduced and favored the meeting with several selections of real merit and were received with a great deal of enthusiasm. Many of those present remarked that the concert rendered by these boys was equal to anything they had ever heard on the vaudeville circuit.

Mr. Flynn was then introduced and gave one of the most interesting and instructive talks in regard to railroad matters in general that it has ever

been the privilege of his hearers to listen to.

After Mr. Flynn had concluded his talk the business session meeting was opened and the By-Laws were formally adopted after several changes had been made to conform to local conditions.

Following this the following officers were elected to serve the club for the first year: President John C. Koerner, Train Dispatcher; Vice President, H. G. Amess, Agent Havre; R. F. Spears, Conductor; Secretary, John H. Carpenter, Clerk Supts. Office Havre; Treasurer, M. O. Wood, Chief Clerk Supts. Office, Havre.

A lunch was then served and an informal get together meeting followed, giving those present a better chance to get acquainted and exchange reminiscences.

Short talks were then made relative to the Club movement by W. A. Brusewitz, Agent, Chinook; L. W. Mack, Passenger Conductor, Havre; W. H. Trunbull, Agent, Lothair; John Hamilton, Shop employe, Havre; Ed. Hughes, foreman, Havre Shops. All were of one opinion that the Club was a start in the right direction, and all predicted a bright future for the Club.

There were present at the meeting 267 members representing all of the various departments, which we consider a very auspicious start, considering that the movement is still in the embryo state.

At the conclusion of the meeting a check was made of the number of members who had signed up and it was found that there were 317 had already signed up with a goodly lot expected within the next few days.

It is anticipated that the Club will prosper in our midst to such an extent that every employe of the Division will be counted as a member, and preparations are already under foot for a rousing meeting the first Saturday in February. Saturday being decided on as a regular meeting day to enable the employes along the line to get in to attend the meetings and give them sufficient time to get back to their homes before the following Monday.

As a final wind up the Quartette favored the audience with two more selections rendered in their highly finished manner and the "Bunch" left singing, "Should Auld Acquaintance be Forgot" and "He's a Jolly Good Fellow."

Watch us Grow.

### PARDONABLY PROUD

The boys at the St. Cloud Shops are proud of their most recent record breaking performance. They built the largest dozer on the system in ten days—which is a record they well can be proud of. We shall have to pardon them if they seem a bit chesty.



## CLUB ACTIVITIES

### SPOKANE

#### SOCIAL HELD BY NEW CLUB

**O**FFICE BOYS fraternized with heads of departments and conductors got to know their legal counsel and physicians when 400 members of the Great Northern Railway club, Spokane chapter No. 2, met last night for their first meeting in the assembly rooms of the Chamber of Commerce.

The meeting was the first since the club's organization last month. The chapter is the second of its kind on the Great Northern system the first being composed of office employees of the road at St. Paul.

An elaborate program of entertainment was given and following this, dancing took place until midnight. Each department of the railroad in Spokane and Hillyard was represented by several employees.

Madeline Young and her southern singers appeared on the program by courtesy of Manager Newman of the American theater. Rice and Cady, Dutch comedians, scored with their humorous numbers. J. C. Rankine, general superintendent of telegraph, St. Paul, was the main speaker of the evening. He explained much of the railroad's telegraph system and gave an interesting account of a day spent in one of the railroad's chief telegraph offices. He praised the Spokane club for its fine spirit and said that other clubs are soon to be formed in other cities along the railway's route.

Others on the program included Clyde T. James, blind pianist of Hillyard; Mrs. Florence McCullough and Elaine O'Donnell in song and dance numbers; Mrs. A. G. Watkins, wife of the chief clerk in the freight office, and Bangor Jones, shop man.

Tom Rogers appeared by courtesy of the Spokane City Club and was assisted by "Charlie" in singing "That Old Home Town of Mine."

A New Year's dance for club members was held in the Great Northern railway depot here on January 3. The floral decorations transformed the big station into a fairyland. As an added attraction several prizes were offered. Two silver service pieces, donated by the Retail Trades Bureau of the Spokane Chamber of Commerce, were won by Lucile McClure and D. L. Countryman. A beautiful fern donated by Peters and Sons was won by O. O. Wilmot.

(Continued on Page 32, Col. 2.)

## Superior Supervisors Hold Get Together Meeting

**M**ORE THAN 400 persons, including officials and employees of the Great Northern Railway and Superior business men, were present at the "get-together evening" Saturday night at the Hotel Superior under the auspices of the Railway Supervisors association.

Talks by M. L. Countryman and G. R. Martin, vice presidents of the Great Northern, were the features of the program.

Mr. Countryman, who heads the public relations department of the road, declared that the management had every reason to be optimistic over the outlook for 1925.

#### Management Optimistic

"The management is '100 per cent plus optimistic because of the excellent relations which exist between the workers called the management and the great army of other workers. These relations were never better," said Mr. Countryman.

The improved morale brought about by these better relations were declared by Mr. Countryman to be the principal reason for the excellent record made by the railroad in 1924, when, despite a reduction of \$10,000,000 in the gross earnings the net was practically the same as in 1923.

Mr. Countryman also stated that while for 40 years it had been the policy of the Great Northern to ignore the attacks of demagogues that policy had been abandoned two years ago and from now on it was the fixed determination of the officials of the road to fight back at those who made such attacks.

#### Fight Back Attacks

"We will not stay silent any longer and we want your help in meeting these attacks. If we have it we can defy our enemies," said the speaker.

