

Great Northern Semaphore



Repairing Rail
in Track
by
Oxy-acetylene
Process



MARCH~1925



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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.

REPAIRING RAILS IN PLACE

How Worn Rail Ends, Frogs and Switch Points Are Renewed by Oxy-Acetylene Process Without Removal

The Following Article, Contributed by Mr. J. H. Goos, Inspecting Engineer, Tells of a Very Effective Measure of Economy in Vogue on the Great Northern.

THE COVER of the March issue of the SEMAPHORE shows a welding gang at work rebuilding worn and battered rail joints by the oxy-acetylene process. The application of this process to maintenance of way work is one of the most important developments of recent years. Probably no other single development has resulted in saving material and labor to as great an extent as this one.

The process consists of the use of a flame of very high temperature in melting and applying metal of proper composition to build up and replace worn parts or to join broken parts of track material. The high temperature flame is obtained by burning oxygen and acetylene at the point of a torch—the gases being transferred from place to place in cylinders under high pressure.

The part to be welded is first heated to a liquid state and the new metal applied, a special grade of welding steel being used for track work. After the new and old steel has been fused, the welded portion is then hammered while weld is still hot to bring it to the original shape and dimension. The hammering of the welded portion also serves to harden the metal and results in greater wearing qualities, which is a very desirable factor in welded frogs, switch points, or rail ends.

The use of this process in shops has been established for many years, but the successful and extensive application to track work has been very largely the result of the development on the Great Northern, and without doubt the process has been used more extensively on the Great Northern than on any other railroad.

The track material to which the process is applied consists of frogs, switch points, crossings and rails in place.

In the case of frogs, switch points and crossings the wear is concentrated on relatively small areas and such track material, previous to the adoption of this process, had to be removed from track whenever the wear approached the safe limit.

A main line frog weighs 1,948 pounds and the loss of a few pounds of metal on the point and wings formerly resulted in the scrapping of the entire frog, and in addition called for a heavy expenditure in the labor of removing and replacing the worn out frog. Unless the traffic is too heavy, such a frog is now welded in track, and a frog practically as good as a new one is obtained at a cost less than one-sixth that of a new frog. There are frogs in track today which have been welded as many as five times. The same thing applies to switch points and crossings.

In the case of rail, the application of the process came somewhat later. Under heavy traffic the rail ends become battered, and formerly it was necessary to relay the track when this condition became bad, ship the rail to a rail yard where the battered ends were sawed off and new holes for the joint bolts were drilled. In the welding process the metal at the rail ends which has been pounded down is built up to provide a level surface at the joint, and the elimination of the low spot at the joint lengthens the life of the rail several years and greatly improves the

comfort of riding for passengers. In many cases new joint bars have been applied at the same time so as to make a more permanent improvement.

In addition to the use of the oxy-acetylene flame for welding, it is also used to very great advantage in cutting rail.

With the use of the acetylene torch, one man can cut a rail in less than two minutes' time, whereas by the old method it took the entire section crew of five to six men about fifteen minutes to cut a rail by first marking it with a track chisel and then dropping it. Considerable labor can also be saved by using the acetylene torch in cutting old bolts from rails removed from track, as work can be done in less time by cutting bolts with torch over the old method of cutting with track chisel.

The Great Northern's experimentation with gas welding in the maintenance department had its beginning in August, 1919, when a school of instruction in the building up of frogs was organized at St. Paul under the supervision of an expert from the Oxweld Railroad Service company. An experienced trackman was selected from each of five divisions and all five men were given a month's training or apprenticeship at full pay. After this preliminary instruction, each man was equipped with a complete welding outfit and sent back to his division, where with a helper he started to rebuild the worn frogs in terminal yards and on line. The organization of this first school at St. Paul was followed by a similar school at Hillyard, Washington, in October of the same year. After organizing these schools of instruction, the work of building up frogs spread rapidly to all divisions of the entire system.

About a year later the first experiment of building up twenty battered rail ends was carried out in Minneapolis. The result of this experiment was so encouraging that the welding of rail ends was started in the spring of 1921 on a number of Northern and Western divisions.

From the inception of the program, the few apprentice operators rapidly increased through the training of helpers in each crew, so that during the greater portion of the 1924 season there were 54 torch operators in service on line in the maintenance of way department.

Each welding crew usually consists of three or four men, namely one welder, one or two helpers, and one watchman. These men live in outfit cars so they can be moved to various points on the division where their services are required. In addition to this they are also provided with motor cars for the transportation of themselves and welding equipment from the outfit cars to point where welding is to be done.

The average annual amount of welding carried out is as follows: About 60,000 battered joints, 3,000 worn frogs and 1,000 switch points. This performance is a record of which the maintenance department is truly proud, for money saved is money earned for the company.



THE ROAD TO SUCCESS

Thrift the One Sure Road to Financial Independence

By F. C. Lindt, Superintendent Shops, St. Cloud

Two things lead to sure success—industry and thrift. We have yet to know of a successful man who has not attributed his success to hard work and saving. Even those born to wealth have their forebears to thank for the industry and thrift that amassed the fortune they enjoy. Wherever we may find accumulated wealth, it was, in the first instance, *earned and saved*.

It may be conceded that we all are industrious; no man stays long in railroad service who is not. But are we equally thrifty? Unfortunately, no. Many a man who gives to his allotted task the best that is in him, fails to achieve the financial independence that should be his, because he lacks thrift.

What is thrift? In a word, it is good management. But good management of our affairs entails several essentials. The first and foremost of these it seems to me, is saving—spending less than we earn, whatever that amount may be. We should save, and save systematically. To get ahead, we must have a simple and definite plan and adhere to it religiously. Hit or miss methods will not do. In the accumulation of wealth they are positively fatal.

Having adopted a plan of saving, we must put what we save to work for us. We work for our money; make it work for us. However small the weekly saving, deposit it in a savings bank. It is amazing how such deposits grow, if added to regularly and systematically. The dimes soon multiply into dollars, and the dollars into tens and hundreds of dollars. Andrew Carnegie expressed it completely when he said: "The best way to accumulate money is to resolutely bank a fixed portion of your income, no matter how small the amount." Benjamin Franklin said: "Remember that money is of a prolific, generating nature. Money can beget money, and its offspring can beget more, and so on. The more there is of it the more it produces at every turning, so that the profits rise quicker and quicker."

When the savings account has reached adequate proportions, there are investments to be made that will yield a larger rate of return. But be sure that the investment is *safe*.*

Save for a purpose. That should be a part of your definite plan. It may be for a "rainy day," for the purchase of a home, for the education of the children, for insurance against the helplessness of old age. Each one of us will know best for what we should save. Whatever the purpose, saving for it will insure preparedness when the need arrives. Individual preparedness is as essential as national preparedness, the lack of it as disastrous, relatively speaking.

Thrift does not mean that we shall stop spending. It does mean, however, and it is another essential of good management, that we spend wisely—judiciously and for a proper purpose. We should learn to distinguish between luxuries and necessities, and not let our judgment be

swayed by the seeming pleasures of the movement. We should keep track of all disbursements. This is the surest way of finding out whether we are wasting money, and if so, where to plug the leak. We should learn to know values—merchandise values. Investigate and study them. We should know what we buy *before* we buy it, and should not buy more than we need. It is a good thing to read advertising and get acquainted with standard brands and trademarks. Products that are advertised year after year are pretty sure to have merit and yield a value in proportion to price rarely found in unknown products or brands.

The following quotation from the letter of a wage earner is one of the best arguments for the practice of thrift that it has been my pleasure to see. It is especially valuable in that it is the actual experience of one who has practiced what he preaches.

"Being an ordinary wage earner, I started my first bank account when I was about twenty years of age. I waited until I had \$50, as I had an idea that it didn't pay to start an account with a smaller sum. I have found out since that I was wrong, and I believe that many people today have the same idea and for that very reason never get started.

"With my account at the bank once opened, I wanted to increase my savings, so I deposited small sums regularly and at the end of four years I had \$700 in the bank. I was married soon afterward and was able to furnish a comfortable little home, paying cash for all our fittings. My wife and I started together then on the Thrift road, and whenever opportunity offered we made small safe investments, and now, at the end of twelve years of married life, we own our own home and feel quite independent.

"We pay ourselves rent each month and deposit the money in a savings account, together with other small sums we are able to save from time to time. During these years of saving and thrift we have learned many things and have established some rules for our guidance, as follows:

"Don't buy anything you have no need for.

"Don't buy more than you need.

"Don't buy anything you can't afford.

"Don't save one week and spend it all the next.

"Save when you have a chance.

"Save for your necessities.

"Saving, like spending, gets to be a habit.

"Easy spent pennies make wasted dollars.

"Learn to save when you are young; it becomes a habit when you are old.

"When once you have acquired the real saving habit, it is fixed for all time."

Thrift is the keystone of the arch upholding the bridge we must cross to reach financial independence. Depend on that. We may have the purpose, unwavering determination, and willingness to work; but unless steady saving is a part of our plan, we are going to be like the donkey engine of which the little boy said: "It puffs and whistles, but it doesn't get anywhere."

*THE SEMAPHORE hopes to have something to say later on the subject of sound investments; but at present our concern is the accumulation of the funds which make them possible.—Editor.

FALSEN BECOMES "VERENDRYE"

Name of Early Explorer Given North Dakota Town

On February 3, 1925, the Name of Falsen was Changed to "Verendrye," in Honor of the First White Man to Enter the Country That Is Now North Dakota.

By J. L. Close, Superintendent, Breckenridge Division

AFTER MANY years the explorer and fur trader Sieur de la Verendrye, Canadian born scion of a noble French family, who penetrated the American Northwest, across what is now North Dakota, almost two centuries ago, has been given official recognition by having a town in North Dakota named in his honor.

Warren Upham, in his historical work entitled "Minnesota in Three Centuries," called attention to the importance of Verendrye's explorations, and suggested that his name be given to some county in northern Minnesota. That was not done, but it is equally appropriate that a town in North Dakota should be named in honor of Verendrye, because he was the first white man to explore the state, claiming the territory for the French crown during the reign of Louis XV.

Verendrye, formerly Falsen, is located on the main line of the Great Northern Railway between Fargo and Minot, twenty-seven and a half miles southeast of the latter city, where the railroad crosses the Mouse river. Like many of the rivers in North Dakota, this stream is located in a second bed; that is, the river may be from fifty to one hundred feet below the level of the surrounding country in a valley from a few yards to a half a mile wide, with a second bed only a few hundred feet in width, the low land having a heavy growth of timber. The Mouse (Souris) river came into early prominence through the chronicles of Verendrye.

The United States Government also recently honored Verendrye and his sons by establishing *The Verendrye National Monument* on Crowhigh Butte, 565 feet above the Missouri river on its east bank near the mouth of the Little Knife river. It was here the Verendryes visited a Mandan Indian village in the winter of 1738-1739, and again in the winter of 1742-1743.

Verendrye and his sons had the distinction of carrying the flag of France farther into the interior of the American Northwest than any other French explorers. They were, as well, the last of the French to contribute anything worth while to the history of that nation's explorations in America, for it was but little more than twenty

years from the time the Verendryes looked upon the Rocky Mountains on January 1, 1743, that the flag of France ceased to fly over the region known as New France. Forty years later it disappeared entirely from the North American continent with the consummation of the Louisiana Purchase in 1803. The following year saw Lewis and

Clark set forth on their epoch-making expedition to the Pacific, crossing as they went the trail made by the Verendryes, who, sixty years before, had vainly sought the same goal.

Records show that Pierre Gaultier de Varennes de la Verendrye was born in Three Rivers, in New France, in 1685, and that at the



Mouse River Bend—Near Verendrye.

early age of twelve years he had great desires and dreams of adventure and exploration. He became a soldier then, and for twelve years served under the flag of France. In 1701, at the age of sixteen, he was given a commission in the Canadian army. When he was nineteen his company was engaged in border warfare in New England, a year later in Newfoundland. At twenty-four we find him in Europe at the battle of Malplaquet, where he was carried off the field with nine wounds. He returned to North America and in 1712 married. He was engaged in fur trading in the vicinity of Three Rivers until 1726. From then until 1730 he had charge of a trading post on Lake Nipigon, where he was in constant contact with Indians from the west and north. Here, he states in his journal, he learned from old Chief Ochagach of a "certain great lake which discharged itself by a river flowing westward," down which he declared he had descended "till he reached water that ebbed and flowed, and terrified by the strange phenomenon, had turned back, though not until he had heard of a great salt lake bordered with many villages." This fanned into a flame the fires of ambition which had long smoldered in Verendrye's breast, and led to his career of adventure in seeking the "Sea of the West." He returned to Quebec and sought the support of the crown through Governor Beauharnois for his risky venture. He secured a monopoly of the fur trade in any new areas he might explore, but was compelled to seek elsewhere for the necessary financial support. This



he secured in half-hearted measure from a group of merchants in Montreal. June 8, 1731, found him departing with his three sons, aged eighteen, seventeen and sixteen years, respectively, his nephew, Jemmeraye, and fifty other adventurers, on his quest for the fabled "Western Sea."

During the next eight years Verendrye and his associates spent most of their time exploring the lake dotted area lying between Lake Superior and Lake Winnipeg, traversing the difficult Grand Portage route, along what is now the northern boundary of Minnesota. The life throughout was one of untold hardships in hitherto untraveled wilderness. He contended with intense heat and stifling forest fires in summer, and in winter battled raging blizzards and deep snow, with the thermometer sometimes forty degrees below zero. He was handicapped by envy and opposition from the Montreal merchants, who failed more than once to carry out their agreements concerning supplies. Because of this, at times the men had to subsist on parchment, moccasin leather, roots, and their hunting dogs, to avoid starvation. In 1736 Jemmeraye, his trusted lieutenant, died from such hardships. In the same year his oldest son, Jean Baptiste, and a party of twenty other Frenchmen, were killed on an island in the Lake of the Woods by a Sioux war party. Notwithstanding these misfortunes, Verendrye pursued his goal with indomitable courage, and with rare wisdom prevented a clash between his friends, the Assiniboin and Crees, and the tribe that murdered his son.

During this period he established numerous forts and trading posts, including Fort St. Pierre on Rainy Lake, Fort St. Charles on Lake of the Woods, Fort Maurepas on Lake Winnipeg, Fort Rouge on the site of the present city of Winnipeg, and, in October, 1738, Fort La Reine, on the Assiniboine, at which point is located the present city of Portage La Prairie.

While at Fort La Reine, the Indians told Verendrye of the Mandans, living to the southwest, who knew of a tribe that had been to the "Western Sea." This confirmed the tales of old Chief Ochagach. Verendrye and two of his sons, accompanied by a party of fifty-two French and Indians, left the fort October 18, 1738, on the first expedition of white men within what is now the state of North Dakota. Verendrye's journal concerning this trip is a most interesting document. His descriptions of the course traveled are not given in sufficient detail to determine to a certainty the exact route followed. An Assiniboin Indian familiar with the region guided the party. They traveled south to the Pembina mountains, thence westerly to the Turtle mountains. Here they digressed from the usual route "some fifty leagues" to visit an Assiniboin camp of 102 huts; this at the urgent solicitation of the guide and his Indian companions, whom Verendrye did not feel it wise to refuse. Because of this and other detours made to visit Assiniboin camps, it required forty-six days to reach the first Mandan fort, which otherwise could have been reached in twenty. Verendrye was accompanied by the entire Assiniboin camp and arrived at the first Mandan fort on December 3, 1738. He was received with cordial good will by the Mandans, the first few days being spent in feasting and ceremonies. Verendrye remained among the Mandans until January 13, 1739, devoting the time to acquiring all the information he could concerning the route to the "Sea of the West." He found they were different from any other Indian tribe he had encountered on his explorations in that they lived in fortified permanent huts and practiced a crude agriculture, raising Indian corn for food. This corn and the meat of the buffalo formed their principal means of sustenance. Large quantities of the corn had been stored up at harvest time and Verendrye found their cavern granaries well filled for winter use. He learned of other forts of the Mandans to the south, and sent his son with seven other Frenchmen and

several Mandans to visit the nearest. They were to learn everything possible about the tribes thereabouts and particularly seek information concerning the route to the "Western Sea." They were guided by the Mandans to a fort on the east shore of the Missouri river about a mile south of the mouth of the Little Knife river. The United States government established a monument on this spot in 1917 in commemoration of the Verendryes' achievements. Unable to continue his explorations further that winter, Verendrye went back to Fort La Reine with the intention of returning the following summer and pushing on to his goal in the west. He left two Frenchmen with the Mandans to learn their language and acquire such information as they could concerning the "Western Sea." Narrating his departure from the Mandans in his journal, Verendrye said:

"I gave the head chief a flag—gave him a leaden plate, which I had ornamented with ribbon at the four corners. It was put into a box to be kept in perpetuity in memory of my taking possession of their lands, which I did in the king's name."

A severe illness detained Verendrye on his return trip and he did not reach Fort La Reine until March 10. Here additional misfortune awaited him. Supplies had failed to arrive and his men at the forts were destitute. He returned to Montreal to appease his backers, who were harassing him because they were not satisfied with the profits of his expeditions, meantime instructing one of his sons to establish additional forts for trading, and sending another to the Mandans to secure guides and push on to the sea. The latter did not proceed farther than the Mandan village for the want of guides.

Again on April 29, 1742, Verendrye, having returned to Fort La Reine, dispatched his two sons, Francis and Louis Joseph, on their last great effort to reach the Pacific. Setting out from Fort La Reine, the brothers reached the Mandans on May 19, requiring only twenty days to make the journey, which was twenty-six days less than it took on the expedition of 1838. It is presumable that in this instance they followed the regular Indian trail, passing somewhere near where the present town of Verendrye is situated.

Verendrye's sons remained with the Mandans over two months awaiting the coming of the "Horse Indians" who could direct them in their search for the "Western Sea." Despairing at last of their coming, the two brothers set forth with two Mandan guides, on July 23. They proceeded in a general southwesterly direction until they came to the "Beaux Hommes" ("Handsome Men") tribe, where their remaining Mandan guide left them, the other having turned back some time before. They remained with this tribe twenty-one days and then pushed on, coming in turn to the "Little Fox," "Pioya" and finally the "Horse Indians," where they found the village desolated, the dreaded Snake Indians from the west having attacked their camp. This tribe led them at last to the camp of the "Bow" Indians whose chief was a kind and courageous leader. It was now late in November, 1742, and the Bows were about to set forth on a war expedition against the Snake Indians, whom they hoped to surprise in their winter camp. Should success crown the efforts of the Bows, the Verendryes felt they could then press on to the goal of their desires, for the Snake Indians knew of the "Western Sea." They accompanied the war party, which grew, as they progressed south-westward, to a host of two thousand warriors. On January 1, 1743, they came within sight of the Rocky Mountains. On January 9 they reached an abandoned camp of the Snakes at the base of the Big Horn Range, but the enemy had fled. This was the farthest west reached by the Verendryes, for the Bows, fearing for the safety of their women and children, whom they had left behind,

(Continued on Page 7, Col. 3)

FUEL ECONOMY

A Few Suggestions as to How Saving in Fuel Can Be Effected

By Joseph H. Peters, St. Paul, Engineer on Nos. 3 and 4.