Vice President Martin in his address declared the interest of the Great Northern railway and the city of Superior to be identical.

"It is bound to be so when business relations as close as those existing between the railroad and this city," said Mr. Martin. "The Great Northern has a very heavy investment in its terminals here, pays out vast sums to the employees on its payroll and is one of the largest, if not the largest, taxpayer. The Great Northern certainly can claim to be a citizen of Superior."

Referring to the recent experiment in freight car building at the Superior shops, Mr. Martin stated that

the first consignment of cars had been completed and that an order had been placed for the construction of another lot.

#### Stabilize Employment

The purpose of car building in the shops, he explained, was to stabilize employment for the shop forces which would otherwise be affected by the slack in activities which usually come in the winter.

In closing Mr. Martin expressed the wish "that the people of Superior may have a very happy and prosperous year."

James T. Maher, land and tax commissioner, also was a speaker. He told of the benefits which had been derived from the organization of the Great Northern club at the general offices in St. Paul.

Miss Alice Keller, vice president of the Railway Business Women's club St. Paul, was another speaker. She urged the organization of a club by women employees of railways entering Superior.

John H. Boyd, assistant controller of the Great Northern, sang a number of pleasing vocal solos. There were also selections by the Great Northern "Songsters" and the Northern Pacific orchestra.

#### Officials Present

Besides Vice Presidents Countryman and Martin, Commissioner Maher, and Assistant Controller Boyd, the delegation from St. Paul included Robert Keck, chief clerk of the claim department and J. C. Sullivan, foreman of the Jackson Street Shops, also the "Songsters," the Misses Rosella Renz, Evelyn Capistrant, Gertrude Gardner and Mrs. Delilah Michaud, with Miss Arlene Stauffacher, accompanist.

The Railway Business Women's club delegation included: Mrs. Nellie Severance of the Soo Line, president of the association; Miss Alice Keller of the Omaha, vice president; Miss Olivia Johnson of the Great Northern, treasurer, and president of the Great Northern Railway Women's club; Miss Hazel Williams of the Minneapolis & St. Louis road, secretary; Miss May Needham, Great Northern, second vice president of the Women's club; Miss Vera Rooney of the safety first department, Great Northern; and Miss Wilhelmina Pokorny, cheer leader of the Great Northern Railway Women's club.

Following the program there was dancing until midnight.





## DIVISION NEWS

### BRECKENRIDGE DIVISION

**L**AST week we heard a whispered rumor of someone distributing cigars promiscuously and liberally in the vicinity of New Rockford, and, knowing that the presidential election was over and the next one wasn't due for four years, the Special Agent was sent to look into the matter. His investigation developed that our congenial Trainmaster at New Rockford, M. C. Anderson, is the father of a brand new baby girl—which makes it one of each. We understand both mother and child are doing well and there are some hopes for the father's recovery.

We think the GREAT NORTHERN SEMAPHORE, and particularly this issue of it ought to be devoted, to a certain extent, to getting all of us better acquainted with each other and, for this reason, we want to tell you about one or two of the employees on this Division. One of our young ladies, when approached by a solicitor for funds to erect and maintain a home for bachelors, snapped at the solicitor and assured him that she most certainly would not make a cash donation but did offer to accept and care for one of the inmates of the institution for life. The solicitor, who happened to be a widower, informed the lady that she must have misunderstood him, and that it was a bachelors' home and not a penitentiary he was soliciting for.

Mr. C. L. Harrington, Agent at Ayr, N. Dak., has taken a long needed and well earned vacation and is spending the winter in Southern California. Mr. Harrington, who is seventy years old, has been employed in the station service of the Great Northern since 1898 and although he is entitled to plenty of service stripes, he is still young in spirit and a faithful employe and steady booster for the Great Northern. We miss his hearty high-ball at Ayr.

Conductor George W. Harris, another of our old-timers, is spending the winter in Santa Anna, Calif.

C. G. Chadwick, our Agent at Cas-  
selton, N. D., has taken a leave of absence and, with his family, has gone to Eugene, Ore., during the winter months.

Mr. F. A. Nolan, our Division Roadmaster, whose health has not been very good the past few months, has gone to Rochester, Minn., for examination and treatment. Mr. Nolan has been on the Breckenridge Division for a great many years, and we are all looking forward to his speedy recovery and return.

Mr. J. J. Hinds, our Agent at Wahpeton, who is doing all in his power to put our competitors out of business, gave an interesting talk before the Rotarians of that city at their weekly

meeting last Wednesday. We understand he went over big.

I suppose most of the readers of this magazine have heard of the good sport and sportsman we have in the person of E. J. Kendrick, Agent at New Rockford. Have him tell you about the big herd of ducks and chickens he shot or scared to death one day last fall—the day he was in company with three or four more second class hunters who did all the shooting for which Ed took the credit. After the smoke cleared away and Ed got back to earth, it was proved to the satisfaction of all but Ed that the Call Boy had removed the shot from his shells and filled them with salt. For further particulars see Mr. Close or W. F. Jones.

Apparently our motive power is in good condition. We note Chief Dispatcher Stull and Master Mechanic Muldowney are again on speaking terms.