THE INTENSITY of heat depends upon the rapidity of combustion, which in turn depends largely upon the surface of the fuel exposed to the attacking atoms of oxygen.

There are three factors involved in the process of combustion. There must be fuel; there must be oxygen; there must be an ignition temperature. In order to produce perfect combustion, or cause the burning of a fire, anywhere, it is as necessary to have a supply of air as a supply of fuel. One is as necessary as the other. Our air or atmosphere is composed chiefly of two invisible gases, oxygen and nitrogen. Only one-fifth is oxygen, and it is the oxygen that makes our fires burn. Nitrogen, although by far the larger part of the air, takes no part in combustion, except to modify and restrain the activity of the oxygen.

Therefore in firing coal burning locomotives, all large lumps of coal should be broken into small sizes (about the size of apples) before being spread over the fire, so as to expose the largest possible surface for contact with the oxygen of the air.

In order to handle fuel economically on locomotives, there must be team work between the engineer and the fireman, and the co-operation of trainmen and the dispatchers. Every stop on the road means the consumption of considerable fuel. Every unnecessary stop means a waste of fuel. The yardmaster can save fuel by delivering the engines quickly to the roundhouse, thereby cutting down the waste time during which fires must be kept burning. The car men can save coal by seeing that we have tight train lines, for with the big air pumps we have today, it takes fuel to run them. Stop the leaks and save the coal.

At roundhouses coal can be saved by housing the engines as quickly as possible, and not building fires too early before leaving time of the engine, and by seeing to it that boilers are clean and free of scale, that draft appliance is in good condition, and flues free of ash and soot; that grates have no holes large enough to allow fire to fall into the pan; and that the opening under the mud-ring to the ash pan is large enough to admit the proper amount of air for combustion.

The hostler and his helper can also aid by not overloading tenders. If you get too much on, shovel it off at the shed; do not let it fall to the ground along the right of way. It costs money to pick it up, and also someone may get hurt from lumps that fall off.



MR. JOSEPH H. PETERS

We all know that the company has equipped our larger engines with different fuel saving devices, such as the air fire door, so that the fireman can close the door between each scoop of coal that is put into the firebox. You can't save coal by admitting cold air over the top of the fire. The air admission to the fire must be under the grates in order to save coal, so make it a habit to fire your engine by closing the door between each scoop.

We have brick arches to help save coal. The arch assists in burning smoke and protects the flues and firebox by holding more uniform temperature in the firebox, but even with the arch, there is no excuse for heavy firing, which would waste the coal the arch could save.

The superheater has done a great deal to save coal, but we must bear in mind that in order to save coal we cannot carry our water in the top nut, for by so doing we are not getting the dry steam that the superheater is intended to give: We not only waste

coal, but lose power, and find that it is hard to properly lubricate the valves and cylinders, and, therefore, close attention to the water supply feed to the boiler has considerable bearing on saving fuel. In order to properly bring this about there must be co-operation between the engineer and the fireman—the engineer in handling his engine and the fireman in firing the engine.

The fireman in order to fire his engine with economy must know how to read his fire, and place coal where fire burns brightest (light and often) with a good body of fire built up before start of trip. To do this, fire must be closely watched, whether firing by hand or on stoker equipped engines. The fireman is the man that makes the power, and the engineer is the man who uses the power handling the train over the division.

There is another thing with regard to fuel economy, and that is, don't waste heat energy by allowing safety valves to blow. Keep the steam in the boiler, for every second that the safety valve blows you have wasted one-third of a pound of coal, and one quart of water. Now this does not look to be very much, but just stop and think what it would amount to for one day if every engine on the Great Northern system popped for one minute. Being 1,411 engines, there would be a loss of 18 to 20 pounds of coal once every day for 365 days, the fuel loss would be 3,325 tons of coal and the water loss would be 7,724,220 gallons of water. This excessive amount of coal and water can be saved if everybody co-operates and works together with the one end in mind, to use and handle fuel economically.



We Second The Motion

THE PHOTOGRAPH here reproduced was sent in to us as an explanation of why the Great Northern quartet calls Spokane "The Budding Place of 'Peaches.'"



Mr. T. J. Bauer, division master mechanic, Spokane division, and his charming daughter, Mrs. V. G. Ireland. The Spokane club counts father and daughter among its most enthusiastic boosters.

Would You Believe It

"'Tis true, 'tis pity,
An' pity 'tis, 'tis true."

UP AT St. Cloud where the main line crosses the Sioux City-Yankton to Duluth line, where the car shops are located and where all trains come to a full stop: H. R. Neide, agent and assistant superintendent, for thirty years has garnered in shekels and popularity for the Great Northern,

"Suffered countless ills,
Battled for the true, the just,"
and day by day has added to his reputation for unflinching rectitude and unimpeachable veracity.

One day last week the clerks at the freight office began to sniff. Something subtly unpleasant pervaded the atmosphere. The "steno" said it made her sick. A suspicion arose that a mouse had ceased to maintain a proper correspondence with its environment; that there was a consequent disintegration of matter with a concomitant dissipation of motion,—as Herbert Spencer might phrase it; and that, its body—when located should be removed to the morgue.

Nasal observations pointed to Mr. Neide's desk as the most likely hunt-

ing ground. A searching party was soon organized. Drawers were pulled out and contents removed; sundry articles reminiscent of bygone days were brought to light—and away down in the remotest and most secret nook of the desk was disclosed a lurid reminder of the pre-Volstead era. Any doubts as to its reality were promptly dispelled by pulling the cork.

Mr. Neide blushed and explained that some twenty years ago an injured switchman was brought to his office for first aid. Mr. Neide ran to the nearest saloon and got a half pint of whisky. What the injured switchman did not drink was tucked away in the desk and had been there since. The "steno" avers that the Billy Goat on the 1925 calendar had an unusually wicked twinkle in his eye, as he mused, "And all this is said to have happened twenty years ago—with the Volstead act in force since 1918." FIRST HONORS to St. Cloud in the sobriety contest!

Our Operating Ratio the Lowest Among Western Roads

THE operating ratios of the principal Western railroads for the year 1924 have now been published, and are as follows:

Denver and Rio Grande Western.....	86.6
Chicago & North Western.....	80.7
Missouri Pacific	79.6
Chicago, Milwaukee & St. Paul....	79.2
Chicago, Rock Island & Pacific....	77.3
Illinois Central	77.1
Northern Pacific	73.9
Chicago, Burlington & Quincy....	73.7
Atchison, Topeka & Santa Fe....	72.3
Union Pacific System.....	71.1
Southern Pacific System.....	70.3
Great Northern.....	68.2

The record made by the Great Northern is due to the co-operative effort of the management, the employees, and shippers. It is creditable to all. The management has provided adequate facilities, new equipment and modern labor-saving tools and devices, and has endeavored to bring about better conditions generally among its employees, enabling them to perform their work with less difficulty and with more efficiency. The employees have shown their loyalty to the company by saving wherever it has been possible to do so. Shippers have co-operated by ordering cars only as needed, loading and unloading them promptly, and using them to capacity as nearly as possible.

All of the above factors have contributed to making the record indicated by the Great Northern's operating ratio for 1924.

Pullman Paragraphs

THE FEBRUARY issue of the Pullman News carries a very interesting description of the new Pullman weekly excursion train between Havana and Santiago, Cuba.

Favorable comment centers on the dining room car, an innovation in American railway travel. It is a real dining room on wheels, for, with the exception of a pantry at one end, the car contains nothing but tables and chairs. The usual type of table fastened to the car sides has been replaced by six round tables, five of them seating six, the other a center table seating eight. The passengers are assigned certain seats as they leave the vessel for the land excursion. The kitchen, together with a commissary store room and refrigerator section, is in the first car of the train.

There are four sleepers, eight seeing platforms and parlors with comfortable chairs, writing desks, and bookcases. It is possible to transform each of these parlors into a dining room, so that if a party charters a car, the members can dine together, as in their own home.

In the modern train de luxe, each Pullman sleeper is an exact replica of the other. Passengers not infrequently let the name of their sleepers escape them, and on the journey "home" from the diner are somewhat confused as to their cars. Several years ago, the expedient of numbering the car was adopted by the Pullman company and the number thereafter was displayed facing both outward and inward in a hallway window. These numbers appear on the berth ticket, and the passengers can always locate their car by reference to their identification slips. It has been observed that they recall numbers more readily than names, and as an added convenience, the numbers are now to be displayed in the upper section of the window of the car doors.

Much has been written of the care expended on the interior finish of Pullman cars. Few passengers, because of the dust and smoke incident to travel, realize how much time and trouble are taken to paint the exteriors. Seven coats of paint are required to produce the desired finish, and a poetically inclined and biblically informed member of the Pullman organization has this to say:

"Joseph's coat, you may remember,
Was of parti-colored hue.
Made his brothers mighty jealous;
They got coat, and Joseph, Too.

Pullman cars are, unlike Joseph,
With one color—olive green—
But each car has seven garments,
Beating wise Joe six, I ween."

The Transportation Act

Synopsis of Address before the South Dakota Retail Hardware Dealers' Association at Sioux Falls, by Mr. GEORGE R. MARTIN, vice president.

MR. GEORGE R. MARTIN, vice president of the Great Northern Railway company, discussed present day railway problems, taking as a basis of his talk the Transportation Act of 1920, which is the law under which the railways of the United States were turned back to their owners, March 1, 1920, after the period of Federal control, and are being operated at the present time.

As a background for comparison of different periods of railway management and control, Mr. Martin treated the subject historically by naming five periods:

The first from the beginning of railroad construction, almost 100 years ago, to 1887, the date of the passage of the original act creating the Interstate Commerce commission.

The second from 1887 to 1906, when the so-called Hepburn bill was passed, giving the Interstate Commerce commission greatly increased powers.

The third from 1906 to January 1, 1918, on which date the railroads were taken over by the Federal government for operation as a war measure.

The fourth period that of Federal control and operation, lasting for 26 months until March 1, 1920.

The fifth from March 1, 1920, to the present time, representing the operating of the railroads by their owners under private management.

Mr. Martin mentioned that the lowest railroad rates paid by the public for transportation service were in effect during the time that there was no state or Federal control over these rates. This was illustrated by use of Great Northern figures. When Mr. James J. Hill, in 1879, took hold of the lines of railroad which formed the nucleus of the present Great Northern system, the average rate per ton mile for freight was nearly three cents which was reduced year by year in a consistent manner until for the year ended June 30, 1906, just prior to the effective date of the Hepburn Act, the average rate per ton per mile was less than three-quarters of one cent.

Going to the Transportation Act, Mr. Martin discussed in detail that section of the law which lays a charge upon the Interstate Commerce commission to name rates that will as nearly as possible produce a fair return upon the value of railway properties used for transportation purposes. At the present time that rate of return is five and three-quarters

per cent. This has very often been called a guarantee of earnings to railway companies and Mr. Martin took pains to point out the incorrectness of that statement. Generally speaking, railroad companies under the rates named have not been able to earn 5¾ per cent upon value and as there is no provision whereby the government, or any one else, makes up the amount of the deficit, the law, instead of being a guarantee of earnings, is, in fact, a limitation upon earnings.

The value mentioned upon which the returns are calculated is one determined by the Interstate Commerce commission, under another law commonly called the La Follette Act of 1913. Methods used in arriving at values under that act and the results thereby obtained were outlined and various differences of opinion existing between the commission and the railroad companies, relative to those methods and results, were also briefly stated.

Railway land grants were briefly discussed. The government, in granting alternate sections of land for railroad construction, doubled its prices on the other half of the lands which it had left, so that it did not lose any actual money by making the grants and did stimulate building of railroads which was considered a very desirable thing in those days. The requirements in land grant acts of reduced rates for transportation of government men and property, including the mails, were stated, the result being that the railroad companies are actually paying back to the government amounts equalling their proceeds from the sale of granted lands, and these reduced rates continue forever.

Other items of the Transportation Act discussed were the sections which relate to the consolidation of railways into a limited number of systems, a subject now before the Interstate Commerce commission; also the section of that act which created the Labor board, a governmental body with headquarters in Chicago, which has jurisdiction of railway wages and labor matters generally.

While the Transportation Act is not entirely satisfactory to the railroads, nor to the employees and the public it is a constructive measure and a step forward, which should be given a fair trial before being subjected to amendments of a material character. One of the things necessary in any business is to be able to proceed with reasonable certainty, which can be done by railroads if they are allowed to function for a while longer under the Transportation Act to determine whether its provisions, after a fair trial under normal conditions, will produce reasonably satisfactory results.

FALSEN BECOMES "VERENDRYE"

(Continued from Page 4.)

retired hastily to their own camp. The brothers reluctantly followed, for it was futile to proceed alone into the territory of such a hostile people. They made their way back in a southeasterly direction, coming at last to a camp of the "Little Cherry" Indians, who led them to the Missouri near the present site of Pierre, South Dakota. Here on a high knoll they deposited a lead plate on May 30, 1743, claiming the land in the name of the French king. This plate was accidentally found by some school children of Pierre, South Dakota, on February 17, 1913, after remaining undiscovered for 170 years.

The brothers returned to Fort La Reine by way of the Mandan village, again traversing the region of the Mouse river. They arrived at Fort La Reine July 2, 1743, after an absence of fourteen months.

Scant recognition was ever accorded Verendrye or his sons for their noble efforts to extend the boundaries of the French domain. His indomitable spirit led him to make one final effort, and he was engaged at Montreal organizing another expedition to try a more northerly route to the Pacific when he died on December 6, 1749.

In changing the name of Falsen, on the banks of the Mouse river, to Verendrye, the citizens of that North Dakota town have conferred a deserving honor upon one whose name should be kept alive in the hearts of every inhabitant of the state. It was only by the exercise of great courage and by patiently enduring hardships, disappointments and griefs that he blazed the first white man's trail across the prairies of that state. His advent marked the beginning of the fur trading era in this region.

Verendrye's name may well be linked together with the pioneer efforts of another trail blazer of a more modern day, who did much to inaugurate the succeeding era of agricultural development, James J. Hill.

The plains of North Dakota which Verendrye discovered in 1738 were but little changed, except that the activities of the fur-trading era had resulted in the destruction of much of the wealth in fur-bearing animals, including the buffalo, when Mr. James J. Hill, recognizing the potentiality of the sleeping empire, laid his trail of steel across the region Verendrye was the first of all white men to look upon. The importance of Mr. Hill's trail was that it furnished the necessary means for occupancy by the hordes of settlers who were seeking an outlet from the more populous East.



With Our Poets

THE EXAMINING CAR

The HOUR is drawing nearer,
Drawing nearer every day,
It casts a horrid shadow
Over our work and play.

The CAR is surely coming,
It's coming full speed ahead,
And the day it reaches Whitefish
Our brains will be as lead.

The DAY comes swiftly, Brothers,
When we, like sardines packed,
In THAT CAR will be sitting
With brains so sorely racked.

The guy will examine us
With his cold and searching stare,
Then we'll not know, dear Brothers,
Whether we're here or there;

Tho the Book of Rules we've studied
From the first page to the last,
Our faces will look vacant
When questions we are asked.

But COURAGE, O ye Brothers,
Study well each one his book,
The examiner may find us
Not quite the fools we look.
—MRS. W. J. ADAMS, *Whitefish*

THE SEMAPHORE

"Let's get acquainted," the SEMAPHORE
said,
"As by all employes I am read."
Let each of us but do our bit
And take the part for which we're
fit.

While some write verse and others
prose,
We paint our thoughts of joys not
woes,
And place ourselves in others' shoes,
And do away with fancied blues.

Some tell how simple tasks are done,
And do their work as though 'tis
fun.
For it's just this way: It's easy when
We're all one family on the
great G. N.

We work with the spirit of co-opera-
tion

To make our railroad the best in
the nation,
And each one's promise to do his best
Is right up to par when put to the
test.

If you work in the office or out on
the grade,
Remember our motto is gather more
trade.

Get a tourist today and tomorrow
some freight;
Just call up the Agent, he'll give
you the rate.

We have plenty equipment, and all of
the best,
And it's right up to par from the
Twin Cities west.

When you boost for our railroad se-
curing more trade,

You can feel rather proud of the
statements you've made.

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

LIFE

A sheet of paper, pure and white,
On which our thoughts we daily write;

A budding rose, whose petals red
Reflect the blood in anguish shed;

A fitting bird, whose rapid flight
Pictures the morn lost in the night;

An earth worm, digging in the ground,
Blind to earth's beauty, deaf to sound;

A prisoner behind the bars,
Who holds communion with the stars;

A spirit, trailing robes of light,
Shut in its mortal flesh of night—

All this, and more. All this is life:
A joy, a sorrow, bitter strife;

Vain hopes, vain prayers, and vainer
still,
The deadened soul, the weakened will.

Still, somehow life is more than this:
Its heartache blossoms into bliss;

Its sorrows sink beneath its joys
When service all its powers employs.

Life is a triumph, victor crowned,
When life's real purpose has been
found.

—E. H. H. HOLMAN,
Clerk, Hamline Transfer.

A 100 PER CENT BOOSTER

Dedicated to the boys of the Hill-
yard Shops, who, like myself, suffered,
but in the end reaped their reward.

It was at a G. N. Booster meeting—
Oh how well I remember that night!
When our friend Leo Young started
talking
And talked on till 'twas nearly day-
light.

And the talk that he made was im-
portant
But the hour sure was getting quite
late
And I'd pulled out my old watch so
often
That I'd worn off most all the gold
plate.

There were Scotty and Harvey and
others
Sitting there never saying a word
For their minds were too occupied
planning
What they'd do the next day to that
"bird."

But old Leo talked on without heeding
Their hard thoughts or glances severe
For he knew what the bunch were in
need of—
Good advice—and the fact he made
clear.

If we're going to put this Club over,
It won't do to sit there and stall,
We must come back to life, and be
active,
Not expect one or two to do all.

For each member must make himself
part of
The machinery this Club will install,
To help build up a Greater Great
Northern,
That will make lots of work for us all.

And so when the meeting was over,
And I rode on my way homeward
bound,
Then I knew that our Club had in Leo
A ONE HUNDRED PER CENT
BOOSTER found.

—JIM RYAN.

SAFE SECRETS

She—"How is it that widows gen-
erally manage to marry again?"

He—"Because dead men tell no
tales."—*Harper's Magazine.*



Our Safety Work

AMONG the many favorable reports coming to my attention because of the accomplishments during the year 1924 in the different mechanical departments, there was none more pleasing to me than the one furnished by the safety department which shows that there was not a fatal accident to an employee in any of the shops during the year, and a decrease of 55 per cent in the number of reportable accidents as compared with the previous year. This is such a fine record that I want to take this opportunity to thank the officers and employees of the shops for their co-operation and efforts toward eliminating personal injuries.

In checking over the statement showing causes of injuries to shopmen, I note that the six most prevalent causes are as follows:

1. Injured while handling hand tools.
2. Handling material.
3. Eye injuries.
4. Falling or tripping.
5. Scalds or burns.
6. Operating machinery.

Out of the fifty-one different causes shown on the statement, the six causes referred to were responsible for 70 per cent of the personal injuries.

I wish you would make a careful study of each accident, especially those coming under the head of the most frequent causes, in an effort to correct the condition or practice that is responsible for them.

Each time that a person is injured something is wrong, either in condition or practice, something that you as foreman are in a better position to investigate and correct than any other person. If you are going to operate a safe shop you should investigate these accidents, not with a view of finding an excuse that will please your superior officer, but you should go deep enough to find what actually caused the accident and then remedy the condition, whenever possible.

—WM. KELLY.

The Old Machine

Do You Take Proper Care of It?

A CAPITALIST who has \$30,000 invested in 4 per cent government bonds receives in interest \$1,200 a year, or \$100 a month. If you are getting \$100 a month then you represent to yourself and family an investment of \$30,000 since you are earning by your labor as much as \$30,000 worth of 4 per cent bonds earn in interest.

If you owned a \$30,000 machine that earned \$100 a month for you, you would take mighty good care of that machine—wouldn't you? You'd watch it, as a mother watches her baby, to see that nothing happened to any part of it that might put it out of business temporarily because with your machine shut down for repairs your income would stop until you got it running again.

Well, you do own such a machine—one of the most wonderful machines in the world—the human body. Do you value it as highly and guard it against injury as carefully as the machine we just mentioned? An injured finger or eye, a broken arm or rib will temporarily put your machine out of business, stop the interest it is earning—your pay envelope—and incidentally cost you more money for repair, hospital and doctor.

An accident to one man in the shop hurts not only the injured worker, but everyone else as well, because such an accident slows up production. The shop that can go through a week, a month or a year without an accident to some individual worker, is adding just so much more production to the business, and thereby increasing the

opportunities of those employed in it. Think of yourself and the other fellow and don't take chances.

Do You remember the time when you were a new employee? Perhaps it was not so long ago, or possibly it was many years ago; but every workman was a new employee at one time. Didn't everything seem strange to you at that time—the plant—the machinery—the men? Perhaps there was one man who greeted you with a smile and who occasionally gave you a "tip" on how to do your work more easily and safely.

You learned to like this man and look to him for any information you needed about your work. And if he told you that a certain job was dangerous, you paid more attention to it than if a Safety Committee man had told you about it.

Every old employee has a great opportunity, and a duty to perform toward the new employees. Treat them as you would like to be treated if you were in their place. Show them where they are liable to get hurt, and set a good example by being careful yourself.

It has been said that a new employee is as dangerous as an unguarded machine, for he is likely, through lack of knowledge of his new surroundings, to injure others as well as himself. This is true until the new man has been made to realize the dangers connected with his occupation. The sooner you help him realize this, the sooner will you and he be safe from accidents.

Give the new employee the "Glad Hand!"

COMPARATIVE STATEMENT OF ACCIDENTS AT SHOPS REPORTABLE TO I. C. C. FOR 1923 AND 1924

Shops	No. of Casualties	Man Hours	1924			No. of Casualties	Man Hours	1923		
			Casualties Per Million	Man Hours	Rank			Casualties Per Million	Man Hours	Rank
Delta	7	734,116	9.53	1	33	880,332	37.48	5		
St. Cloud	14	1,411,155	9.92	2	30	1,649,259	18.19	1		
Dale Street	21	1,452,203	14.46	3	72	1,743,479	41.30	7		
Great Falls	17	1,042,428	16.31	4	60	1,239,246	49.30	8		
Jackson St.	38	2,045,888	18.57	5	60	2,193,471	27.35	2		
Superior	29	1,443,558	20.09	6	46	1,458,612	31.54	4		
Devils Lake	9	386,407	23.29	7	12	425,726	28.19	3		
Hillyard	42	1,719,048	24.43	8	90	2,230,359	40.35	6		
Havre	21	591,437	35.50	9	39	729,405	53.47	9		



Puzzle Page



WHAT IN the name of the horned owl and all its wisdom is the matter with you, good people? One successful solution of the January anagram and one of the cross word puzzle of that month. I wish you could see how the employes of some of the other railways "eat up" the puzzles appearing in the magazines published by those lines. In one magazine, the February number contained seventeen puzzles of one sort or another, and fifty-four of its readers had successfully solved the puzzles, riddles and the like that appeared in a previous issue. I am not going to give up until I have the Great Northern family doing somewhere near as well. Maybe a lot of you solved them but did not know that you were expected to send in your answers.

The anagram in the January number is "Great Northern Oriental Limited." The enigma is "Great Northern." The rebus is "John Underwood, Andover, Mass."

The January cross word puzzle is as shown here.

M	O	R	M	O	N	E	N	D	E	A	R
O		O	P	E		E					
U		C	O	N	T	E	N	T	E	D	N
N	O	O	N		R		R	E	E	D	
D	N		G	U	A	R	D	B	E		
S	S		R	M	A		A		R		
	S		S	U	B		U	R	B	A	N
I	L		N		U		D		A	B	
M	A		T	A	L	L		B	E		
P	A	T	E		A		S	L	O	W	
A		E	V	E	N	T		A	T	E	A
R		E		E		A				I	
T											

A peculiarity of this cross word puzzle is that No. 7, vertical, may be either "consulate," as shown, or "conjugate." This, you will recall, is the omitted definition, so, if you had either consulate or conjugate in your solution, you solved the puzzle correctly, provided, of course, that the other words were correctly inserted.

KEY

HORIZONTAL.

- 1—Aboriginal money.
6—Part of a flower.

- 12—Within a short time.
13—Part of a stove.
15—Prep. meaning belonging to.
17—Prep. meaning toward.
18—A lout.
21—Prep. meaning within.
22—To exist.
23—An ancient game.
25—An Arctic country.
28—Affirmative.
29—A small arrow.
31—Prefix meaning sun.
32—Saucy.
33—Printer's unit.
34—Part of verb "to be."
36—Neither.
37—South America—ab.
38—Pronoun—first pers. sing. ob.
39—Very small quantities.
41—To surfeit.
43—Location.
44—Sword.

- 46—To thrust.
48—Money.
50—Higher.
52—Chemical symbol of aluminum.
53—Part of verb "to be."
55—Prep. meaning toward.
56—True.
57—One of a set of chimes.
59—Dirt.
61—A row.
63—Lion—Latin.
64—To reckon.
66—Sorrowing.
67—A suffix—diminutive in force.
68—Same as 56.
69—Same as 28.
70—Vice-president—ab.
72—Seventh tone in the scale.
73—To groan.
75—To experience.
77—A minister.
78—An Asiatic race.

CROSS WORD PUZZLE

	1	2	3	4	5		6	7	8	9	10	
11		12						13				14
15	16		17			18	19	20		21		22
23		24		25	26			27		28		
29			30		31					32		
33			34	35		36				37		38
			39		40			41		42		
			43					44				
45		46					47		48			49
50	51		52			53		54		55		56
57		58			59			60		61	62	
63				64					65		66	
67			68			69				70	71	72
			73			74			75		76	
	77							78				



VERTICAL.

- 2—In similar manner.
- 3—A witty saying—French.
- 4—A small body of water.
- 5—Prefix meaning without.
- 7—Same as 17 Horizontal.
- 8—Eager.
- 9—Genus homo—plural.
- 10—Prefix meaning in.
- 11—Like gold.
- 14—A joker.
- 16—Froth.
- 18—Unrestricted.
- 19—To permit.
- 20—Clear.
- 22—Edge.
- 24—Either.
- 26—An exclamation.
- 27—A negation.
- 28—You—poetical form.
- 30—Pertaining to tactics.
- 32—A lover of one's country.
- 35—Reduced mineral.
- 37—Form of foot gear.
- 39—A dolt.
- 40—Prefix meaning under.
- 41—A pouch.
- 42—Poetical form of even.
- 45—To release.
- 47—Lining of calf's stomach.
- 49—Mean.
- 51—Rind.
- 53—Troops.
- 54—Australian bird—plural.
- 56—Oceans.
- 58—Behold.
- 59—To proceed.
- 60—A variant of at.
- 62—Part of verb "to be."
- 64—A garment.
- 65—Always.
- 68—A call for help.
- 71—An animal one is fond of.
- 73—Mother.
- 74—A negation.
- 75—Fourth degree of scale.
- 76—"A" in the scale of "C."

ANOTHER CORRESPONDENT, whom I suspect of being one of these "I want to know" fellows, sends in the appended inquiry in verse. We don't publish it with the hope of having the riddle answered, for the very good reason that there isn't any answer. The "pome" isn't signed, neither did the contributor sign his name. It is entitled

CAN YOU TELL?

When the English tongue we speak
Why is "break" not rhymed with
"freak"?
Will you tell why it's true
We say "sew" but likewise "few";
And the fashioner of verse
Cannot cap his "horse" with "worse"?
"Beard" sounds not the same as
"heard";
"Cord" is different from "word";
"Cow" is cow, but "low" is low;
"Shoe" is never rhymed with "foe."

Think of "hose" and "dose," and
"lose"; and of "goose," and also
"choose."
Think of "comb," and "tomb," and
"bomb";
"Doll," and "roll," and "home," and
"some";
And since "pay" is rhymed with
"say,"
Why not "paid" with "said," I pray?
We have "blood," and "food," and
"good,"
"Mould" is not pronounced like
"could."
Wherefore "done," but "gone," and
"lone"?
Is there any reason known?

ENIGMA

My first is a river—
Through Paris it flows;
My second a tree that
In India grows.
My third is descriptive
Of ear splitting noise;
My fourth what we do when
We share all our joys.
My fifth is a word that
Is often employed
To bid us all evil
And sin to avoid
My total you'll find is
A wonderful whole
That carries and carries
Again for its dole.

—CALLIOPE.

ANAGRAM

When I was but a little boy
I knew a girl whose name
Was called an anagram—a word
That spells both ways the same.

At school we studied of a man,
A cruel don from Spain,
Who roved the wilds of Mexico
In search of stolen gain.

A town there is in Washington
On our Great Northern line.
The name of which is easy found
Within this verse of mine.

If you can say what she was called,
And he whose bloody quest
Did Mexico a shambles make,
My riddle you have guess'd.

—DRUID.

ENIGMA

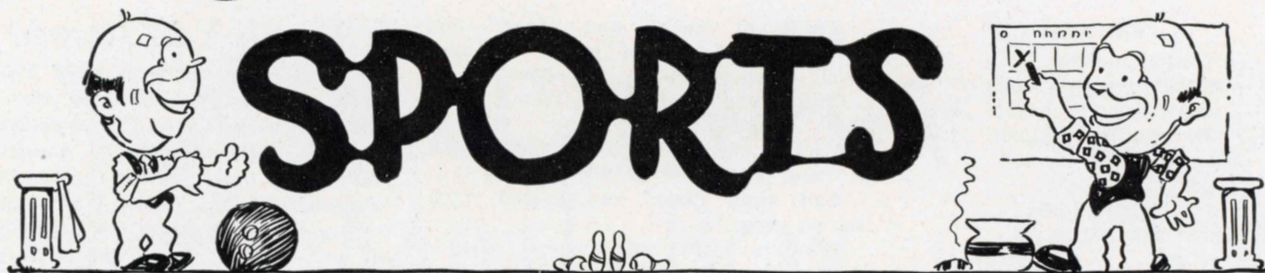
My first is what we say of one
Who in and out of season
So queerly acts we're sure he's gone
Quite daft and lost his reason.
My second is the thought that will
Stir heart or mind to action.
'Tis mostly good, but sometimes ill
When ruling cruel faction.
My whole a monster is aflight
And racing with a number
By day or through the starry night
While peacefully we slumber.

—IRON.

What Is Your Answer?

THE FEBRUARY number of *Trained Men*, published by the International Correspondence schools, propounds the 20 questions we reprint below under the caption, "Suggestions for Those Who Would Be Successful Leaders." We have yet to meet the individual who could answer these 20 questions in the affirmative. Any one who can honestly say to himself "yes" in answer to the greater number of them may consider himself blessed beyond most. Here they are:

1. Did you ever deliberately decide to break yourself of a habit and succeed in doing it?
2. Do you control your temper and not "fly off the handle" when things go wrong?
3. Are you usually cheerful and free from "grouchy" spells?
4. Do you think for yourself and not let the opinions of others unduly influence you?
5. Do you "keep your head" in an emergency?
6. Do you remain calm when your own mistakes are pointed out to you?
7. Do your men respect you and co-operate with you?
8. Can you maintain discipline without resorting to the use of authority?
9. Have you ever been selected to take charge of a group of dissatisfied men because of your ability to handle men?
10. Can you adjust difficulties and retain the friendship of the persons who have differed?
11. Can you get men under you to do things without irritating them and causing them to be resentful of your authority?
12. Are you patient when dealing with people who are hard to please?
13. Can you meet opposition without becoming confused and saying things you wish afterwards you had not said?
14. Are you sought out by your friends to handle delicate situations because of your ability to do such things?
15. Do you make and retain friends easily?
16. Do you make it a rule not to quarrel about petty things?
17. When thrown with a group of strangers, do you adjust yourself easily?
18. When talking to superiors, do you feel free from embarrassment?
19. When interviewing subordinates, do you put them at ease?
20. Are you able to express your own ideas without causing others to feel that you are overbearing and narrow-minded?



Bowling

RAILWAY BOWLING LEAGUE

SINCE the last issue of the SEMAPHORE the N. P. Yellowstones went on a rampage and when the smoke cleared away two of the records held by the Glacier Parks for the greater part of the season were shattered. The Glacier Parks will not give up and will do their best to overcome the new records. Incidentally they have increased their lead in the league standings to nine full games which practically assures them of the championship. Five of the Glacier Parks are among the first ten in high individual averages:

THE BIG TEN

Baer, Glacier Parks; Stepnick, Glacier Parks; Russell, Great Northern; Hoffman, Yellowstones; Page, Yellowstones; Picha, Yakimas; Kirchoff, Glacier Parks; Gutz, Glacier Parks; Peterson, Great Northern; Wedell, Glacier Parks.

STANDINGS

March 1, 1925

Glacier Parks	50	13	898-36
Yellowstones	41	22	878-29
Yakima	39	24	867-31
Omaha	38	25	859-10
Great Northern	32	31	869-52
Oriental Limited	23	40	829-19
B. B. Potato	20	43	812
N. P. Ditto	9	54	784-17

SEASON RECORDS

Beckwith	266	Yellowstones	1034
Stepnick	703	Yellowstones	2996

AVERAGES

Yellowstones		Omaha	
Hoffman	182-17	M. P. Wolker	176-2
Page	181-23	Strother	175-46
Lee	176-25	Meindl	171-1
Dean	174	Stein	170-2
Cassery	173-24	Brightman	169-41
Malone	173-2	M. F. Wolker	168-39
Kemper	169-31	Ed Vik	165-27
Yakima		Oriental Ltd.	
Picha	179-52	Kittley	173-24
Long	176-35	Ohlander	168-23
Behrens	176	Johnson	166-42
Pringle	173-34	Wendt	163-17
Ryan	171-49	Kemp	162-25
Jungck	161-44	Fritske	162-4
N. P. Ditto		Pitzl	
Micko	167-27	Great Northern	154-10
Grube	160-3	Russell	182-25
Fisher	155-30	Peterson	178-31
Leitner	153-42	Beckwith	176-42
Patterson	153-13	Jorgenson	173-30
Prohovsky	151-11	Spiest	167-3
Singer	147	Maas	165-37
B. B. Potato		Ekwall	
Etter	172-30	Glacier Parks	165-28
Walser	171-41	Baer	188-48
Cooper	167-3	Stepnick	184-25
Roloff	164-10	Kirchoff	179-38
Doelle	153-7	Gutz	178-33
Bell	152	Wedell	177-10
Thomson	149-42		
Wedoff	164-9		

SEMAPHORE LEAGUE.

THE SEATTLE team sprung a surprise when they took Superior into camp for three games and pushed them out of first place. The Seattle team is well down in the race, but have been improving every week. Superior had been showing the way all season and it looked as though they would run away with it until Seattle set them back. The G. N. team of St. Paul is now in first place, although their team average is quite a few points below some of the other teams in the league. Spokane has been making great strides and are right near the top, they also have the highest team average. Grand Forks No. 2 seem to be hopelessly outclassed, not having won a game, but they are sticking to the ship and deserve lots of credit. The interest along the line is very high and all teams are doing their best to make our first season a successful one.

STANDINGS.

	Won	Lost	Ave.
G. N. Railway, St. Paul	18	6	883-16
Superior	17	7	900-4
Spokane	14	7	904-17
Minneapolis No. 1	14	7	874-6
Sperry, St. Paul	15	9	866-13
Grand Forks No. 1	15	9	854-2
Glacier Park, St. Paul	14	10	900-7
Whitefish	14	10	872-8
Seattle	14	10	875-23
Great Falls	11	13	861-10
See America First, St. P.	11	13	856-23
Oriental Limited, St. P.	11	13	847-22
Minneapolis No. 2	10	14	838-11
Minot	6	18	803-9
Havre	5	19	824-20
Grand Forks No. 2	0	24	723-17
High single game, Myron R. Skiff			277
High three games, C. Stepnick			703
High team game, Seattle			1,035
High team game, Superior			2,887
Games of 240 or better—Skiff 277, Beckwith 266, Stepnick 257, McNally 253, Conover 253, Kittley 248, Ekensteen 246, Ekwall 245, Ferguson 245, Russell 243, Calkin 242.			

INDIVIDUAL AVERAGES.

Great Northern.		Havre.	
	Ave.		
Peterson	182-10	McKenzie	179-0
Russell	179-13	Craig	173-3
Beckwith	177-14	Wanazek	168-9
Jorgenson	177-6	Pouder	168-5
Ekwall	169-10	Mitchell	167-4
Spiesterbach	169-6	Moltard	160-2
Maas	167-7	Amess	157-0
		Carrier	156-2
		Challender	148-0
Spokane.		Superior.	
			Ave.
Adams	191-4	Svee	188-3
Ferg	185-13	Murphy	183-5
Livingston	183-9	Dau	183-1
Dalrymple	180-13	Meade	182-8
Moe	180-3	Kuehlthau	177-20
Kachinsky	178-2	Cushway	175-9
White	173-22	Halverson	173-18
Spoffard	173-2		
Grand Forks.		Sperry.	
Jackson	190-2	Kowalski	180-11
Sandbrink	175-9	Ekensteen	178-2
Bratland	171-14	Fritske	177-19
Young	165-11	Nadeau	171-7
Kay	163-15	Lindorfer	169-1
Nelson	153-11	Connolly	168-19

Minneapolis No. 1.

O. Carlson	184-9
Calkin	180-7
McCluskey	175-18
T. Sullivan	174-1
J. Carlson	170-16
G. Sullivan	169-6

Seattle.

Moody	183-5
Dempsey	181-16
Weisenfue	179-8
Shaffer	175-15
Meenach	174-0
Whims	173-6
Warren	166-0
Siebold	154-8

See America First.

Skiff	203-1
Lauer	176-16
Maas	172-10
Whitlock	172-9
Olson	170-3
Brings	169-10
Spiesterbach	168-23
Schmitt	154-8

Minneapolis No. 2.

O'Leary	181-4
Fuzzey	175-1
Johnson	171-0
Young	169-6
Pearson	167-20
Cumming	167-4
Radelle	154-1

Grand Forks No. 2.

Campbell	157-12
Zintell	150-10
Olson	144-7
Montgomery	138-17
Snell	133-21

Whitefish.