Mr. Stull hasn't been quite himself since the day before Thanksgiving. He thinks it's his tonsils, but if you want the facts, here they are: He bought a live turkey, figuring on dressing it himself. The next thing to do was to turn off the turkey's switch and extinguish his life. Frank tried to do this by chopping off Mr. Gobbler's head and, quite naturally, the gobbler objected and put up quite a fight. After considerable coaxing, he agreed to hold still a few minutes while Frank got his bearings. Frank then took advantage of the poor gobbler's position and gave him the axe, figuring that the rest would be easy, but Mr. Turk in his last struggle, let go all fours, kicked Frank in the alley, and after spattering blood on his best suit, started down Dakota Avenue, which is the main stem in our little Twin Cities. It was a good race, with Frank just barely holding his own, until some kind autoist ran over the turkey and killed it. What Mr. Stull saved on the price of the turkey and then some was paid to the Judge the next morning as a fine for violating traffic laws.

Friday, Jan. 9th, a conference was held at Breckenridge Store to devise a new form of Labor Distribution which it is felt, will be a great saving in time over the form now in use. Among those present were H. Hayes, General Storekeeper E. Thraff, Ass't. General Storekeeper, J. J. Murray, Traveling Auditor; W. J. Warren, Traveling Auditor; G. B. Hoult, Storekeeper, Devils Lake; E. W. Nelson, Storekeeper, Minot; G. H. Abendschein, Storekeeper Redland; W. H. Jackson, Storekeeper, Grand Forks; A. F. Holl-michael, Storekeeper, New Rockford; F. H. Lindenberg, Storekeeper, Breckenridge.

"Monday, Jan. 5th, was the most remarkable day this winter. The sun

was as bright and warm as a May day. The water was running in every ditch and the ice men and boys had to desert the river on account of the volume of water flowing on top of the ice, caused by the sun's heat." (But that was in 1900.)

Louis, the young man on whom our Chief Clerk's steno. intends to hook a ball and chain in the near future, was called to St. Paul by Mr. Babcock, of the State Highway Department, to make an atlas of the various counties in the state. We'll wager he'll put Breckenridge on the map to the tune of "There's a pretty spot in Wilkin County."

The following may give you some idea of what we've been doing on the Breckenridge Division: Loaded 671 cars of grain, 265 cars of stock and 76 cars of potatoes during December this year as compared with 506 cars of grain, 204 cars of stock and 115 cars of potatoes a year ago. We have loaded 9,632 cars or 13,484,800 bushels of the 1924 grain crop, 697 cars of the 1924 potato crop and 1,982 cars of stock to date.

You know, we consider good health and true friends among the greatest assets on earth, so we wish you all good health and hope you'll be true friends to us.

### BUTTE DIVISION

**W**E HAVE had so few accidents on the Butte Division in late years, that it has been necessary to hold mock investigations occasionally to keep in practice.

A number of us recently were called to the office of a member of our Legal Department, where one of these investigations was held, taking for discussion the scene at grade crossing pictured on page seven of the November issue of the SEMAPHORE.

Letting it be supposed that I was riding the train, the attorney "examined" me.

Q. "How close were you to the engine?"

A. "One car length."

Q. "Was the bell ringing approaching the crossing?"

A. "No."

The question was repeated in a high pitched voice. My answer was again "No."

He then quickly asked.

Q. "Was the whistle sounded approaching crossing?"

A. "No."

This question was repeated but my answer remained the same.

I was then asked if my hearing was good and if I had been recently examined. I answered "Yes," adding that I underwent examination by the authorized Company Physician a short time ago.



## DIVISION NEWS

CONTINUED

I saw that he was getting hot under the collar, so I explained that obviously an accident of this particular nature would not occur on the Great Northern. Asked to explain myself, I said: "All Great Northern Railway engines from the day of the 'Wm. Crooks Number One' to the present modern locomotives have been equipped with bells and whistles, while the one illustrated and in question was without these very necessary adjuncts, as far as I could see."

After again referring to the SEMAPHORE and questioning members of the Mechanical Department present, he said, with some little show of temper, "The point is well taken, call the next case." A MEMBER.

Tuesday, January 6th, the Supervisor's local, at this point held their annual banquet and smoker and from all reports the meeting met with great success. However, we are still in the dark as to whether a certain party who attended has yet located the nickel that he lost during the course of the entertainment and hope that we may soon be enlightened.

Mr. Arthur Anderson, who was employed as Machinist at Great Falls Shops since January 22nd, 1923 was recently appointed deputy sheriff of this county. Mr. Anderson was sworn into office January 5th.

The Great Falls Carmen's Association held their Annual Banquet and Ball at the Knights of Pythias hall, December 30th, 1924. Supper for three hundred members and their families was served at 6:00 P. M. followed by dancing until midnight. A splendid evening was enjoyed by all present. The committee in charge consisted of Wm. Pauli, Jack McClary, Alva Parsons and Frank Patterson.

Charles R. Jackson, veteran clerk at Great Falls Freight, was retired from active service and placed on the pension list on January 2nd. Mr. Jackson entered the employ of the Great Northern as agent at Fergus Falls, Minnesota, in 1883, and has been employed in the capacity of Claim Clerk at Great Falls since May, 1916. He retired after forty-one years in the company service.

Lawrence Galsted, employed for the past three years as cashier at Lewiston, has been displaced by Millard Streeter, formerly at Choteau. Mr. Galsted displaced R. L. Peterson as Rate and Revising Clerk at Great Falls.

Willard L. Kennedy has been assigned on bulletin to position of Claim Clerk at Great Falls Freight, made vacant by the retirement of Charles R. Jackson.