Bowman	188-15
Horn	181-20
Vining	180-5
Strom	174-7
Potter	174-2
Fontana	173-0
Fackles	172-11
White	164-7

Glacier Park.

Baer	189-3
Stepnick	182-8
Wedell	182-3
Kirchoff	181-20
Gutz	174-11
Wedoff	166-6

Great Falls.

Conover	193-10
Montgomery	189-0
Anderson	184-5
Lowney	176-5
Peters	170-0
Turner	165-17
Teague	158-2
Dunwiddie	152-2

Oriental Limited.

Kittley	177-11
Ohlander	174-19
Johnson	169-1
Wendt	165-14
Kemp	163-15
Fritske	162-15

Minot.

McNally	184-18
Thompson	169-1
Smedbron	158-7
Gorman	158-0
Jackson	157-11
Hove	156-3
Roach	154-13
Carlson	140-0

RAILROAD LEAGUE, SPOKANE.

GREAT NORTHERN CLUB No. 2 in the Railroad league has all seven players in the first eleven in the individual average list and are very evenly matched. The high man has an average of 177 and the low man 173.

White of the Great Northern club, who had been hitting an average clip of 190 the first of the year, dropped his average to 177. Dalrymple has been getting quite a number of 200 scores lately, is hitting a good stride, and is giving the bowlers a good run for first place in the individual average column.

The Great Northern stores team with their handicap are taking a number of the teams down the line and expect to finish in the first division by the close of the season.

Charles Spoffard of the city office was recently annexed to the Great Northern city league club. He makes a very good showing as a regular.

STANDINGS

Teams.	Won.	Lost.	Ave.
G. N. Club No. 2	52	23	882
Am. Ry. Exp.	41	34	875
O. W. R. & N.	39	36	863
S. P. & S.	35	40	865
G. N. Stores	34	41	849
Inland	32	43	869

(Continued on Page 14.)

Our Honor Roll



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

- 322 Martin Emmerfall, Roundhouse Laborer, St. Paul, Minn. Effective December 1, 1924.
- 323 Fred Getchman, Section Foreman, Conway, N. D. Effective December 1, 1924.
- 324 Margaret E. Martin, Matron, Minneapolis, Minn. Effective January 1, 1925.
- 325 Joseph Brunner, Section Foreman, Avon, Minn. Effective January 1, 1925.
- 326 William Doyle, Engineer, Crookston, Minn. Effective January 1, 1925.
- 327 William H. Bell, Foreman Brass Foundry, St. Paul, Minn., Effective January 1, 1925.
- 328 James Leach, Laborer, St. Paul, Minn. Effective January 1, 1925.
- 329 Andrew Wysocki, Machinist Helper, Everett, Wash. Effective January 1, 1925.
- 330 Charles R. Zinke, Engineer, Seattle, Wash. Effective February 1, 1925.
- 331 Joseph Kassekert, Carpenter, St. Paul, Minn. Effective February 1, 1925.
- 332 Robert Johnson, Engineer, Cokato, Minn. Effective February 1, 1925.

The Pension system of the Great Northern was established September 16, 1916.

Since that date the number of pensions granted has been.....332
Of whom there have died..... 95

Leaving enrolled on the Pension List at this time.....237
The amount paid out in pensions to February 28, 1925, is.....\$415,161.14

MARTIN EMMERFALL

Born November 10, 1854. He first entered service June, 1886, as a roundhouse laborer at St. Paul, and was continuously in service until he reached the retiring age with thirty-eight years of service.

FRED GETCHMAN

Born October 15, 1859, in Germany. After coming to this country he was employed for five years as a laborer in New York and two years as farmer in Iowa. He began his railroad service as a laborer on the Northern Pacific in May, 1882. After alternating between farming and railway work with other companies, he entered into service on the Great Northern May, 1892, as section laborer at Casselton. He was out of service twice, but was re-employed as section laborer at Casselton in April, 1895. On December 22, 1895, he was promoted to section foreman at Edinburg, and on April 12, 1896, he transferred to Conway where he remained until he was retired.

MARGARET E. MARTIN

Born June 4, 1861, and started to work for the Great Northern Railway November 11, 1894, as matron in Minneapolis depot under Mr. P. L. Clarity, superintendent, Minneapolis Union Ry. and Great Northern Ry. Her services have been continuous in this one station up to the time she was retired.

JOSEPH BRUNNER

Born September 15, 1857, in Firholz, Germany. Before coming to this country he was employed as a farm laborer, wood worker, and laborer in a brick kiln. He also worked on the government railway as a section laborer. After coming to this country, he settled at Avon, Minn., and was farming for seven years. On May 29, 1888, he began work for the Great Northern Railway as a section laborer at Avon under A. Koeneman, section foreman. Since that time he has worked at only two stations: Avon and Freeport. On April 5, 1891, he was promoted to foreman at Freeport, and transferred to Avon July 4, 1891, under J. Casey, assistant road master, and worked there until he was retired.

WILLIAM DOYLE

Born December 8, 1857, at Dover, Canada. His railway service began as a helper for the F. & P. M. Ry. at E. Saginaw, Mich., and served as fireman and engineer for that company until November, 1883. For two years after this he was engineer for the C. & M. R. R. at Grayling, Mich. He started as engineer for the Great Northern Railway October 23, 1887, on the Northern division under Mr. C. H. Jenks, superintendent. All his service has been as engineer, and he has worked on the Northern and Dakota divisions. On September 11, 1904,

while he was engineer on engine 1030, train No. 2, he discovered defects on the engine and remedied them before more damage was done.

WILLIAM H. BELL

Born July 8, 1850, in England. Before starting to work for the Great Northern Railway he was employed as foreman of the St. Paul Brass works for about eight years. On February 1, 1892, he became foreman of the brass foundry at St. Paul shops under G. Dickson, general foreman, and Mr. J. O. Pattee, superintendent of motive power. Mr. Bell was employed at this place during all of his service.

JAMES LEACH

Born December 20, 1852. He started to work for the Great Northern Railway as laborer in St. Paul shops in 1885 and stayed about three years, when he laid off account sickness. He was not re-employed till July, 1899. He worked at Jackson Street shops and Dale Street shops. He was retired with twenty-three years of service.

ANDREW WYSOCKI

Born November 17, 1853, in Poland. After coming to this country he worked for about two years as section foreman on the W. C. Ry. at Montreal, Wis. Then he was a laborer in the mines until he started to work for this company as machinist helper at West Superior July 20, 1902, under Mr. W. H. Breckenridge, superintendent of shops. On July 24, 1905, he transferred to Delta shops as a laborer under K. A. Froberg, superintendent of shops.

JOSEPH KASSEKERT

Born January 8, 1855, and began service as car repairer for the St. P. M. & M. March 16, 1887, at Jackson Street shops under S. O. Oakly and E. A. Wescott, where he worked until he resigned March 28, 1899. He did not return to service until January 6, 1902, when he started as carpenter at Jackson Street shops under H. Simmonds and J. J. Lake, and has remained there until retired.

ROBERT JOHNSON

Born November 20, 1859, in Bergen, Norway. Before coming to this country he worked on his father's farm. In March, 1881, he came to America and started to work on work train at Sauk Center and St. Joseph for the St. P. M. & M. During this time engines burned wood and Mr. Johnson worked some as a wood sawyer. His service as engine man, since he started as a wiper under C. W. Dearing, locomotive foreman, Minneapolis, has all been on the Terminals and St. Cloud divisions.



Sports

CONTINUED

HIGH SCORES.

Individual single game, Lyons.....	277
Individual three games, White.....	681
Team single game, S. P. & S.....	1,052
Team three games, S. P. & S.....	2,911

INDIVIDUAL AVERAGES.

Name.	Ave.
Heald, O. W. R. & N.....	181
Fisher, Inland	178
White, G. N. Club No. 2.....	177
Dalrymple, G. N. Club No. 2.....	176
Pilloud, Am. Ry. Exp.	176
Moe, G. N. Club No. 2.....	176
Ferg, G. N. Club No. 2.....	175
Livingston, G. N. Club No. 2.....	175
Adams, G. N. Club No. 2.....	175
Wilcox, Inland	174
Kachinsky, G. N. Club No. 2.....	174
Carey, O. W. R. & N.....	174
Cunz, Am. Ry. Exp.	173
Nelson, Inland	171
Watkins, Inland	171
Gunn, Am. Ry. Exp.	170
Warren, G. N. Stores	170

Leo Nelson of the Great Northern stores team found a new ball and knocks the pins regularly.

The Spokane club No. 2 team is now in fourth place in the Spokane City league, composed of twelve teams. Their record is: 39 games won, 39 lost; total pins, 69,830; average, 931.

Kachinsky rolled a 246 game in this league which nets him third high in prize money for the individual high single.

Spokane-Seattle Match

GREAT NORTHERN club No. 2, bowlers of Spokane, took a long lead in the first five games of the match with Great Northern club No. 3 of Seattle, scoring 605 more pins than the visitors. Livingston scored the high single game with 230. Kach scored two games of 204 each. White made a score of 204.

Seattle G. N. No. 3.				
Whims	150	115	144	409
Moody	153	139	177	469
Shaffer	152	173	144	469
Dempsey	175	203	158	536
Seibold	166	174	134	474
Weisenflue	179	136	141	456
Totals	825	802	757	2,384

Spokane G. N. No. 2.				
Livingston	166	230	159	555
Dalrymple	182	191	187	560
Ferg	167	173	188	528
Kach	204	151	151	506
Moe	177	189	191	557
White	204	192	171	567
Totals	934	889	952	2,775

The Spokane bowling team will play the Seattle club bowling team a return engagement in Seattle on March 14.

MACHINISTS' AND ELECTRICIANS' LEAGUE

TEAM STANDINGS.

	Won.	Lost.	Ave.
Senators	42	24	738
Pirates	35	31	736
Tigers	34	31	717
Dodgers	21	45	713



SPOKANE CHAPTER'S BOWLERS

From left to right: Standing—J. C. Dalrymple, Chief Clerk, Spokane and Marcus Divisions; Howard Adams, Traveling Auditor; Fred Ferg, Contracting Freight Agent. From left to right: Kneeling—Geo. J. White, Yard Clerk, Hillyard; F. A. Kachinsky, Chief Clerk, Telegraph Department; C. G. Moe, Secretary to General Superintendent.

INDIVIDUAL AVERAGES.

Pickrall	159	Blume	175
O. Thompson	156	Johnson	169
Hamilton	153	Scott	168
Owens	150	Ertel	164
Erickson	147	Morrow	162
Thompson	146	Colville	161

In the Great Northern Machinists and Electricians' league double header of last month, the Tigers made a clean sweep on both matches, taking six games and passing the Pirates who have held second position all season. The Senators who lead the league won five of their six games.

Bob Johnson was high man with a game of 217 and total of 574. The rivalry is keen for the first seven places in the individual average column.

GREAT NORTHERN LADY BUGS

TEAM STANDINGS.

	Won	Lost	Pin Ave.
Owl	32	12	632-36
Wooden Shoe	29	15	634-16
Washingtonian	27	17	603-1
Chicago Ltd.	21	23	604-26
Goat	19	25	608-15
International Ltd.	19	25	604-13
American Ltd.	19	25	604-2
Glacier Park Ltd.	19	25	598-23
Oriental Ltd.	19	25	598-10
Gopher	16	28	584-16

SEASON'S "BIG TEN" (20 or more games)

	Average	Games
E. Lindstrom	161-26	44
M. Anderson	139-13	28
H. Robertson	137-1	44
E. Nilles	134-22	32
E. Anderson	131-28	36
M. Heaton	131-19	26
R. Renz	131-16	34
H. Potts	130-8	44
H. Mottram	127-11	44
M. Carlton	126-34	44

(Editor's Note)—It will assist us greatly in properly printing the bowling scores and tend to eliminate errors if correspondents will send in their scores and material in the form used in the SEMAPHORE columns.

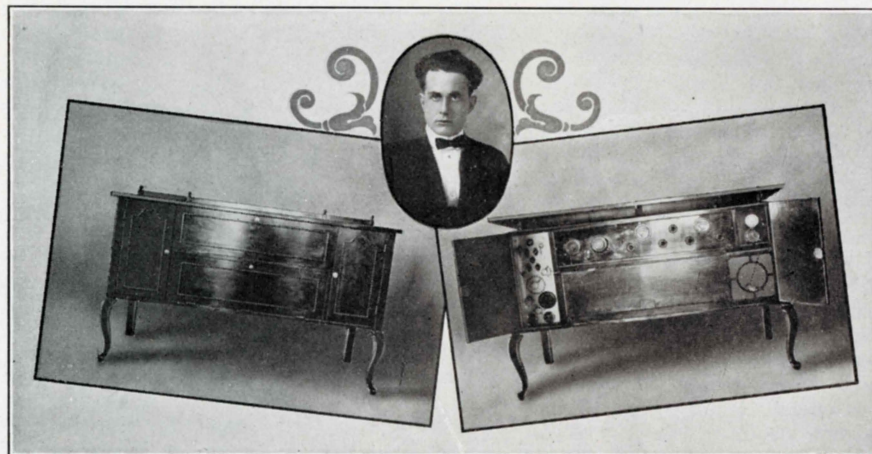
SPECIAL MATCH

A special bowling match between the employees in the G. N. depot at Spokane on the second and third floors was held at the Spokane bowling alleys Saturday afternoon. The second floor team, headed by Manager Tillisch, defeated the third floor team, headed by Manager Dalrymple, three successive games and outpointed them 169 pins for the three games.

Dalrymple scored 628 for the high three games with scores of 224, 223 and 181. Chatterton was a dark
(Continued on Page 25)

A REMARKABLE ACHIEVEMENT

Phone Operator Otto A. Bechtel of Mora, Minn.,
Builds Wonderful Radio Receiver



Otto A. Bechtel and two views of his radio receiver.

THIS is the story of a man for whom unkind Fate has no terrors, a man whose undaunted perseverance in the face of physical handicap has accomplished the well nigh impossible.

Many Great Northern employees are radio enthusiasts. Not a few of them, possessed of a certain knack with tools, undoubtedly have contrived some fine examples of home built radio receivers embodying a high grade of cabinet work and having wide range, clear reception, and very definite selectivity. It is believed, however, that the receiver shown in the accompanying illustration is the most exquisitely designed and constructed amateur "set" any of them ever has seen.

This receiver, a Super-Heterodyne, model C, was built by Mr. Otto A. Bechtel, phone operator, Mora, Minnesota. Beautiful as it is, the really remarkable thing about it is that Mr. Bechtel, in constructing the instrument, labored under a great physical handicap. He suffered the loss of his right hand in a hunting accident some two years ago. How many of us, facing the innumerable difficulties of such a disability, would even dream

of undertaking a manual task of such magnitude? Mr. Bechtel not only dreamed of it, but with grim determination and infinite patience overcame the all but insurmountable difficulties confronting him and wrought a very wonderful example of fine workmanship.

A great mind has defined genius as capacity for infinite pains. This accomplishment surely marks Mr. Bechtel a genius of the first water.

In a recent International Contest week this instrument "picked up" Madrid, Spain. The writer has a home built Neutrodyne receiver (seven tubes) that has brought in Westminster chimes, London, but Otto has us beat. Yet, Otto is not satisfied. Genius never is. And radio bugs are as insatiable. If he succeeds in disposing of this set—it is for sale—he intends to build another having even a greater range. The commercial value of the instrument is about \$600. Some very competent judges have appraised it as being worth \$1,500. Its intrinsic value is high, but to us it is chiefly remarkable for the courage that Otto built into it.

Announcement

IT HAS been one of the disappointments of the Editor of the SEMAPHORE that there seemed to be no definite channel through which the SEMAPHORE could obtain items of interest to Great Northern veterans. Fortunately that unhappy condition has been corrected. Mr. F. A. Davis, pensioned paymaster, has kindly undertaken to edit for a Veteran's department in the magazine,

such items of general interest to the Veterans' association as may be sent in to him. It is our understanding that he will appoint correspondents at various points along the line to gather and send in to him material for this department.

All communications should be addressed to Mr. F. A. Davis, Room 114, Great Northern General Office building, St. Paul, Minn.

Resolution Passed by the Brotherhood of Railway Trainmen, Lodge 572

WHEREAS, in view of the fact that motor busses are carrying passengers and freight in the state of Washington without the payment of adequate taxes; that the result of the growth of such motor bus carriers has been to deprive the railways of large amounts of passenger business, with the further result that there has been a very substantial decrease in the number of passenger trains and crews necessary to operate them, and considerable decrease in the number of freight crews; that such motor carriers are using the public highways to their great detriment by reason of the excessive loads and continuous business carried over such highways; that such operation of motor carriers is conducted only in periods of fair weather, and in many parts of the state of Washington it is necessary to discontinue during the winter months the use of such carriers; that such intermittent and irresponsible competition with the railways is both unfair to the railways and to the public;

RESOLVED, that we request the legislature of the state of Washington to enact such law or laws as will provide for adequate taxation upon motor carriers proportionate to the use and damage to roads and highways by them and necessary for the upkeep and maintenance thereof, and to provide further for the discontinuance and prevention of unnecessary motor bus competition, and to require that when service is rendered by such motor carriers such service shall be rendered throughout the year and not during fair weather only, and that whenever certificates of necessity are granted to such motor carriers a primary consideration be that they shall constitute feeders to the existing railway transportation lines and shall not operate in opposition thereto.

BE IT FURTHER RESOLVED, that copy of this resolution be sent to each of the members of the state legislature of the state of Washington and that all Brotherhood of Railway Trainmen lodges in the state of Washington be requested to take similar action, and that a copy of this resolution be sent to the president of the Railway Trainmen and be taken up in the national convention in 1925.

(This is the sort of thing that is going to have an effect on the members of our legislatures and the public behind them. The bus today is to all intents and purposes a subsidized competitor of the railroads.—Editor.)



Editorial

YOUR ASSISTANCE IS APPRECIATED

WE SHOULD be accounted amiss did we not acknowledge the hearty co-operation of our co-workers along the line who are sending in items for the SEMAPHORE. We should like to acknowledge each contribution, but the limitations of our organization make that impossible, and we take this means of assuring you that your contributions are truly appreciated.

Not all that we receive can be published; the size of the magazine is a very definite restriction as to that. There is, too, the ever present problem of what will or will not fit this or that available space. It will be of the greatest assistance to us if, when sending in anything for publication, you limit it to one subject and be as concise as a proper expression of what you have to say will permit. It will save us from having to "cut" and you from seeing your article the victim of the editorial blue pencil.

A LIGHT DAWNS.

GRADUALLY it has been borne in upon the minds of the public that the combination of railroads is not the iniquitous thing it was once imagined to be—witness the consolidation provisions of the Transportation act. The people have come to realize that beyond a certain point competition becomes an economic burden and should end.

Under the caption "Combination and Competition," the Everett *Herald* comments favorably on the recently inaugurated pooled passenger service between Seattle and Portland.

"A number of years ago the whole country was up in arms against combinations of railroads. We were resolved to prevent monopoly. The Great Northern-Northern Pacific-Burlington merger suit is historic litigation. And now we are told of the consummation of plans where three railroads combine in their passenger service between Seattle and Portland, sharing in costs and in whatever profit there may be. The move is made for the sake of economy and in view of increasing highway and auto competition. The number of trains is to be slightly reduced but better all-around service is promised.

"This is sensible. Monopoly is a bad thing, if uncontrolled; but regulated monopoly is far better in the long run than a riot of competition. Of course much depends upon the quality of regulation, but we simply will have to see to it that that is of the proper character. Competition is expensive, too expensive to indulge in where activities that involve service to the public are concerned. And it is especially expensive in this day of high prices. That it is a waste will be still further impressed upon us as we see wealth of which we have been profligate diminish—wealth of the soil, the mine, the sea and the forest. We'll count our dollars more and then will realize that many of them have been wasted in the competition of duplicated service and that it is the public that has paid for this most wasteful method of regulation when far cheaper substitutes have been available.

"And as for that, always we shall have competition of a kind sufficient to prevent abuse. In this case it is the competition of highways that has forced the combination of competing railroads. There are very few complete monopolies possible.

"Today we see not only such a change as this passenger train combination, but a national scheme proposed by government agencies for uniting competing large railroad systems so as to eliminate the petty competition that in

reality means poorer rather than better service and that prevents, because of duplication, those economies that really would mean improved service."

THRIFT YOUR PROTECTION.

ECONOMY and thrift go hand in hand. Our columns this month contain quite a little on two or three phases of economy as practised on the Great Northern. It occurs to us that the occasion is opportune to consider thrift in its relation to the individual. Indeed, suggestions looking to the development of thrift and ever greater thrift among the members of the Great Northern family are always timely, for it is a matter of serious concern to all of us. Every employee is indirectly interested in every saving in any manner effected on our railroad. But every one of us is vitally concerned in the saving that we individually can effect. The problem of how to save and where to invest our savings is one that has, or should have, our most serious and careful consideration.

We hear much these days of "The Fate of the Fifty-Four." Figures show that if we take one hundred men of the age of 25, able to support themselves, and follow them through to the age of 65, at that time thirty-six of the one hundred are dead, fifty-four dead broke, six making a comfortable get-away, three comfortably rich, and one indecently rich. This is our approximate here in America. Fifty-four of the men at the age of 65 are dependent on their children or public institutions. Out of every one hundred men that die, only eighteen leave anything for their families. Eighty-two leave their families to look out for themselves; and the widows of forty-five of these eighty-two have to work.

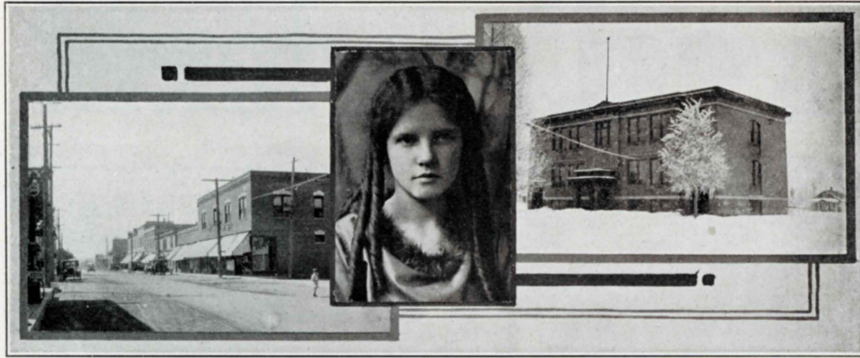
Is it incumbent on us to save? We think it is—decidedly. For thrift is your safeguard and protection against "The Fate of the Fifty-Four."

LEST WE FORGET.

THE STATE SENATE of Idaho recently passed a bill to again legalize the issuance of passes to members of the legislature and other state officials. The *Lewiston Tribune* condemns this action as "vicious legislation," an opinion in which we heartily concur.

We venture to say that not only the Great Northern, but every railroad whose lines enter the State of Idaho, is unalterably opposed to return to the old order of petty graft. There is no reason why we should give free transportation to state employees in Idaho or elsewhere. There is every reason why we should not. It is absurd to suppose that the railroads, confronted as they are with constantly shrinking local passenger earnings and constantly mounting taxes, could possibly view with equanimity this impending return to the pass evil in Idaho. With every nerve taut to overcome these handicaps, we certainly do not wish to be saddled with the obligation to deadhead Idaho officialdom over our lines, short as they are in that state.

We recall that there was a time—in Idaho and other states as well—when the railroads, unmolested, left to work out their own salvation, prospered and grew apace. They were a shining mark. The thieving politician saw in them a golden opportunity. Here was a rich field for his predatory genius. The result was legislation, founded on neither right, justice nor necessity, but designed solely to extort money from the railroads. They in turn did the one thing left them—fought the devil with fire. They lobbied, they bought, they controlled elections. We have no desire to palliate or to excuse. But to their credit, and the everlasting shame of the public which callously and indifferently permitted that condition to become possible and to continue, it was the railroads who were mainly responsible for the end of the evil.



MISS JESSIE WALTON OF DEER PARK, WASHINGTON, THE CITY'S MAIN STREET AND THE HIGH SCHOOL WHICH MISS WALTON ATTENDS.

THE COMMERCIAL CLUB of Deer Park, Washington, recently offered prizes for the best letters setting forth the advantages and attractions of Washington generally and of Deer Park in particular as a place of residence. First prize was awarded to Miss Jessie Walton, high school sophomore, daughter of Mr. H. B. Walton, our agent at Deer Park.

Miss Walton has set forth most convincingly the joys of life in Washington in her letter which we publish here.

"Dear Friends:

"We have heard very recently that you are contemplating coming west to make your home. Now, what better place could you come to than the 'Evergreen State,' or Washington, as you probably know it? Out here we have a fine climate, in the eastern part, warm summers and cool winters that are just right. Besides fine climate, we are prosperous. Agriculture, mining and lumbering are well developed. Lots of new people are always coming in to take advantage of our industries and we are glad to have them. For example, in the last eighteen months in the western part of the state the town of Longview, near Kelso, has sprung up from nothing.

"Beside climate and industries, Washington abounds in natural scenery. There are the Cascade Mountains to the west, harboring beautiful Rainier National Park. Farther east is Lake Chelan, a very beautiful place. These are only a few examples of our scenery.

"Of course, of all Washington, we are most interested in our own town, Deer Park, which is situated in the Arcadia Valley, 22 miles north of Spokane. We can boast of a population approximating eleven hundred people. We are located in the heart of the Arcadia Orchards district and it is surely a lovely spectacle to drive through the orchards in blossom time. The Great Northern Railway goes through Deer Park. It

is a branch line, the headquarters being in Spokane. There is one train each way every day except Sunday. We also have a stage line that runs between Colville, 60 miles north, and Spokane. It is equipped with four large safety coaches. We also have a daily auto dray.

"There is one paper published a weekly, called the 'Deer Park Union.' An issue was put out some time ago that was devoted to the merits of our town. We have quite a number of nice residences here and also several brick store buildings, which include an up-to-date three-story hotel. We have a tourist park to accommodate tourists who take advantage of the paved highway that connects us with Spokane. There is also a small city park where picnics are occasionally held. There are five church organizations here that hold regular meetings. There are several lodges, a women's club, and the Deer Park Commercial Club, which is working very hard to improve the town.

"We also have very good educational facilities. There are two school buildings, both of which are brick, the grade school and high school. The first was built in 1922. We built a gymnasium a year ago, and we are surely proud of it. It is the scene of many a happy event, and is helping to make history for the town, the latest event being a carnival which netted over \$200.

"We are also located in an ideal spot in regard to your vacation. There are numerous lakes, all of which are within a short distance, over excellent roads. Loon Lake, which is thirteen miles northwest, is perhaps the best known. It is gaining quite a reputation all over the state.

"Now we must close, and we hope to see you here with us very soon. Don't hesitate on account of our small size. Remember the old proverb, 'Great oaks from little acorns grow.' Won't you come and help us to become a great oak?

"Very sincerely yours,
"Jessie Walton."

We are pleased to record of this "Daughter of the West" an array of achievements unusual in one of her years, and of which she may be justly proud.

Jessie was born in Spokane July 19, 1909. She entered the Deer Park schools in March, 1917, in the second grade, and graduated from the grammar school in May, 1923, with the highest average in her class. She is taking the four year high school course in three years, and will graduate in 1926. Since entering high school, she has had no grade below 90 in any subject. For the last semester, she was one of two out of an enrollment of over one hundred pupils to attain a grade of 90 in all subjects.

She plays the piano quite well, but is specializing on the violin. We forgot to say that she is a member of the high school debating team, and has marked out for herself a career in the field of journalism. It is our guess that Miss Jessie has been a very busy little lady, and expects to apply herself as assiduously in the future to the work at hand.

G. N. TRAINMAN'S AID IS WARMLY COMMENDED

FROM KELSO comes word that officials of the Longview, Portland and Northern railway there expressed a sincere appreciation of the service rendered by Conductor Walter Victor, Tacoma, of the Great Northern freight train which aided in the recent L. P. and N. wreck at Vader, in which Irvin Laswell, mechanic, was injured.

Victor stopped his train, and had a cable thrown around the overturned tender of the L. P. and N. engine. He then used his train to lift the weight so that Laswell, with both legs crushed by the tremendous weight, could be freed. Although his train was already 45 minutes late because of the aid in the wreck, Victor insisted that Laswell be taken to the hospital on his train as the quickest possible way, and the injured man occupied the conductor's own bed in the caboose. At Kelso, the conductor saw to it that he was safely transferred to the hospital.

NEW INVENTION

A genius has invented a new device which may cause motorists to be more careful. It is thus described:

"While the car is running at 15 miles an hour a white bulb shows on the radiator. At 25 miles a green bulb appears; at 40 a red bulb, and when the driver begins to bat 'em out around 60 per, a music box under the seat begins playing 'Nearer My God to Thee.'"



Women's Department

IT is a pleasure to introduce to Great Northern readers Miss Rose Collopy, who is "Aunt Rose" to Tom and Billie Bowers, whose pictures are shown in this issue.

SPRING REJUVENATION

With the advent of spring comes the general idea of fresh paint and cleaning up. If our budget does not allow us to go all the way around the house, suppose we begin with the kitchen. First let us throw out all the old, broken furniture that may have found a parking place there, awaiting repairs that never come. There are so many of us who have the habit of putting any old thing in the kitchen.

Beginning with the walls, let us have something bright and cheery, and forget the drab which is the everlasting camouflage for dirt. Try tinting the walls a rich cream, tea-rose yellow or apple green. Then coat them with a thin coat of wall varnish, which will wash as easily as a piece of china.

In regard to draperies; have them either plain white or very colorful—of figured calico which is in great favor at the present time, printed crepe or flowered muslin. Sash curtains are the most practical, though if there are many windows, the long ones are more decorative.

If the floor is painted, it should harmonize with the walls. If you use linoleum, checks are most in demand, either black and white or blue and white.

THE KITCHEN SCRAP BOOK

As memory is short-lived and seldom to be depended upon to function accurately when desired, there should be some means of filing for quick reference the many valuable ideas, recipes and suggestions which one comes across from time to time. A kitchen scrap book about eight by ten inches in size, is an excellent way to preserve special recipes and ideas which one particularly likes, and is an improvement over the ordinary cook book which is usually so filled with the things one does not want that it becomes a burden rather than a convenience. With the kitchen scrap book one gradually acquires a cook book of one's own, in which one's pet recipes are instantly available. A piece of window glass just the size of the open book enables one to use the book on the kitchen table when working without its becoming spattered and soiled.



Miss Rose Collopy

Since 1918 Rose has been not only "Aunt" to Tom and Billie, but father and mother as well, having assumed, with her sister Lillian, the entire charge of the two little boys upon the death of both their parents within a few days of each other.

Miss Collopy, who has been employed in the office of the auditor of capital expenditures for eight years, does not feel that she and her sister are doing anything out of the ordinary in carrying on as they are doing in the care and education of these boys. "Why, what else is there to do?" she asked. "They are our nephews; their father, who was William S. Bowers, former city editor of the Dispatch, was always very good to us, and their mother was our sister. It will be enough for us if the boys grow up to be fine men."

Thomas, who is twelve, will be in high school next year; he is also having a musical education, plays the piano very well and is an enthusiastic boy scout.

There are five good principles of action to be adopted: To benefit others without being lavish; to encourage labor without being harsh; to add to your resources without being covetous; to be dignified without being supercilious; and to inspire awe without being austere.

—Confucius. is relished by many.

RECIPES

Contributions are invited from our readers, not to exceed 200 words in length, giving some especially valuable or novel recipe, or unique household idea. Contributions must be signed, and correct address given.

QUEEN'S DELIGHT

- 1 pint whipping cream.
- 3 bananas.
- 2 dozen marshmallows.
- 1 tablespoon vanilla.
- 3 tablespoons (heaping) granulated sugar.
- 1 dozen walnuts.

After whipping the cream, add the sugar and vanilla, then the bananas cut in thin slices, the marshmallows cut in fours and the walnuts after chopping.

This is a splendid dessert with a heavy dinner and will serve nine. If smaller amount is required, reduce quantities proportionately.

GENEVIEVE O'BRIEN,

Gen. Office, St. Paul.

NEW ENGLAND BOILED DINNER

The necessary ingredients are: Corned beef, cabbage, carrots, turnips, potatoes, and sometimes winter squash. Put on the corned beef—a four or five-pound piece—in cold water, bring it slowly to a boil, and then let simmer only for from three to four hours. Cook four to six beets in a separate kettle, putting them on about the same time as the meat. Drain off part of the water from the beef, and put over the fire in another kettle. Cook in this, first the carrots for thirty minutes, then put in the turnips—three white or two yellow—and thirty minutes later add a small cabbage cut in quarters, the squash (one small crook-neck) and the potatoes—six or eight will be sufficient. Let cook for thirty minutes after boiling has begun, then serve the meat on a large platter, with the carrots, turnips and potatoes around it; the cabbage and squash in separate dishes, as the bride's platter is likely to be too small to hold it all. The beets, sliced, with vinegar poured over them should also be served in a separate dish. The addition of a small piece of salt pork imparts a flavor that

Fashions & Foibles

Looking through the eye of the French dressmaker's needle one sees the ensemble wardrobe with its coat and well-mated frocks.



©
BUTTERICK
5965

Smart Americans who have their clothes made in Paris are planning their daytime clothes campaign with more than usual care. The coat may be one of several lengths but it is unmistakably related by material or color to each frock with which it is worn. If you choose brown for your coat and wool frock, you use amber, cocoa, *amande*-green, a rusty marigold, orange or a peach which is both pink and suede color for your coat lining, tunic blouses, silk frocks or the silk upper part of wool frocks. Black can be combined in the same way for a wardrobe with porcelain blue, dull gold, or russet.

A graceful acknowledgment of an invitation to a wedding or a reception is expressed in the frock with which one honors the occasion.



©
BUTTERICK
5975

With the Easter rush to the altar and its attendant luncheons, teas and bridge parties a suitable afternoon frock is absolutely indispensable. Dead black-silk crepe has disappeared for dresses of this type, and in its place smart women choose string, blonde, beige, cocoa, *amande* green or gray for crepe de Chine and Georgette. If one must have black, the bright side of crepe satin has a brilliancy that relieves and enlightens its sobriety. A Paris frock worn recently at a New York wedding was made of putty-colored Georgette with loose panels of irregular outline edged with delicate self-colored lace.



©
BUTTERICK
5964

Skirts, with an upper cut of shoulder-straps, have broken in suddenly and successfully on the undisputed rule of the one-piece dress.

For several years the separate skirt, except as part of a tailored suit, has been as rare as the dodo bird and the high shoe. Out of a clear sky comes the suspender skirt with many buttons and scores an instant success. It is new, it is a change and it is extremely becoming with gaily smocked peasant blouses of crepe de Chine or fine cotton voile. It is frequently made in the "high" shades of jade green, scarlet and powder-blue flannel for the country, and in the softer shades of rose geranium, beige and meadow-green kasha for in town.



©
BUTTERICK
5972

The epaulet shoulder with the sleeve running into the neck is seen on smart traveling coats worn by youthful European tourists.

Cut and color lend distinction to the very simple type of coat that smart children use for general wear, traveling, etc. Camel's hair color, mixtures, black, white-and-green checks, tan shades in tweed, etc., are the most practical colors for a utility coat. For ordinary wear the soft-pile fabrics in almond green, powder blue, sulphur, terra-cotta and brick are very smart. Dark-blue cheviot is excellent for school and looks well with blue or blue and scarlet middy dresses.

The epaulet shoulder and notched collar are new and are shown by the best Fifth Avenue specialists in children's clothes.



Our Business Getters



BUSINESS GETTERS.

E. J. Bracken, cashier, Butte, one carload malt, South Chicago, Ill., to Butte via G. N.

L. A. Bouckhouser, conductor, Spokane, one passenger, Spokane to St. Paul.

S. S. Corbett, operator, Leavenworth, two passengers, Leavenworth to St. Paul and return.

Sid Davis, dining car steward, two passengers, St. Paul to Seattle.

H. O. Eaton, train baggageman, one passenger, Spokane to St. Paul.

Arthur N. Halverson, chief clerk, superintendent's office, Superior, two passengers, Superior to Seattle and return.

Anne Herzog, clerk, Butte, one carload paper, Camas, Wash., to Butte.

Geo. Hopkins, conductor, Spokane, one passenger, Spokane to St. Paul.

Frank Johnson, conductor, Spokane, one passenger, Spokane to St. Paul.

M. A. Kraker, assistant chief clerk, Breckenridge, 2 carloads automobiles, St. Paul to Wahpeton, N. D., and two round trip fares, Chicago to Wahpeton.

Vernon C. Lyons, clerk, joint facility department, St. Paul, one passenger, St. Paul to Ardoch, N. D., via Duluth.

W. J. McNevins, coppersmith, Hillyard shops, one passenger, Hillyard to Lewistown, Mont.

W. R. Meenach, chief clerk, export and import department, Seattle, one passenger, Seattle to St. Paul.

James Murphy, car distributor, Superior, three passengers, Superior to Minneapolis and return.

C. G. Nelson, rate clerk, freight traffic department, St. Paul, one passenger, St. Paul to Tacoma.

R. S. Norton, agent, Cayuga, N. D., one passenger, Cayuga to Spokane.

W. J. Powell, conductor, Paynesville, N. D., one passenger, Paynesville to Winnipeg.

P. H. Reitow, conductor, Yankton, S. D., two passengers, Pipestone, Minn., to Great Falls.

Homer Sampson, cashier, local freight, Fargo, two passengers, Sioux City to Fargo and return.

J. H. W. Schurmeier, clerk, office of general superintendent transportation, St. Paul, one passenger, St. Paul to Duluth.

J. B. Turriffin, bookkeeper, comptroller's office, St. Paul, one passenger, Seattle to St. Paul.

"DICK" GETS THE BUSINESS

Mr. Richard Campion, house detective at the general offices, St. Paul, has proved one of the most active business-getters we have. He recently piloted two parties into the St. Paul ticket office who purchased tickets for Seattle. This was followed up by another party who purchased a ticket for Winnipeg, and just to make the measure good, he brought in one party who purchased a ticket to Sweden, going out of St. Paul over the Burlington.