Jay M. Faunce, Manager at "PD," Great Falls Relay Office, has returned from two weeks' vacation. Mr. Faunce attended the meeting of Relay Man-

agers of the Western District held at Spokane, December 12th and 13th and reports a very interesting and instructive meeting, which was addressed by General Superintendent of Telegraph, J. C. Rankine, and Assistant Superintendent of Telegraph A. W. McKay. John McKeon, early night chief, acted as manager during the absence of Mr. Faunce and J. C. Hickman relieved Mr. McKeon as early night wire chief.

Mr. J. H. Mayer, Veteran Dispatcher at Great Falls, leaves January 16th on a 60-day leave of absence. Mr. Mayer belongs to the Veteran Capitalist class and will spend his vacation in Sunny Southern California with the mermaids and the ponies at San Diego and Tia Juana. Mr. F. R. Cochran from Whitefish will relieve Mr. Mayer.

Mr. John Wallin, our venerable District Roadmaster, is arranging for a leave of absence to take the much needed rest and to relieve himself of some of his hard earned summer's wages. Have a good time, John. Calvin Hankins will serve as district roadmaster during Mr. Wallin's absence.

Mr. Glenn Watson has been employed in the Superintendent's office at Great Falls, to fill a temporary vacancy created by leave of absence granted Alice Kirby, O. S. & D. Clerk. Mr. Watson is acting as Personal Record clerk and Mrs. Erickson as O. S. & D. Clerk.

### CASCADE DIVISION

**C**ASCADE Tunnel Yardmaster Geharts wife was taken seriously ill and has gone to Sacred Heart Hospital at Spokane.

J. E. Oursler, Agent has bid in the Agency at Cascade Tunnel again: Jim had been located at Cascade Tunnel a long time and thought he wanted a change but after trying out several Stations found that there is no place like the top of the hill.

The Banner Snow dozer crew at Cascade Tunnel had planned on spending New Year's eve and New Year's at home but on account of snow storm had to stay on the job and buck snow, with them, all was gloom until the Japanese assistant Section Foreman invited them to a ten-course dinner. The boys say the dinner was fine but there was a lot of dishes that tasted good that they did not know what was in them.

W. Griffith, The Silent Operator at Tye, bid in third trick at Gold Bar and moved a few days ago. A fellow that does not talk any more than Griffith has no chance with that bunch around Tye.

Engineer Searls sure was peeved when he went through Cascade Tunnel and saw the Rotary. He loves to be at Cascade Tunnel winding up a Rotary.

The co-operation over the hill is more noticeable every day. Keep up the "Pep" boys and we will be able to pass up Skykomish and run through to Everett.

The cook has a Radio installed in the eating house at Cascade Tunnel, says he tuned in on the G. N. pro-

gram from WCCO. We all wish this thing would work when some of us are around to listen in.

Very mild winter on the Cascade Mountain so far this season, only 200 inches snow fell to date. Nearly all of this has rained off.

Mr. John Fahey, Assistant E. & F. Timekeeper in the Cascade Division Superintendent's Office at Everett, Washington, was seriously injured on the morning of January 1st, 1925, in an automobile accident in the vicinity of Everett and is now confined in the Providence Hospital at Everett, with no hopes held out for his recovery.

Mr. Fahey came to the Cascade Division about four months ago from St. Paul, Minnesota where his folks have resided for some time and where they are quite well known among the old timers connected with our line. He was formerly employed as clerk in our Shop Accountant's office in St. Paul. His mother, Mrs. Mary Fahey of 556 Blair Street, St. Paul, Minnesota, arrived at Everett yesterday morning, from St. Paul.

Everett Lodge, B. of R. C. No. 465, entertained for members and guests in the K. of C. Hall at Everett, Washington, Tuesday, December 9th, 1924, with a card party, luncheon and dance. An enjoyable evening was spent and the success of the party no doubt will result in the Committee considering the advisability of giving these parties frequently.

Engr. C. R. Zinke of Cascade Division, retired from the service December 30th, 1924, after having served nearly 27 years as engineer for the Great Northern.

J. Brady, Master Mechanic.

### CASCADE DIVISION

Seattle Items

**I**T is rumored around Seattle that one of the prominent officials of Seattle is going to put on a Great Northern dance and everyone is looking forward to an enjoyable evening. We hope there will be nothing to alter the plans.

Plans are on foot to organize a Great Northern Club in the near future. One of the features of the organization will be a jazz band.

The first match of the Great Northern Bowling League rolled January 6, the opponents being the Glacier National Park League of St. Paul. While we did not win all three games, we were lucky in picking off one and a close score on the other two. Taking into consideration the fact that the Glacier National Park team is considered one of the crack teams, we feel rather puffed up to think our amateurs made such a good showing.

On December 15, Agent, Mr. W. F. Stokes, was called to Chicago to attend a meeting of the Station Traffic Committee of the Freight Station Section of the American Railway association, of which he is a member.

The Freight Station Section at their annual meeting, which last year was





## DIVISION NEWS

CONTINUED

held at Charleston, S. C., discusses a good many topics which are brought up by the different sectional committees throughout the country and these topics are referred to the different committees for investigations and recommendations. It was in connection with these topics that were referred to the Station Traffic Committee which required the presence of Mr. Stokes at the meeting in Chicago.

One of the latest developments of coastwise competition is the handling of magnesite ore which is mined and refined at Chewelah on the Spokane division. They are shipping approximately four thousand tons a month into Seattle for the transportation via intercoastal steamers through the Panama Canal to New Jersey. This tonnage is being handled in the old Great Northern Elevator which was converted by the Northwest Magnesite Company for the express purpose of handling this ore at an approximate cost of thirty thousand dollars.

### DAKOTA DIVISION

**A**CCOUNT short time am unable to give you sufficient new items to make two columns, but am giving you all that I could dig up.

Two Bowling Teams have been organized, one from the Superintendent's Office and one from the Freight Depot. These two teams will bowl in the System league recently organized, and they rolled their first games Wednesday evening, January 7th. Team No. 1 from the Superintendent's office rolled 831 pins the first game, 800 the second and 914 the third, a grand total of 2,545. Team No. 2 from the Freight Depot rolled 758 pins the first game, 715 the second and 719 the third, a grand total of 2,192. "Cy" Young, Material Clerk has been elected Captain of Team No. 1 and Harold Montgomery, Chief Clerk at the Freight Depot, has been elected Captain of Team No. 2.

J. E. Nelson, File Clerk, has requested a four months' leave of absence and intends to take a course of training in the U. S. Infantry School at Columbus, Ga.

Bill Kay, Chief Clerk, spent the Christmas Holidays at Melrose, Minn.

### AT DELTA SHOPS

**T**HE employes of Delta Shops are congratulating themselves over the fact that they rank first among the shops for number of reportable accidents for period January 1st, 1924 to November 30, 1924, having but five reportable accidents for this period.

Delta Shop men regret to report the death of machinist John J. Fischer, who was accidentally killed while walking on the highway December 27th, 1924.

Everett residents are again enjoying their good old rain following a

siege of cold weather which lasted about two weeks during the holiday season. It was reported as being the coldest it has ever been with a temperature of nine degrees above zero.

Yours truly,  
L. GAUL,  
Shop Superintendent.

### KALISPEL DIVISION

**N**ow that the storm is over, we have all settled down again and putting them across on time.

And speaking of storms, the one that started the morning of December 15th, is the one best bet we have had since 1916. The writer was on the S. P. & S. at that time, so will have to take their word for it, but if this be the truth, he is glad that he was in "The Banana Belt" at that time.

All of the Division officials as well as General Manager O'Neill and General Superintendent Smith were on the job day and night and most of us, who occasionally get a little sleep, wonder when they got a little "Shut eye." If you happened to be around at 7:00 A. M. or 1:00 P. M. or 2:00 A. M., you would be sure to hear J. H. O., W. R. S., or M. C. L. on the phone asking how things were going. But one of our local officials is in bad. J. C. "Snow King" Shanahan, Trainmaster on the "Peak," after going out on the job about 3:00 A. M. December 15th, was found to have actually crawled between the sheets on the morning of December 25th. "Shanny" probably would not have been discovered had not the storm resumed its fury, and, looking around for Shanny, found him in bed. He was very much embarrassed, but crawled out after a long snooze of two hours, but he was only kept up this time until January 3rd.

Mrs. A. L. Vining, wife of our genial Chief Clerk, has been in the hospital for the past two weeks after an operation. It is now reported that she will be able to return home January 10th. We are all glad to hear this, as "Al" has been a much worried boy.

Several of the girls in the Superintendent's office have the bowling fever, and some of them throw a "mean hook." Mae Allen seems to have it on the rest of them, but Mae had a good instructor in Ecky Eckwald when he was out here last year checking up on the double track work.

While conditions are not just right at present, we hope soon to be able to ask for a Charter in the Great Northern Club, and put on our own little entertainments.

J. H. (Jimmy) Hicken, Chief Dispatcher, has been granted a leave of absence, and left December 31st for Skykomish, Wash. where he will be Chairman of the Board of Examiners. We all hate to see Jimmy leave, as he has sure spent lots of time and money to make Whitefish, the Division Headquarters, a real town. He was the organizer of the City League last summer, which was a huge success, and also started the Municipal Skating

Rink, and had several other propositions up his sleeve, when he received his latest appointment. We know he will make good, but can hardly wait until he returns.

Tommy Dixon, Ass't. Supt., and also second baseman on the Officials' Baseball team, has been getting a lot of winter training during the recent storm. If road work is all he needs to keep in condition, he is in the "Pink" right now.

Several of the operators and agents have been quite sick recently and our unusually large extra board has been so depleted that it was necessary to borrow several from the Spokane Division.

The Forest Product loading is picking up on the division, and now that the Fernie Mines have resumed operations, we look for a busy winter.

Mr. E. (Mike) Joyce is acting as Chief Dispatcher during the absence of Mr. Hicken. "Mike" is a good actor. Bill Depew is working the night shift while Mike is on the Chief's job.

The Mechanical Department, headed by Jimmy Shoaf, has been going like the wind during the storms, and has done some wonderful work.

We must not forget the Call Boys, who were on the go every minute and handled things like veterans. It is hard to realize how these "Sports" do it, but they sure get there, as was proved this past month.

And "Katie" in the Yard Office who handles the "Bible" and Diversions says the storm treated her fine and that this is the first rest she has had in five years. Of course, she is making up for it now, but that doesn't bother her, she has had her rest.

If the Editor had given us a little more time, we could have dug up more dope, but he rushed us worse than Jack Pelters does most of the time for passing records.