WASN'T COMING BACK

B. B. McCannon, agent at Grand Forks, B. C., recounts the following amusing episode:

"An amusing incident occurred one morning not long ago. A Swede came up to the window and asked for a ticket to Spokane. As I am always after all the business I can get, I asked if he wanted a one way or round

trip. He looked up and in a surprised tone said: 'What do I want to come back for when I'm already here?'"

"PROSPECTIVE BUSINESS" CARDS

WE HATE to throw bouquets at ourselves, but it is some magazine when one number is worth the amount of the freight bill on a carload shipment from St. Paul to Superior.

One of the first "prospective business" cards received back by Freight Traffic Manager Smitton was from the Dolan-Horton company, wholesale grocers, Superior, Wisconsin. Mr. J. T. Dolan of that concern wrote on the card:

"I received a copy of your GREAT NORTHERN SEMAPHORE today and in payment of the same, I am having a car of sugar billed over your road from St. Paul to Superior."

GENERAL AGENT AT HELENA



Shirley A. Garrity

We believe that the Butte division has the distinction of having the "Baby" general agent of the Great Northern in the personage of Shirley A. Garrity, general agent at Helena. Mr. Garrity has been following the paths of the "Mountain Goat" for eight years. Starting at the bottom in 1916 and going through eight different branches of work, he was promoted to the position of general agent at Helena February 1, 1924, at the age of 25. While young in years, he is a veteran in thought, and we are very proud of the advancement he has made, and the future should hold much for him. And *girls*, do your stuff, he is still single! ! !

GREAT NORTHERN JUNIORS

1. Eleanor Jane and Glenn Gordon Nybeck, children of Gustav Nybeck, right of way department.
2. Herbert J. Kregel, Jr., son of H. J. Kregel, office of auditor disbursements.
3. Betty Jane Hills, daughter of Fred A. Hills, general baggage agent.
4. George and Bernice Boyeson, children of S. Boyeson, office of auditor disbursements.
5. Chester; 6. Ruth; 7. Lloyd LaFountaine, children of C. L. LaFountaine, general safety supervisor.
8. Thomas and William Bowers, nephews of Miss Rose Collopy, office of auditor capital expenditures.
9. Richard and Phillip Rodenberg, sons of Phillip Rodenberg, tax accountant.
10. Judd Mulally, son of James H. Mulally, of the law department.
11. Robert and James Plunkett, children of J. P. Plunkett of the law department.

A Few More
GREAT NORTHERN
Juniors

1. A young girl sitting on a chair, holding a doll.

2. A young boy standing next to a tricycle.

3. A young girl sitting on a chair, holding a doll.

4. A young boy and girl standing together.

5. A young boy sitting on a chair.

6. A young girl sitting on a chair.

7. A young boy sitting on a chair.

8. Two young boys sitting together.

9. A young boy and girl sitting together.

10. A young boy sitting on a chair.

11. Two young boys sitting together.



NOT LONG ago I overheard our president say that "the GREAT NORTHERN SEMAPHORE is the endeavor of the Great Northern family to express itself." There you have it—in a nutshell. The underlying idea of the magazine could hardly be more aptly described. When I say, then, that I am proud of the SEMAPHORE, I may be acquitted of any thought of personal glory in what has been achieved, but understood to express a very proper pride in the co-operation and good will of the thirty thousand co-workers who have made the magazine the success it is. For be it understood that no editor, even were he gifted beyond other men, could, alone, accomplish this. The magazine would be a one man affair, of which failure and an untimely end soon would be written.

Hear, therefore, what one of us has to say of what all of us have brought to pass. Mr. G. B. Hoult, district storekeeper at Devils Lake, writes to me:

"It has been a very great pleasure to receive a copy of the SEMAPHORE for the past year, and I want you to know that it is appreciated and each issue carefully read, not only by myself, but also by most all the 'Rails' at Devils Lake, and that I take my copy home where 'the wife' and children also read it.

"Our organization is so large that a magazine such as you are getting out each month fills a long felt want. I think it makes for cheerfulness, for neighborliness, and for genuine progress among the employes of the railroad, and I want you to know that the good work is valued very highly.

"Thanking you and assuring you that each issue is appreciated at this terminal, I am, etc."

I know of no feeling quite equal to that experienced when we have worked hard to achieve something and a friend whose good opinion we value highly puts his hand on our shoulder and tells us we have done well. The knowledge of work well done is made doubly sweet by such appreciation.

Do you wonder that I'm prideful? Do you wonder that I go each day about my appointed task of Editor mentally paraphrasing Ed Flynn's "Creed" to read: "I believe in the GREAT NORTHERN SEMAPHORE. I believe it will eventually be the best Railway Employes' magazine in the country and that means in the world?"

MR. FRANK P. MILLER, chairman, Superior lodge, 918, of the Brotherhood of Railroad Trainmen writes to me as follows:

"I have read with interest the many letters, editorials and talks in the SEMAPHORE, embodying suggestions for the welfare of our employes, and I take this opportunity to express my appreciation to the founders of the magazine and the many writers who have made it possible.

"I am proud to say that all my dealings with the officials at this point and at St. Paul have been most satis-

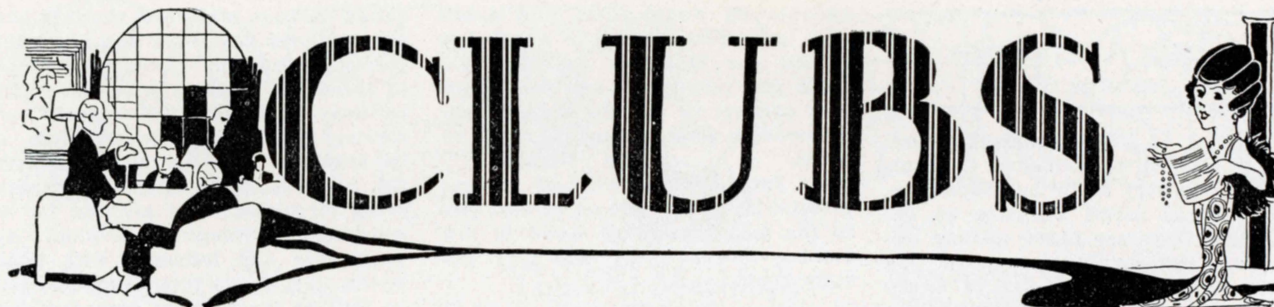
factory. Every year I come in contact with men who have worked for a good many railroads throughout the United States and Canada, and the majority of them will say to me: 'This is the best railroad I have ever worked for; I like the way the yardmaster and the boys have treated me—they are cheerful and accommodating.' Now my dear friends, when these men who have worked on practically every railroad on the North American continent, say these words of praise about the Great Northern employes, it is something to be proud of.

"It is self evident that the development of harmony requires good fellowship. The great effort of our officials is to provide fellowship among all of our employes; and we, as employes, should do likewise. We cannot improve our condition without friendship, love, sympathy and co-operation; and we should always use as our guide the Golden Rule, 'Do unto others as you would have others do unto you.'

"Two other great virtues on which we must place a great deal of emphasis are truth and loyalty to our employer, our friends, our family, and ourselves. If we think only of ourselves, we shall reap nothing but failure. When you have made your virtues abide by them. Honesty is loyalty to Truth.

"Before I close I want to thank my many friends among the yardmen and officials at this point for the faith they have shown in me as a local chairman, and I hope that our relations will be the same this year as they have been in the past."

IHAVE had several letters from some of the boys asking about the club—the chapters being organized and how they can get in. One of them said he was holding down a two by twice station next door to the bumping post at the end of a branch line. Said if he got to a club meeting more than once in the course of this transitory life he would buy me a new hat. In spite of that, he said, he wanted to join. I wrote him. I said: "Brother, if you want to be, you *are*. It needs no card of membership to make you one of the 'gang.' You've got the pass word locked up right there in your chest. May be you didn't know it but you have. It is just to the left of your necktie and a few inches below the collar bone. If you want a card which says on it that you're a member, I'll get you one from the nearest chapter and thank you for the opportunity to do it. It will be a dollar well invested. There is a satisfaction in having one that I, myself, feel. It identifies one in his own estimation and in that of his friends and co-workers; but don't think because you haven't actually joined up that you are not a member. If you love this railroad, if you believe in it, and are working as best you know how to make it the best in the land, you're a member in good standing; in fact, you're a club in yourself."



What the Several Chapters and Allied Organizations are Doing

ST. PAUL SHOP CRAFTS HOLD BANQUET AT ST. PAUL

THE ASSOCIATED ORGANIZATIONS of Shop Craft Employees of the Great Northern Railway were out in full force the evening of Friday, February 13, at a rousing banquet held in the cafeteria of the Great Northern building.

John H. Boyd, president of the Great Northern Railway club at St. Paul, officiated as toastmaster.

President Budd delivered a short introductory talk which was enthusiastically received.

James T. Maher, right of way, land and tax commissioner, and past president of the St. Paul chapter of the club, spoke briefly on the history, purposes and activities of the various club organizations, and particularly of the results they have obtained.

Of special interest was the address of Harry A. Lockery, president of the mechanical associations of the New York, New Haven and Hartford railroad and formerly a Great Northern employe, who is visiting the Great Northern shops on a two weeks' tour for the purpose of comparing established methods here with those in vogue on eastern railroads. He told of the two mammoth bands of the New Haven company, and of the great value of their performances as an advertising feature. He stressed also the value of co-operation and the advantages derived by the employes from their earnest efforts in behalf of their company.

E. C. Theis, president of the Great Northern Booster club of Hillyard, Wash., proved himself a real booster of the west in an inspiring account of what is being accomplished in his territory.

Homer B. Hill, president of the Soo line shop crafts, told of the history and development of the organizations on that railroad.

Edward F. Flynn, director, bureau of public relations, gave credit to the shop crafts for having been largely instrumental in the accomplishment of the remarkable showing made by the

Great Northern in 1924, saying that the perfect condition in which our equipment was kept was one of the principal aids to the wonderful achievements of the operating department.

The outstanding feature of the program was the appearance of the Great Northern orchestra of Minneapolis, one of the lesser organizations of the Great Northern Railway club there. This orchestra is an organization comprising 18 performers, soon to be increased to 24, which has been perfected within the last two months. T. D. Merrill, president of the Minneapolis chapter, stated that this orchestra is at the service and disposition of the Great Northern at any time or place.

The Great Northern quartette sang an original composition, "When You Go Great Northern," the words and music of which are the work of Walter W. Fryburg, chief clerk in the office of the general manager at Seattle. The quartette followed this with several of its repertory, including "That Railroad Rag" and "My Best Girl." They were enthusiastically recalled time and time again.

The Great Northern songsters were received with equal enthusiasm. They sang, among other numbers, "How Do You Do," "Sally" and "Where Is My Sweetie Hiding."

Mr. Boyd sang several selections, including "Danny Boy." Miss Agnes Thompson was heard in a reading entitled "At the Baseball Game," and Miss Agnes Manning presented an impersonation of a woman at the theater and "Procrastination."

Mrs. Olivia Johnson, president of the Great Northern Railway Women's club, told of the activities of that club, and Miss Alice Keller of the Omaha outlined the work of the Railway Business Women's association of the Twin Cities.

"Our Girls," 25 young women from different departments of the general offices, captained by Olivia Johnson, acted as waitresses, and contributed not a little to the piquancy of the evening's entertainment.

Details of the banquet were in the capable hands of Otto H. Raddatz, chairman of the house committee, who reports 275 guests in attendance.

MR. E. F. FLYNN, assistant to the vice-president and general counsel, spoke before the club on February 18.

Mr. Flynn prefaced his remarks by several humorous stories, and then taking inspiration from the selections just previously given by the Great Northern quartette, paid glowing tribute to the co-operation and the activities of the quartette. He recited in detail the meetings that they have attended during the past two months or so along the line at Havre, Great Falls, Bonners Ferry, Seattle, Tacoma, etc. Mr. Flynn said he wished to correct the impression that the quartette was out on the line having a pleasant vacation. From his accounts as to the actual work they did, traveling a good deal at unseasonable hours, he clearly demonstrated that those who stayed at home had a much easier time of it than did the quartette.

He called particular attention to the phenomenal record made by the Great Northern operating department, especially during last fall in the handling of the Wenatchee district apple crop, and in the handling of the grain shipments, as well as the phenomenal runs made by the silk specials, all of which, he felt, his hearers had participated in even though they were not directly concerned with the handling of the trains, or even working in the operating department. He stressed the fact that loyalty of the Great Northern employes, especially in the train service, was making a very pronounced showing, and is a big factor in the maintenance of the high grade service we are giving the public.

Concluding his remarks, which were of a more or less personal nature in connection with his activities along the line, he made a plea for fair play and one hundred per cent Americanism.



Club Activities

CONTINUED

MR. A. L. JAMES, assistant general counsel, spoke before the club, February 25, on bus regulation.

Mr. James called attention to the fact that there are 13,000 railway employees in Ramsey County, representing approximately from 25,000 to 30,000 people dependent on the railroads for their living. He thought that it was pertinent to ask the state representatives from the Ramsey district how they could justify their opposition to the interests of the largest industry in their district, and how they could ignore the wishes of the largest group of their constituents. He felt that the Ramsey County representatives ought to be willing to favor a bill that provided reasonable regulation, which he said the so-called "railroad bill" did, and in no event could he understand why representatives from Ramsey County should go out of their way apparently to injure St. Paul's largest industry. He felt that the railroad men are justified in going to their legislators and telling them what regulations they felt would best protect the greatest number of their constituents.

Comparing the two leading bills that have been up before the present legislature, he cited the fact that the bill known as the Orr bill, providing for irrevocable franchise to use the public highways of the state for bus and truck purposes, carries an insurance proviso to protect the traveler, or the owner of goods, but this insurance feature, when analyzed, is very inadequate.

The other bill, which is called the Railroad bill, provides for use of the highways subject to the regulations of the Minnesota Railroad commission, and carries proper provision for the regulation of rates, liabilities, schedules, etc. Mr. James called attention to the fact that the business of transportation is necessarily a natural monopoly, and the railroads as such should be treated with due respect to their ability to function as common carriers. He stated that he felt there is a legitimate field for bus and truck competition, but that such transportation should be supplemental to railroad service and not destructive of it.

He showed that if the business done by local passenger and freight trains was transferred to the highways of the state, the highways would be destroyed; that even our hard surfaced roads can not withstand the traffic which would be put on our highways. He felt that there should be no compromise of the fundamental principles here stated, and that the legislature

undoubtedly would enact into a law such principles as would adequately protect the highways and the railroads and permit bus and truck common carriers to operate where public convenience and necessity may require.

Mr. James felt there can be no compromise bill, and made an earnest plea to the men present to assist in preventing this in every way they possibly could.

MINNEAPOLIS CHAPTER

THE ATTENDANCE at the meeting of the club at Eagles' hall the evening of February 24 was exceptionally large, there being nearly, if not quite, four hundred present, all departments of the service being well represented. Trainmaster J. McNaught presided.

An enjoyable program was provided which included music by the club orchestra, a monologue by Mr. Ray Close, an address by Vice President Martin, song by the Harmony trio, dialect story by Mr. David Broderick, song by Great Northern quartette, and a song and dance by Messrs. Garant and Fissler.

The Harmony trio is composed of Messrs. Walter Nocks, Floyd Woozie and Archie Turner, all employees of the Minneapolis passenger station.

The only talk of the evening was made by Mr. George R. Martin, vice president. He told how the first club came to be organized in the general office, St. Paul, as an outgrowth of the public relations work, extended to the relations of the men and the management, and how the idea spread to the women of the general office, and then to various points on the line. The roster of clubs already organized was given, with membership of each, and also plans for organization under way at several additional places.

Mr. Martin explained the educational features of the programs at the luncheon meetings of the St. Paul clubs. It is intended to devote about half of the meetings to railway matters and the remaining meetings to other subjects presented by speakers from outside railway circles. In discussing railway subjects, the idea is to present topics relating to current affairs, with the view of informing the employees, as far as consistent, of the problems under consideration by the management. These problems touch the work of the offices, of which various employees may do various parts, and the talks give them the whole story, thereby forming points of contact between employees and officers, through those disclosures of mutual interest.

Following this thought, Mr. Martin discussed briefly the proposed legislation for the regulation of transpor-

tation on state highways, showing how the employees have been and are being personally affected through diversion of passenger business from the steam railways by the establishment of "bus" service, and asking the employees, if the argument appealed to them, to sign the petitions to the legislature, then being circulated; and also, as far as consistent, through individual acquaintance and influence with legislators, to advance their own interests as well as those of the company, for, on such a matter, the interests of employees and the company are identical.

All numbers on the program were well executed and afforded a very pleasant evening's entertainment. From ten until midnight, the younger generation occupied the time in dancing.

AMERICAN LEGION RAILROAD POST 416

STATE Commander Edwin Lindell addressed at our last meeting, March 10, outlining future activities of the state department, particularly in regard to the endowment fund for the orphans of veterans. The post was also complimented for its various activities and Commander Lindell stated that it was one of the best in the state.

A very enjoyable entertainment was furnished by our girl songsters and the post dancers, after which a luncheon was served.

It was with the deepest regret that we learned of the death of the wife of one of our most active and well known members, William A. Oldfield. A resolution of sympathy was drawn up and incorporated in the minutes of the meeting, and a copy mailed to Comrade Oldfield.

Irie Mallette, commander Ramsey County central committee, spoke at our last meeting in February on the aims and ideas of the central committee and their program for the coming year.

GREAT FALLS CLUB

The first regular meeting of the Great Falls chapter of the Great Northern Railway club started off with a bang on the evening of February 16 at the First Methodist Church annex, in the form of a banquet and program for all employees on the Butte division, including the American Railway Express company and Western Fruit Express company, at which there were two hundred and fifty seated at the various tables. During the seating of the members music was furnished by the Dowse Syncopated orchestra.

A. J. Halladay, our live wire master mechanic, as chairman of the organization committee, opened the

Club Activities

CONTINUED

meeting by giving a brief history of the club at other points and of its origin at Great Falls, and then introduced Mayor Harry B. Mitchell, who gave us some very well chosen words of welcome.

The program between courses consisted of a violin solo by Miss Helen Buck, from the shop superintendent's office, accompanied by Miss Marion Halladay; a male quartet of our city friends, vocal solo by Miss Tanner, daughter of one of our locomotive firemen, and songs and comedy by Mr. Louis Flaherty of the Great Falls Paper company, one of our biggest shippers; also several numbers by the orchestra including a piano accordion solo by the orchestra leader, Mr. Art Dowse. After the program and banquet, the regular business was opened with an address by W. L. Clift, our local attorney, who very ably explained the purposes of the club and what would be its accomplishments if its object is carried out by all members. He also explained, to the satisfaction of all present, the true meaning of the phrase *esprit de corps*, for which we are all very thankful.

The next order of business was election of the officers for 1925. On counting the votes of the various ballots, the following employees were elected to serve the club for the current year: Charles Doherty, district passenger agent, president; C. L. Hogan, car distributor, and E. J. Daly, chief clerk to the general superintendent, vice presidents; E. L. Carver, material clerk in the superintendent's office, secretary; Lincoln Wagner, cashier, Great Falls freight office, treasurer.