—FINIS, Scap, Temporary Correspondent

### MESABI DIVISION

**A** REVIEW of the season of 1924 at the head of the lakes shows that it was a record breaker in more ways than one. Business was good, thank you; and the Great Northern certainly got its share.

The movement was very heavy, reaching a total of 42,623,752 tons shipped from upper Lake Superior ports. This, of course, includes ore from the Missabe, Vermillion, Gogebic, Menominee and Marquette ranges. Of this total, the Great Northern handled 12,600,142 tons, or 28.30 per cent.

The season of 1924 also beat all grain records. It is estimated that the grain receipts at the Head of the Lakes this year will aggregate close to two hundred million bushels. The total for the first eleven months was 190 million bushels, so that it is quite probable that the estimate will be realized. The significance of these figures is apparent when it is stated that the previous high record of grain receipts for a calendar year was 130 million bushels.





## DIVISION NEWS

CONTINUED

Receipts from August 1st to December 1st this year were 152,342,548 bushels, as compared with 41,723,348 bushels in the same period in 1923. It is estimated that the grain shipments from October 1st to December 12th will total around 140 million bushels. The record up to the end of November was 127,700,344 bushels. This is a new high record for grain shipments out of Duluth-Superior Ports.

During the month of October, there were 58,581,322 bushels of grain unloaded at Duluth and Superior elevators, and this was the largest amount of grain ever unloaded at a primary market in one month in the United States. The next highest unloading rate was made in Chicago seven years ago, when about 52 million bushels were unloaded in one month, and the previous high record for the Northwest was in Minneapolis, December, 1915, when there were 44,773,260 bushels unloaded.

Also during the month of October G. N. elevator "S" which is located on Great Northern tracks at Superior unloaded 12,990,298 bushels—the largest amount ever handled in one elevator in one month. Of the total grain received at the Head of the Lakes, forty per cent of it comes in over the Great Northern.

Mr. A. W. Elmgreen, Assistant Ore Docks, has just recently been appointed Superintendent of Ore Docks at Allouez vice Mr. J. C. Morrell, deceased. Mr. Thomas Green, formerly general foreman ore docks was appointed Assistant Superintendent to succeed Mr. A. W. Elmgreen.

Mr. J. P. Dooley, agent Superior Freight Station, has taken a leave for several months and will spend the winter in Florida, stopping off at Buffalo en route for a visit.

Our Semaphore Bowling team played their first game at the Elk's Bowling Alley Superior, 8:00 P. M. Wednesday, January 7th, bowling against Spokane, results of the game being forwarded by wire. Our team won two out of the three games and also won out on total pins.

### MONTANA DIVISION

**A** SERIOUS accident happened on Sept. 26th to Preston S. Clement, passenger conductor of this division. While splitting some kindling at his home in Havre, a piece of wood flew up, striking him in the right eye. Examination at the Mayo Clinic Rochester, revealed that the lens of the right eye had been dislocated, and it was later found necessary to remove that eye in order to save the sight of the other one. His sight has been impaired to such an extent that he will no longer be able to continue his duties as conductor.

Conductor Clement has been employed in Train Service on this Division since April 24th, 1899, a period of over twenty-five years, seventeen of which have been spent as a passenger conductor. His work has always been of the very highest character, and his unfortunate accident has resulted in a very real loss to the Company as well as to himself.

At Wolf Point, January 5th occurred the death, by appendicitis, of Benj. F. (Frank) Hatton, Switch Foreman at that place. He leaves a wife and a five-year-old daughter, to whom is extended the sincere sympathy of his many friends and fellow workers on this division.

Mr. Hatton was born twenty-nine years ago in Detroit, Michigan, coming to Montana in the Spring of 1913. He worked as Yard clerk and Switchman for the Northern Pacific at Glendive, Billings and Forsyth until April 1918, when he entered service with this company as a switchman at Wolf Point, continuing in Yard Service there until his death.

J. L. Shiely Co., contractors, now have men on the ground at Chinook Pit to begin the erection, for the Great Northern, of a gravel washing plant, the first to be put in service on this road, or at least in this vicinity.

This plant, when in operation, will be complete in itself. The pumps, conveyors and screens will be motor driven, and there will be narrow gauge tracks installed, with donkey engines and cars.

There will be three screens, delivering two sizes of gravel and one of sand into separate stock piles. It is contemplated using a gas engine and clam shell for later loading the material from these piles into cars to be hauled wherever it will be finally used. The silt from the washing process will be delivered into another bank, from which it may later be loaded when needed for widening shoulders, etc.

It is estimated the entire plant will cost in the neighborhood of \$60,000.00.

### ST. CLOUD DIVISION

#### Minneapolis Items

**F**RED Spencer, G. Y. M. at Minneapolis, is a glutton for punishment. After spending twelve hours a day chasing engines and box cars, he finds time to act as President of the School Board at his suburban retreat—Columbia Heights—"p where the sun shines" as a local realty firm advertised prior to passing of the 18th Amendment, but since better known as "Moonshine territory." Fred finds more difficulties in pacifying school-mams and janitors than in the handling of his numerous switch crews. Other conspicuous rails of that suburb are Harry Manville, Switch Foreman

who is Deacon of the Church, and Yardmaster Bill Shields who carries the title of "dog catcher" or something of that nature.

Possible all are not aware that Minneapolis has a Great Northern bowling league of eight teams, but that is the case, and much rivalry exists between the different offices. At the present time Minneapolis Junction Office is leading with Passenger Station No. 2 in close pursuit. Last Friday night Capt. Chris Couch of No. 2 was very confident of passing the leaders, his team being pitted against the tail-enders, in fact so confident that he said to his Lieut. Officer Tim Sullivan, "Now Tim, you're pretty tired from stepping around here all day, the pickings are soft tonight and we can get by without your 180 average. You just go home and hit the hay and rest assured that tomorrow we will be on top." "That's foine,"—said Tim,—"Oive given six or seven the bum's rush today and, bedad, Oim about all in anyhow." But the dope did not run true to form and two games lost is cause of glooms issuing from the features of Couch, Calkins and the rest of the varnished car boys supporting team No. 2.

Mr. Salem L. Doying, pensioned Agent this Division, died at Alexandria on December 29th. Mr. Doying entered the service of this Company thirty-seven years ago.

Another veteran employee, Mr. Chas. Lewis, Clerk at the Mississippi Street Coach Yard, died on December 30th. Mr. Lewis also had thirty-seven years of service.

Mrs. Margaret E. Martin, Matron at Minneapolis Passenger Station, who had been on sick leave recently, has been retired on pension after thirty-one years service. Her face will be missed from the station floor where she has been a familiar figure for so many years.

Minneapolis No. 1 rolling against Great Falls, and Minneapolis No. 2 matched against Whitefish—each got off to a good start in the Great Northern Telegraph Bowling League, starting week of January 4th, by taking two games from their apponents.

Funny how a trip "gets" some folks. Joe Aukhoffer, Clerk in the Superintendent's office boarded No. 3 shortly before the holidays and stopped off at Williston. Evidently the North Dakota air affected his brain for Joe hasn't been able to keep his mind on his work since. But why blame the "air"?

Attention is called to the record made at Mayer, Minn. station during the year 1924 as regarding O. S. & D. matters. There were approximately 2,000 pros in freight received and only three O. S. & D.'s issued which covered minor damage to three shipments amounting to \$5.00 or less. Are there any other stations who can show as good or better record?

### SPOKANE DIVISION

Trainmaster W. Carswell who recently underwent a major operation, returned to his desk Monday, January





## DIVISION NEWS CONCLUDED

5th. It surely seems good to see his smiling face again.

Conductor J. E. Brawley, of the Spokane Division, has been made a member of the Examining Board, and is now working with that body on the Cascade Division.

Material Clerk Leo Fautch has been laid up for the past ten days with a severe case of tonsillitis. He has recovered sufficiently to be able to again take up his duties.

It was with deep regret that we learned on December 29th of the death of Mrs. P. I. Triplett, wife of Dispatcher Triplett of the Spokane office.

We have just heard that our old friend J. J. Fitzgerald, General Master Mechanic's Chief Clerk has submitted to an operation, and will be confined in the hospital for some time. We all join in extending Mr. Fitzgerald an early and complete recovery.

The GREAT NORTHERN SEMAPHORE Bowling League got under way on January 4th, sixteen teams representing the various division points and general office competing. While the results of the first week's bowling cannot be taken as positive insurance of the closeness of the race, it is quite evident that the entire sixteen teams will be very closely bunched at the finish. From reports received, a great deal of enthusiasm and interest is being shown.

The weather has moderated considerably, making one feel that the time is quite short and that preparations should be made for the spring and summer sports. At Spokane we have under advisement and are endeavoring to organize, a railroad baseball league, which if we are successful, will be comprised of six teams representing the various railroads in the city.

"Hillyard Boiler Shop forces were increased without authority from St. Paul on January 6th, on which date a son was born to Mr. Harry Gloth, Assistant Boilermaker Foreman.

Harry passed the cigars and is wearing a smile that won't come off."

## WILLMAR DIVISION

**T**HE extent to which farming in this territory has diversified is reflected in the following 1924 loading figures:

Cars grain loaded, 21,493

Cars stock loaded, 15,175.

At Yankton, the Guernsey Seed Company has a forty-acre field of peonies, said to be the largest peony field in the country. The bulbs are shipped to all parts of the United States.

Conductor H. B. McKinney is sojourning at Los Angeles. Handsome Harry is probably trying to break into the Movies.

It is expected that Agent T. M. Loftus at South Shore will have an important announcement to make soon.

Engr. John Chew is on the sick list.

Weather the past month has been rather rough on the Bus line competitors.

Conductor Bill Boyd, who has been off sick, is again back on the job.

## CLUB ACTIVITIES CONTINUED

The prize for the "Ball Dance," a three-pound box of candy, was won by Conductor W. E. Johnson. At midnight a buffet lunch was served in the station restaurant.

The entertainment committee in charge of the dance and to whose efforts its success was largely due was composed of the following:

W. R. Foster, Chairman; J. W. Chatterton, Floor; P. W. Tillisch and H. W. Green, Arrangements; Elizabeth Koll, Mildred Melde and Mrs. Pearl Erickson, Lunch; Lillian Barrette, Chas. Ferg and Hugh Hamblen, Decorations. F. A. Kachinsky and J. P. Morton, Check Room.

The decorations' committee are largely indebted to Mr. I. T. Dugan, Claim Agent at Whitefish for the valuable assistance rendered.

A function such as this, which can bring together in good fellowship representatives from so many branches of the service, is the best means yet devised for furthering the object of the Great Northern Railway Club as set forth in our by-laws and it is the intention of the Spokane Chapter to hold several more, in fact plans are already made for another dance on St. Valentine's Day.