The charter for the club was then adopted as approved by the organization committee, after which followed a discussion of the question of sport activities for the coming summer months, and the meeting was adjourned with everyone feeling that they had started something which was going to go over big for the benefit of all concerned.

It has already been decided by the entertainment committee, headed by T. L. Ashton, of the general superintendent's office, that our next entertainment will be in the form of a dance and musical program in the passenger station on Friday, March 13.

The following committees have been appointed by President Doherty:

Entertainment: T. L. Ashton, chairman; A. J. Hayek, J. S. Bock, Howard Heenan, Ethel Wear, W. J. Burton and R. J. Russell.

THE CAST OF "DULCY"



Publicity: E. L. Carver and Wendall Williams.

Sports: P. B. Foley, chairman; T. J. Bolin and Fred Rapshaw.

Membership: W. D. Loftus, chairman; A. W. Fay, Guy Huestis, John Kopitzke, J. W. Boyle, Roy Duckett, J. F. Jones, Bernard Root, B. H. Beatty, F. E. Weisner, J. A. Raitor, T. R. Connors, Wm. McDonald, James Burns, J. A. Johnson, Chas. DeKay, James Keefe, Wm. Kerr, A. J. Shaw, J. C. Hickman, W. W. Fletcher, E. F. Follin, Walter Breuning, E. E. Doty, M. J. Keith, Misses Elizabeth Jeffries and Kate Shiell.

Second Performance of "Dulcy"

THURSDAY EVENING, February 19, the Great Northern Players gave a second performance of "Dulcy" at the Orpheum theater, St. Paul. The cast, pictures of whom appear above, played the same roles as in the former performance.

We reviewed the first performance of the play in our January issue, so shall not attempt to do so again further than to say that this was, if possible, a more finished performance than that given in January. The players were a bit more accustomed to stage appearance and were letter perfect in their parts. It was a very successful "return engagement," and we shall await the "Players'" appearance in another play.

SPECIAL MATCH

(Continued from page 14)

horse for the second floor team, scoring a total of 526 for his three games with scores of 202, 154 and 170. With a little practice Friend Joe will not only make the main team but will also reduce considerably in weight.

Individual scores:

Third Floor		Second Floor	
Dalrymple	209.3	Leahy	171.
Miller	113.	Chatterton	175.3
Eaton	133.1	Murray	144.7
Foster	130.7	Kach	169.7
Warren	155.7	Moe	171.7
Corrigan	98.3		



RAILWAY BUSINESS WOMEN'S ASSOCIATION

THIS ASSOCIATION sprung from the desire of the women of the Consolidated ticket offices to continue the friendships formed during the War. It has grown to a membership of 750 in 1924, and the association hopes to obtain a roster of 1,000 members during 1925. The purpose of the organization is to promote social and educational intercourse between the women employees of the railroads centering in the Twin Cities. During the year the association gives twenty-four lectures, under the leadership of Mrs. C. P. Stembel. A series of twelve dancing lessons is held on Tuesday evenings under the instruction of Miss Nevis Rick.

The membership fee of the association is \$1.00 a year, which includes the lectures. Each railroad has a division, there being now eight of these; and each railroad is represented by an officer. These officers are: President, Mrs. Nellie M. Severance, Soo Line; first vice president, Alice R. Kellar, Omaha Ry.; second vice president, Ruth L. Sinnen, N. P. Ry.; secretary, Hazel M. Williams, M. & St. L.; treasurer, Mrs. Olivia Johnson, G. N.; publicity secretary, Miss Margaret M. Cummings, Am. Ry. Express.

The dinner and style review, opening the 1925 season, held March 7 at Dayton's tea rooms, Minneapolis, was attended by approximately 450 guests. The guest speaker was Mr. W. H. Bremner, president, M. & St. L. His address was on the subject of the Constitution of the United States. The association is indebted to the M. & St. L. for an attractive souvenir, being the Constitution in booklet form, with imprint of the American flag on the cover. The Great Northern Railway company also favored the association with souvenirs in the way of small boxes of "applets."

The program included a number of vocal and instrumental solos, a dance number and reading, all of which were delightfully rendered and greatly enjoyed. The style review was an attractive showing of street wear, sports wear, and afternoon, evening and dinner gowns. President Ralph Budd of the Great Northern and President Charles Donnelly of the Northern Pacific were among the guests.

Following the style review the models were presented with corsage bouquets. Mrs. Severance, toastmistress, made the presentation and recalled the success of James T. Maher of the Great Northern as Santa Claus at the Christmas party and again called on him to deliver the bouquets to the recipients. Mr. Maher was nothing loathe.

GREAT NORTHERN WOMEN'S CLUB

THE Great Northern Women's club is giving a St. Patrick's Five Hundred and Bunco party, also program and refreshments, on Monday evening, March 16, in the Great Northern building. An interesting program has been arranged including Harry and his orchestra; barytone solo by Mr. J. H. Boyd; piano solo, Edward Gamm; reading, Miss Agnes Thompson; violin solo by Harry Schley and legerdemain by J. Jos. Brown, introduced as the "Dublin Trickster."

Miss Lois Lorr is chairman of the committee on arrangements, composed of Mary Hackett, Marie Schmitt, Mary Jordan, Isabel Stolpp, Marion Tschida and Katherine Meisen.

GLACIER PARK JUNIORS

ARE you one of those members whose absence at meetings has been conspicuous lately? If so, buck up and show your face upstairs occasionally. Your officers cannot keep things moving without some support from you. Come to the next meeting.

We are sorry to hear that our genial treasurer, Bob Wylie, has been using up some of his sick leave. We missed him at the last meeting.

We had hoped to be able to give a more complete report this month of the reminiscent talk given us by Mr. Parkhouse recently, but our court reporter has not reported yet.

The near advent of the kittenball season ought to stir up some of the members on the question of dues. Our rule will be strictly enforced this year. No dues, no meetings; no play.

We didn't do so well in basketball last month, although we finished the first round of the Y. M. C. A. league with a percentage of .571—4 wins and 3 defeats. We lost a heartbreaker to the Golden Rules, 16 to 15, after outplaying them for the greater part of the game. Our boys were over zealous, however, which resulted in the "Rules" netting 10 points on fouls.

After swamping the Emporium bunch, 20 to 4, and scalping Montgomery Ward's warriors, 20 to 15, we bumped up against our old jinx with the Northern Pacific team, and came out on the short end of a 19 to 12 score.

On the 21st of February the Glaciers stepped out of their class and accepted a challenge from Battery "B" M. N. G., Pine City, and received a lesson in how to throw baskets to the tune of 27 to 16. It was no disgrace, however, as the Pine City aggregation are as nifty a bunch of ball-tossers as we have seen. The Glaciers were decidedly off-color, or we might have witnessed a real sensational battle. After

the game, we were royally entertained at a dance and feed lasting until the small hours of the morning.

RAILWAY CLUB FOR WHITEFISH

THE STAGE is all set for the organization of a local chapter of the Great Northern club. A meeting was held at Whitefish, February 14, 1925, and was called to order by Dispatcher B. F. Neal. H. W. Irvin, trainmen's timekeeper, was chosen as temporary chairman, and H. H. Potter, engineers' and firemen's timekeeper, was selected as secretary.

The meeting was well attended by members of the various crafts who were called upon to make short talks on the club movement and they all responded with lots of pep. An organization committee was appointed from each craft and the meeting adjourned subject to call from the chairman.

On March 14 at the Masonic hall, Mr. E. F. Flynn and his syncopaters will be with us to effect a permanent organization at which time officers for the year will be chosen. Watch us grow.

ST. CLOUD

ON SUNDAY, February 22, the recently organized Dramatic club of the St. Cloud shops made its first appearance, playing a comedy, "A Pair of Sixes."

Under the direction of Peter J. Zierden, wood mill foreman, it was put over in great style. The audience was delighted, assuring the club of its success and encouraging them in further endeavors along the line of amusements. It was a clever comedy cleverly staged and delightfully acted.

Vaudeville numbers between acts consisted of the Great Northern orchestra; the Junior trio, and two readings by Miss Thompson, all from the Great Northern club at St. Paul.

The cast in "A Pair of Sixes" was as follows:

George B. Nettleton...Frank Meixner
T. Boggs Johns...Lawrence Boerger
Krome, Their Bookkeeper.....

.....August P. Ross
Miss Sally Parker, Their Stenographer.....Frances Schroeder
Thomas J. Vanderholt, Their Lawyer

.....Fred Boos
Tony Toler, Their Salesman.....

.....Henry Schwinden
Mr. Applegate.....Harold Soder
Office BoyAlphonse Sabkoviak
Shipping Clerk.....Edward Jagielski
Mrs. George B. Nettleton.....

.....Grace McDonnell
Miss Florence Cole..M. Marvel Knight
Coddles, an English Maid of All

Work.....Frances Michaels
The officers of the club are: Presi-

Club Activities

CONTINUED

dent, G. E. Frank; secretary-treasurer, A. P. Ross; costumes, Carl Mousky; property man, George Schiedinger; electrician, H. C. Boerger; stage carpenter, Jake Rassier; director, Peter J. Zierden.

Following the performance the club had a banquet at the Breen hotel. Plates were laid for fifty. Mr. Fred Lindt, St. Cloud shop superintendent, gave a delightful address, commending the club and urging it to continue in this dramatic endeavor.

Mr. Boyd of St. Paul, president of the St. Paul Great Northern club, spoke on organizing a Great Northern club at St. Cloud, and that we are now on the way in so doing.

Since the Dramatic club has been organized, a basketball team has been started too, so eventually we will have all the features that go to build up a good club with the real spirit.

The basketball team played February 27, and won by a 37 to 14 score from the Wideawakes.

The carmen mourn the loss of Mr. Albert Buelow, an esteemed fellow workman and member of the Veteran's association. His funeral took place on Thursday, February 26.

READING

Reading the literature of his business or profession is an essential part of the education that every man must get if he is really to succeed. A man must be "practical" to succeed. He must in addition, however, learn much that the "practical" man cannot learn in his daily work. "Experience is the best teacher," but the man who learns only by his own experience will never know much or go far. Reading is the best available way of learning much by the experience of other people.

—*Railway Age.*

SEATTLE CHAPTER

ALTHOUGH our chapter is only a little over a month old, some of us have already found out that our president—just like "Cal," in this respect at least—is a man of few words but a hard worker. He has appointed his committees for the year and they are now hard at it.

The membership committee reports that we now have over four hundred members and they hope for another hundred or so before their campaign closes.

Our entertainment committee has announced plans for "the biggest yet" to be held in the Chamber of Commerce building on March 14. The new Chamber of Commerce building is

Seattle's latest and one of its biggest civic enterprises, and we are fortunate in securing it for our big family party. The success of the function is assured, as the committee has been putting good hard work into their efforts and we know that "L. E." and his bunch of supporters never fall down on the job. After the party is over we will give you the full dope on it.

The committees already appointed are as follows:

Entertainment—George L. Seibert, Stewart P. Robertson, Robert C. Jamieson, Clyde Marston, Mrs. Mabel Meese and the Misses Ethel Ronald, Nellie Fowles and Mabel Almquist, and L. E. Henderson, chairman.

Membership—J. Riley, Harold Nutter, C. S. Brown, F. S. Clark, T. S. Forrester, Harry Shippey, Walter Victor, Arthur L. Scott, Miss Mettie Longcoy and Walter F. Stokes, chairman.

Sports—William R. Meenach, Walter F. Stokes, Eddie Weisenflue and Robert J. Smith, chairman.

Publicity—Harry W. Costigan, Arthur L. Scott and Fred W. Graham chairman.

Music—Miss Nellie Fowles, Messrs D. F. Brocchi, J. T. McCullough, Arthur L. Scott and Walter W. Fryburg chairman.

The orchestra will soon be heard from, as will our male quartette. "Chuck" Whims has stated that he needs support as his tenor voice gets beyond his short reach, and we understand that Tom Moore, our genial city passenger and ticket agent, has proffered Chuck the support of his deep basso whenever needed. If they get more songsters of the same sort we shall need to offer no apologies for our Seattle quartette.

G. N. MEN CONDUCT WINNIPEG MEETING

ON February 25, 1925, at the invitation of officials of the Canadian Pacific Railroad, F. L. Paetzold, secretary and treasurer; James T. Maher, right of way land and tax commissioner, and Edward F. Flynn, director of the bureau of public relations, took charge of the program of the Canadian Pacific Railway club at Winnipeg, Manitoba. Over 150 officers and chief clerks were present at the meeting.

Mr. Maher spoke first, reviewing briefly the early history of the Canadian Pacific in Canada and what this road's accomplishment meant to North America. He discussed also the organization of Great Northern clubs in St. Paul and along the Great Northern line. Mr. Maher was followed by an address by Mr. Flynn, who further reviewed the work of the Great Northern clubs and then discussed the organization of the Public Relations bureau on the Great Northern and its

endeavors and achievements; told of some of the problems of the American railroads and some of the achievements of the Great Northern and its efforts through its Public Relations department to obtain the goodwill of the community it serves.

The meeting, according to Canadian Pacific officials, was a very successful one. The Great Northern quartette sang numerous selections and made a distinct hit. Among others who were present at the joint invitation of the Canadian Pacific and Great Northern officials, were Wilfred Johnson, secretary and treasurer of the C. I. Johnson Manufacturing Company; Wilfred Walker, sales manager of the Koppers Coke Company; J. G. Johnson, superintendent, American Railway Express Company, all of St. Paul, and W. H. Gemmell, president of the Minnesota and International Railway, Brainerd.

On the evening of February 25, an International Goodwill meeting of Rotary was held at Winnipeg and among others who attended were all of the above mentioned Great Northern officials except Mr. Maher. Mr. Flynn was one of the speakers. The Great Northern quartette made one of the greatest hits of their lives at this International Rotary meeting, which was attended by nearly 300 Rotarians from Minnesota and Manitoba.

SIoux CITY CLUB NO. 7

THE annual meeting of the Great Northern Railway Club No. 7, Sioux City, Iowa, was held March 6, 1925, in the Union depot lobby and was attended by more than two hundred and seventy-five members and friends, all railway employees or in some way affiliated with the Great Northern Railway.

The depot lobby was attractively decorated, and a large stage was erected on which were two big banner emblems of the club.

Mr. Alex Campbell, president of the club, called the meeting to order and introduced the Great Northern quartette from St. Paul, which sang several numbers. From the applause they received it seemed as though the members present could not get enough.

Mr. James T. Maher, right of way, land and tax commissioner, was next introduced, who spoke of Sioux City, Iowa, as a city of promise, stating the increase of population since 1890 showed that Sioux City had grown more than any other city in the state of Iowa and that this also applied to banking totals and other commercial statistics. The cause, he said, lay in the fact that it is an industrial and live stock center for northwestern Iowa, northwestern Nebraska and southeastern South Dakota.



Club Activities

CONCLUDED

Mr. G. R. Martin, executive vice president, was next introduced, and spoke on the organization of the employees' clubs throughout the system, and the growth they have made in other cities, and also stating that co-operation between the employees of the railroads of the United States is essential to the future welfare of both. He, in turn, was followed by the quartette.

Mr. M. L. Countryman, vice president and general counsel, was next introduced and spoke on the benefit of the clubs to the railroad, stating: "We who are called managing officials of the railroads still are classed as employees, and I want to impress on your minds that the employees' clubs throughout the system are a wonderful assistance to the bureau to which I belong. There are between 30,000 and 35,000 employees on the payroll of the Great Northern, scattered from Lake Superior to Puget Sound, and we must have the support of our employees." He also spoke on some of the problems now facing the carriers of this country.

Mr. T. A. Black, president of the Terminal Grain Corporation of Sioux City, was a guest at the meeting and also made a short address.

Mr. H. R. Mitchell, assistant superintendent Willmar division, was next introduced and responded with a brief talk.

Miss Katherine Curcio and Miss Helen Schneider were next introduced, two of our local girls, with Miss Schneider at the piano. Miss Curcio sang three numbers and it is needless to say they were perfect.

Miss Lois Craswell, daughter of Mr. H. Craswell, car foreman, Sioux City, gave two splendid readings, being accompanied at the piano by Miss Godson.

Then our girls (we have a dozen of the best girls who ever worked for a railroad) served the officials and the quartette with lunch, as they had to depart for St. Paul before the business meeting would end.

Mr. Alex Campbell opened the business meeting, and after calling for the minutes, which were read by Ray C. Burke, secretary, and adopted, stated that the election of officers for the forthcoming year was in order.

Mr. H. R. Mitchell motioned that all the present officers be re-elected. This was seconded by Mr. R. F. Adams and was carried.

Mr. W. R. Krumm, cashier, freight

office, Sioux Falls, S. D., was placed in charge of the South Dakota district.

SPOKANE CHAPTER

THE February meeting of Spokane Chapter No. 2 was held at the Spokane Chamber of Commerce February 27 at eight o'clock. Letters of appreciation from Ralph Budd, president of the Great Northern; Frank T. McCollough, one of the directors of the Nelson & Fort Shepard, and others for honorary election were received and read. An interesting talk on waybills was given by W. W. Rickard, of the Spokane freight office. Mr. P. M. Long, chief clerk, Hillyard yard office, discussed the relationship between transportation and the public. The Spokane chapter now has 485 members and over \$600.00 in the treasury.

The next meeting will be held on March 20, when John F. Pewters, general agent at Spokane, will give a talk on traffic service. The entertainment for the evening will be furnished by the girls' entertainment committee. The club orchestra will furnish music.

A challenge was issued by the baseball team of the Spokane freight office and promptly accepted by the team from the city office and the passenger depot. A league is being formed consisting of teams from the Hillyard shops, Hillyard yards, Spokane freight office, and Spokane depot. The team surviving elimination will be given a prize at the close of the season.

BRANCH CLUB AT WOLF POINT

At a joint meeting of the Commercial club and railway employees of Wolf Point, held on March 7, a branch Great Northern club was organized, which will function as an offshoot of the Havre club, distance making it impossible for club members residing at Wolf Point and on the first district of the Montana division to attend meetings at Havre.

Edward F. Flynn, director bureau of public relations, addressed the meeting upon the truck and bus menace, also urging co-operation between civic bodies and railway employees.

Jno. C. Koerner, president of the Havre club, outlined the objects of the club movement, and told of action taken by the organization in the matter of the establishment of a school at Fort Assiniboine.

A banquet was served preceding the meeting in the dining room of the Sherman hotel, during which music was furnished by the high school band composed of boys and girls from ten to sixteen years of age.

A large number of employees with their families from Havre and points between Wolf Point and Williston and the Scobey branch were present.

With the object of sustaining club interest, similar meetings will be held in the future at regular intervals, and a committee composed of C. P. Swedberg, agent, Wolf Point, chairman; W. S. Carson, yardmaster, also of Wolf Point; Chester Grace, conductor, Bainville; J. F. Haun, agent, Scobey, and H. A. Berryman, operator, Bainville, was appointed to conduct and look after business of local meetings.