A vote was taken on the publication of employe's magazine and the four hundred present were unanimously in favor of it.

(You've got it, boys. Here she is! Come along and help make it the best of the lot. It's yours—mine—ours. Its success rests largely with the employes' active support.)—EDITOR.

## BOOSTERS' CLUB— HILLYARD

**A**T THE regular meeting of the Great Northern Railway Employes' Booster Club held at the I. O. O. F. Hall, Hillyard, on January 8th, the election and installation of officers took place. Those elected were Wallace Ovey, President; Edward Theis, Vice-President; M. A. Kelly, Secretary-Treasurer; Trustees: J. B. Taylor, Chairman R. Johnson and Leo Young. After the installations, President Ovey in conjunction with the Vice-President, appointed the following committees:

Social, Jos. Ertel, Chairman, Roy Worley and J. B. Taylor; Publicity, James Ryan, Chairman, Ross Lower and George White.

The appointment of the soliciting committee was left open until our next regular meeting.

There was a good attendance. Among those present were J. M. Hurley, Shop Supt.; J. A. Taylor, Ass't. Car Foreman; Lee Rothwell, Machine Shop Foreman. As considerable time was spent in electing and installing the officers very little business was transacted. The President spoke on the aims and objects of the Club which are to promote a greater harmony and better understanding between the employes and Foreman in general, to boost for ourselves and the Railway. By so doing we shall boost for our Community.

Paul Tillisch, Vice-President Great Northern Club, Chapter No. 2, W. W. Rickard, Secretary, and W. Foster, Chairman Entertainment Committee, were guests at this meeting.

Mr. Rickard congratulated the members of the Club on their choice of officers, and expressed his confidence in the success in store for our Club in the future. He also gave us some valuable suggestions, which, if adopted, will undoubtedly prove beneficial to all concerned. Mr. Rickard is possessed of a wonderful bass voice, and I feel certain that should he grace our meetings with his presence at any time in the future, it would be advisable for him to take along a scroll or two of music, as quite a number of members who felt the power of his voice feel certain that he could give a beautiful rendering of that ever pleasing old time song "Asleep in the Deep."

Mr. Tillisch and Mr. Foster also addressed the meeting briefly, and kindly offered their co-operation at any time in any matters in which we may feel they would be of assistance.

The interest and zeal shown by this club is clearly evidenced by the fact that the new Social Committee already have plans under way to hold an entertainment and dance on or about February 12th. As the Booster entertainments are well known, it is assured that this entertainment will be a real success under the able guidance of Joe Ertel and his boys.

Don't forget our Motto

"Boost for the road you work for, or work for the road you Boost for."

JAMES RYAN, Hillyard Shops.

## PREVAILS IN THE END

"Why don't you attend church?" asked the minister of a non-attendant.

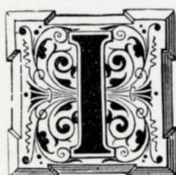
"Well, I tell you sir: The first time I went to church they poured water in my face, the second time they tied me to a woman I've had to keep ever since."

"Yes," said the parson, "and the next time you go they'll throw dirt on you."



# GREAT NORTHERN RAILWAY EMPLOYEE'S CREED

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BELIEVE in the Great Northern Railway.

I believe that it is a Dependable Railway.

I believe that it is the best Railway in the Northwest, and I shall use my very best efforts at all times to keep it so.

I believe that with my best efforts the Great Northern Railway will eventually be the best Railway in the country, and that means in the world.

I believe in doing the best I can for my Company each day.

I believe in being courteous—in treating the public and my fellow employe the way I myself would like to be treated under the same conditions and circumstances.

I believe that if I must criticise or correct a fellow employe for mistake or error that I should be fair and just in such criticism—firm but not harsh or cruel—because I believe that neither I, nor my fellow employe, can do as good work if criticised harshly, or in a cruel or strictly punitive manner.

I believe that I should, when occasion offers, reward a fellow employe with a kind word or some acknowledgment of work well performed.

I realize that whatever my position with the Great Northern, I am one of its employes.

I pledge myself to carry out each and every one of the tenets of this creed, because I am a part of the Great Northern Railway.

My Company is known by the things I do while I am serving it, and I wish to make my Railway a Railway of Personality.

I believe the observance of this creed will mean my Company's success.

—Edward F. Flynn



Jack C U N T  
See you when tea is ready  
Rosie

# THE ORIENTAL

FOREMOST OF THE CLIPPER SHIPS



**O**RIENTAL trade is the oldest known to commerce. Columbus, seeking a Western route to India, discovered a continent. The long voyage around the Horn or the Cape of Good Hope led to the development of speed in sailing ships and thus to our golden age in shipping. American genius produced the Oriental, foremost of a long line of clipper ships, speedy aristocrats of the ocean that dominated the seas between the years 1845 and 1865. The prize she won was the trade of Asia---teas, silks, dyes, spices---precious things from that ancient country of mystic charm. Her speed and graceful beauty captivated the shipping world.

Gone are the clipper ships from the seas, but the Oriental Limited train has taken the place of the clipper Oriental. Speedy, convenient, luxurious, this new thoroughbred of the rails connects with fast steamships to the Orient and transports travelers between the Twin Cities and the cities of the Pacific Northwest in 57 hours.



# GREAT NORTHERN