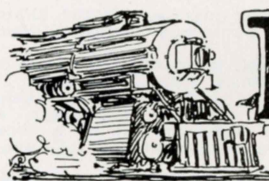
NEW WESTMINSTER AND VANCOUVER PLAN CLUB

At the get-together dinner held in the Westminster club, Harry R. Lonsdale, chief clerk, acted as chairman. He was supported by E. A. Dye, general agent; F. C. Meyers, freight and passenger agent; D. W. McArthur, agent, G. N. R. dock; J. A. Orth, chief clerk; R. T. French, special agent; A. Isdale, chief clerk to general agent; Thos. Bradbury, Horace McCrimmon and J. P. Gillis, all of Vancouver, together with their bowling team.

The New Westminster representatives were F. W. Pravitz, freight and passenger agent; H. R. Lonsdale, chief clerk; H. E. Parsons; Duns. Finlayson; J. E. Dolphine; Lorne Pravitz; Monty B. Jones, ticket agent; H. E. Coons; William McKenzie; Archie Stroup; Alf. H. Blackburn; Herb. E. Springate; William Maxwell, B. C. E. R. car accountant, and the bowling team.

Speeches were made by E. A. Dye, who boosted a Great Northern club for the two cities; Bill Maxwell, representing the B. C. Electric Railway, a good friend of the Hill interests; D. W. McArthur, at one time agent in New Westminster; F. C. Meyers, also a former agent in the Royal City; H. E. Springate, lumberman; Alf. Blackburn, New Westminster business man and former president of the Gyro club; E. V. Miller, captain of the Vancouver bowling team; Fred Mitchell, who would sooner bowl than eat; Mr. Gillis, chief clerk, American Railway Express company, Vancouver; Jack Orth, chief clerk, Vancouver; C. A. Bourne, lumberman, and Frank W. Pravitz, Great Northern agent at New Westminster.

Following some discussion it was decided to go ahead with the plans for the forming of a Great Northern club, representing the two cities, and a committee consisting of the following was appointed: Messrs. Isdale and Miller, general agent's office; Mitchell and McMillan, local freight, Vancouver; Pearsall and Mitchell, American Railway Express, and Gunn and Parsons, local freight, New Westminster.



Division News

BRECKENRIDGE DIVISION

Associate Editor
FRED F. SCHULTENOVER
Breckenridge, Minn.

The Editor is wiring for our March contribution and here we just finished reading our copy of the February issue, which we found very interesting. Mr. Stokes' article on handling of silk shipments made a hit with some of our school teachers who asked for a copy, which, of course, was gladly furnished them by one of our readers, and the article in question was read to the pupils in class. How is that for publicity?



Aren't some fellows witty, though? For instance, Alex Bresnahan, that clever trainmaster of ours, wants to know if we associate editors pay the regular advertising rates for running our photos. No, Alex, the editor requested us to submit something funny, so he got it. But he'll get something more interesting if we ever get our kodak focused on Alex in the act of loading stock. Watch for it!

Plans are under way and we hope to tell you soon all about a Breckenridge division chapter of the Great Northern Railway club. A committee of six, representing all classes of employees on this division, is on its way, and here is wishing them success.

Local Shop Crafts enjoyed one of their regular meetings on February 27 at which they served a big feed not only to the members in attendance, but to the second shift crew at work, including Night Foreman Pat Keough who stowed away enuff oysters to last him all during Lent.

S. A. Anderson, agent at Arthur, has gone to Florida where he is the fortunate owner of real estate on which he was offered a price of 600 per cent above the original cost to him. Looks like Andy will spend all his future winters in Florida.

Tom Mattson, section foreman at Helmdal, who met with a serious auto accident over a year ago, resulting in the paralysis of his lower limbs, is showing some signs of improvement, and we sincerely hope to see him back on the job again soon.

Poor health compelled Joseph Kosick, old time section foreman at Moorhead, to take a several months' leave to undergo medical treatment. We expect to see Joe back in the harness and good as ever when the spring work starts.

Miss Hinds, ticket seller at Breckenridge, is visiting with home folks at Mazeppa. Her pass read via Fargo. Wonder why she insists on going via Fargo?

F. L. Thurston, agent at Simcoe, is under a doctor's care as a result of an injury to his leg. We all hope to see him strutting about livelier than ever before long.

J. B. Yates, third trick towerman at Wahpeton, and wife recently returned from a six weeks' visit at Los Angeles.

R. H. Hemmesch, local chairman O. R. T., spent several days in St. Paul on organization business.

John J. McCabe, passenger engineer, was recently re-elected mayor of

Breckenridge, without opposition. John has had this office for several terms now and is so efficient, fair and loyal, and consequently so well thought of by all classes, that none care to oppose him.

Arne Iverson, agent at Durbin, and wife just recently returned from a vacation trip which took them to Vancouver, B. C. They stopped at the principal cities along the line including Kallispell, Spokane, Everett, Seattle and Tacoma, and Arne wrote us an interesting letter of their trip.

Speaking of Great Northern clubs, we just heard of one in Breckenridge which, it is claimed, has been in existence for two years. It is known as the Great Northern Gastronomic club, or some such thing, and it is comprised of the lady employees in the division office. Understand at the last meeting, there were five cooks and two others who participated. The table, or tables, were stacked high with viands and after spending two hours, or more, consuming them, two of the members were obliged to leave for home immediately, as the floors were creaking, and by doing so, of course, they escaped washing the dishes. Our steno, who was not only ambitious but wise, stayed for the finish.

"You know," she remarked, "They're good scouts and all that, but they couldn't talk about me while I was here." So she was the last to leave. Fortunately this club meets only once a month; the balance of the month the members are doing their daily dozen and resorting to other means of reducing.

BUTTE DIVISION

Associate Editor
E. L. CARVER
Great Falls

L. V. McLaughlin, Butte division engineer, on February 20, passed the 25-year service mark as a Great Northern employe. Good luck to you, Lawrence, and we hope you will be with us 25 years more.



Mrs. J. S. Bock, wife of our general agent at Great Falls, returned February 19 from a six weeks' visit with relatives and friends in St. Louis.

Walter Templeton, formerly private secretary to Superintendent Wear at Great Falls, dropped in to renew acquaintances February 7.

Walter is now private secretary to the general superintendent of the C. M. & St. P. at Butte.

W. F. Goodin has relieved J. W. Dussalt as agent at Power, and will remain at that station until the regular agent, Mr. Williams, returns from school where he is studying law.

G. O. Galloway has just returned from a sixty-day leave of absence spent in Denver, and has resumed his duties as agent at Comanche.

A. E. Knights, superintendent of the Montana division at Havre, spent Monday, March 2, in Great Falls on business.

W. J. Houlihan, general yardmaster at Butte, was a caller in Great Falls March 2, on business and renewing old acquaintances.

J. W. Coady, expense clerk, Great Falls freight office, has been granted a thirty-day leave of absence on account of sickness in his family at

Butte. Junior Caffyn is relieving him as expense clerk and Clark Grady is relieving Mr. Caffyn as file clerk.

Miss Helen Buck, clerk in the shop superintendent's office at Great Falls, is sporting a diamond ring which she won in the recent popularity contest sponsored by the Knights of Columbus during their carnival week which ended February 21. Fine work, Helen; your popularity also extends throughout the membership of the G. N. club.

Carl Christenson, roadmaster at Great Falls, was called to Hudson, Wisconsin, on account of the serious illness of his brother, who is now recovering and Carl has again returned to his regular duties.

Mr. L. B. Woods, assistant general freight and passenger agent for Montana, with headquarters at Helena, left recently with his family for a much needed rest and vacation. It has been years since he has had such an opportunity, and his co-workers wish for him a very pleasant trip. Mr. Woods has been in the service of the Great Northern for many years and is a member of the Great Northern Veterans' club.

Frank Pauls, chief clerk to the shop superintendent at Great Falls, took the fatal step February 19. Frank was married to Miss Irene Ford; Albert Brix and Miss Elizabeth Kratz witnessing the ceremony. The Pauls expect to leave in the near future for Los Angeles and San Diego. The Butte division employes express their congratulations and wish them all the happiness in the world.

CASCADE DIVISION

Associate Editor
D. O'HEARN
Everett, Wash.

Mrs. G. L. Anderson, wife of agent at Alpine, spent the week with her sister in Everett and while there attended the dance recital given by Madam Pavlova.

Mr. L. W. Fenton, agent at Scenic, is the proud father of an eight-pound daughter, born February 19. He had been cultivating a little red mustache for the last eight months, but on the arrival of his daughter, he cut it off as being a failure.

Burlington, Wash., is growing every day; seven new residences are now under construction, as well as a new high school, which will be completed by June 1. A new city hall will be in the course of construction before long. We also understand there is to be a firemen's community hall, which will be started within the next few weeks. We note that our fellow employes are keeping pace with the improvements, as we learn that Operator W. E. Fenton and Roadmaster S. E. Allen have let contracts for new residences on the Pacific Highway, and that Agent R. J. Berg has purchased a fine eight-room suburban home situated in the new high school addition.

Operator Galbraith of Burlington, familiarly known as "Ole," has been off a short time on account of sickness.

Operator Royden Moore has recently been placed as third trick operator at Burlington, following in his father's footsteps. Mr. Dud Moore, who is one





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of our trick dispatchers, is especially concerned with the 2.2 grade.

Mr. James Devery, Jr., formerly third trick operator at Burlington, has bid in the second trick at Tye. This is another young man who is following in his father's footsteps, his father being Chief Dispatcher "Jim" Devery.

On February 14, 1925, the depot staff at White Rock, B. C., together with the customs and immigration officials of that station, held a pleasant informal gathering and presented Mr. F. A. Ferguson of the customs staff with a suitably engraved fountain pen, upon his being transferred to new duties in the customs service at New Westminster. Mr. Ferguson, after twelve years of service in attendance upon our trains, will be missed, especially by the crews of trains 719 and 720, to whom he was particularly well known on account of his long and continuous service at night.

Locomotive Engineer John Crowley, familiarly known as "Johnnie," has changed from his former run on the Oriental Limited, between Appleyard and Seattle, to the motors at Tye and has moved his family to the latter point. Mr. Crowley's health has not been any too good of late and he felt that the change of pace would possibly result in improvement.

Mr. G. A. Lockie, our agent at Tye, was relieved by Mr. H. P. Christenson for about ten days on account of Mrs. Lockie's health making it necessary to go to Seattle.

Mrs. Michael Gannon, age seventy-two, passed away at St. Paul, Minn., February 21, 1925. She was one of the pioneers of that state, having located in Prior Lake, Minn., in 1871. She is survived by five sons, Thomas, John and James of St. Paul, Minn., Michael E. of Burlington and William P. of Seattle, Wash., and two daughters, Mrs. T. O. Regan of Barnsville and Mrs. T. J. Lyons of Prior Lake, Minn. The sympathy and condolence of their fellow employees on the Cascade division is extended to Mr. James Gannon, at present general chairman of the Order of Railway Conductors; Mr. M. E. Gannon, section foreman at Burlington, and Mr. W. P. Gannon, passenger conductor on this division, as well as to the other members of the family.

The staff at New Westminster, B. C., was favored with a visit from Mr. Charles Selley, now cashier at Great Northern Seattle dock, who motored up with his family over the holidays.

Mrs. Lewis Noble, wife of Engineer Noble, received the sad news of the death of her mother at Bartlesville, Okla., March 2, 1925, and departed to that point on the same day to attend the funeral.

DELTA SHOPS.

We are glad to see Pirrie Thompson back at his bench again after an absence of two months which he spent in Southern California. He says he is feeling fine and surely looks it.

We extend our congratulations and best wishes to Nathan Ingalls, our messenger, who was secretly married recently to Miss Cora Campbell. Nathan has seemed so serenely happy that no one suspected that his heart had been pierced by one of Cupid's arrows.

Christ Ehret has spent the past four months in Germany visiting his mother and apparently renewing acquaintances, as he returned with a bride. They are now located on his farm at Swan's Trail. Congratulations and best wishes!

Dan Cupid's arrow has found the hearts of two of our carmen recently. We were hardly through smoking cigars on Ole Holland when Jack Williams was passing cigars around, both boys having decided to take the final

leap. Here's wishing them all kinds of success in their new venture.

The I. C. C. instruction car has been at Delta for several weeks. Many of the men have taken advantage of the opportunity to "brush up" on their line of work.

Seven hundred employees and their families and friends attended the Valentine dance of the Spokane Chapter No. 2, February 14. A delegation of twenty-five members of the Seattle club accompanied the Seattle bowling team to Spokane and participated in the dance.

George Knutson, signal maintainer at Leona, is in the Spokane hospital after an operation from which he is recovering. John Stonechest, signal helper, is acting as signal maintainer and E. L. Luse as signal helper.

Bowlder Creek is on the rampage and extra track watchmen have been placed in the canyon to protect the track from being washed away.

Miss Ruth Gosselin, stenographer in Mr. McKay's office, who has been on the sick list for the past six weeks, has returned to her desk looking and feeling better than ever in addition to losing twenty pounds, which puts her in the pleasingly plump class.

Russell Apperson, clerk in Mr. McKay's office, enjoyed a pleasant trip over Washington's birthday in Seattle and Portland where he was welcomed by his friends. While at Portland he had the pleasure of watching the English steamship Trojanstar direct from London arrive in Portland. He also visited Vancouver barracks.

DAKOTA DIVISION

Associate Editor

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

It is with deep regret that we report the death of Traveling Engineer George M. Winney. Mr. Winney was taken suddenly ill February 14, while



accompanying a stock pickup at Thief River Falls, and after twelve days of suffering, passed away at the residence of Frank D. Bell at Crookston, February 27. He is survived by his widow, a son, William, and granddaughter Muriel, also two brothers, two sisters and a host of other relatives and friends. The general belief

was that Mr. Winney was improving, and he was making plans to go to Willmar as soon as strong enough to travel, but death overtook him. Funeral services were conducted in the Methodist church at Crookston, March 3, and interment was made in the Winney mausoleum, Oakdale cemetery, with Masonic rites and Knights Templar escort and guard. Mr. Winney was born in Rochester, N. Y., November 29, 1859, and was 65 years of age at the time of his death. He entered the service of the Great Northern Railway April 10, 1882, in the mechanical department and served as engineer, traveling engineer and master mechanic.

The Great Northern Railway was well represented at the Northwest Farm Crop shows, held at Crookston February 9 to 14. Mr. E. F. Flynn gave a splendid talk on present day railway subjects and the Great Northern quartette made a big hit and were encored time and again. Mr. E. C. Leedy, general agricultural development agent, and Mr. A. E. Hathaway, traveling passenger agent, were also present. Special train service was provided on the St. Vincent line for the day of the shows and proved to be so popular that it was necessary to put on an extra coach. The equipment on

the special was just out of the shops, and caused numerous complimentary remarks.

Dispatcher M. A. Good was called to Colorado Springs, Colo., February 17, on account of the death of his father.

Peter Roy, crossing watchman at Crookston, is seriously ill at a local hospital from complications following an operation.

Conductor Roy Wick is the proud father of a new son. The boy is figuring on bumping his dad off the west local.

On February 25, the Red River Certified Seed company shipped twenty carloads of certified seed potatoes from Neillville, Minn., to points in southern Indiana. This shipment was brought about through the efforts of Purdue university. It is claimed that this is the first shipment of this kind ever made. The train was very ably handled by Conductor Saver and Engineer Sprague. The attendants, including Mr. W. S. Brekke, the grower, and the representatives of the shippers, were highly pleased with the performance of the train and the manner in which it was handled. It is understood that a train of 25 to 40 cars of seed potato stock from the 1925 crop is in prospect for movement to the state of Washington.

KALISPELL DIVISION

Associate Editor

IRVINE T. DUGGAN
Whitefish, Montana

General news rather slim this month. We admit we are nearly perfect, and since the weather man turned off the snow we are sitting pretty on the hill. We got ours all in a bunch and the boys say it's just like a holiday now when they only have to work eight hours.

We are going to swell up a little; why shouldn't we? For December we were first on the list for tonnage; January we were second and it took a flat division to beat us. The Kalispell is first for the least number of engine failures for the year ending January 1, and of course this puts the Central district also first. For January, with the exception of three or four small claims for damage, we didn't have a loss on any shipment of freight. All these things are due to the active cooperation of the men and we're so good we can hardly ask them to do better, but we are proud of this record and hope to keep it up.

Thos. F. Dixon, assistant superintendent, is now on the honor roll as a veteran. Tom started in pretty young. (We don't dare to send his picture or tell his age on account of the "Child Labor Laws.") His first attempt was at Superior, Wis., January 7, 1900, as call boy.

Anna Johnson, who tells Mike where to head 'em in, has challenged any one for a fancy skating match. We don't quite understand why this was put off until the ice was on the bum. Ann also refuses to give us a picture showing up some of her stunts.

Scap Scanlon, car disturber, is back on the job and Relief Agent Cole says he can have his old job for all he cares. Scap says he had a fine time but refuses to go into details.

The many friends of Jack Gregory will be sorry to learn of his death at Kent, Wash., recently. Mr. Gregory was engineer on this division since 1901.

Elmer Schoonover, chief engineer of the "Oriental," has returned from his annual vacation. He made Cuba this time and took the missus along. Elmer says Cuba is all right but the "Rocky" country looks good to him. We forgot to ask him how he came out on the ponies.

Mrs. Bardin, mother of Engineer Bardin, died recently in Portland, Ore. Mrs. Bardin lived here for a number of years.

Henry Kraemer, E. & F. call boy, has been laid up with the flu. We thought it would be necessary to put on two to take his place but R. A. Nelson is managing to get 'em all by

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working overtime. We will challenge any and all call boys to go as fast as far as quick as Henry.

Geo. Moran, general clerk in superintendent's office, returned from a three months' leave of absence. He looked over California but came back with no excess baggage other than a coat of tan. It is reported that George and his brother Bob expect to have their pictures on the cover of the Semaphore soon. We have it from reliable sources that their combined ages are 160 of which 150 have been spent in the service of the G. N.

Tommy Dixon, assistant superintendent, left for St. Paul on the first. It is not known how long he will be away but Sandy MacPherson is a fiend for office work and is only waiting for Tom's promotion so that he can have the office work permanently.

Now that the stock business has let up a little, J. A. Minkler, stock yard contractor who has been "throwing the bull" all winter, will take a rest and buy a new pipe.

Fay Plank, traveling engineer on the east end, has been laid up for a couple of weeks with rheumatism. He left on No. 4 March 1 for the east to take a little rest after a hard winter. He will be missed by many of the radio bugs and we hope he will return all well and with lots of new radio stunts.

Mike's wife and daughter are on the coast for a few days. The "Purity Squad" are watching Mike closely while the missus is away as it is reported that he throws a mean ankle and may be taking in some of the back woods dances.

Operator J. H. Whalen and Operator "Shorty" (A. W.) Orvis have resigned.

Margaret Robertson, first trick operator at Nyack, had her feet badly burned with hot water February 28. It is reported from the Kalispell hospital that she is getting along nicely but will be laid up for some time.

E. J. (Louie) Baenen, guide, hunter and hotel keeper, and formerly track watchman at Jennings, died February 26. Louie was known to all the railroad men and hunters from Williston to Spokane, and has, in the past twenty years, led most of them to where he had a deer tied up. He will be missed by his many friends. His son, Raymond, is third trick operator at Libby.

MESABI DIVISION

Associate Editor

A. M. HALVERSON
Superior, Wis.

It is gratifying to note that "day by day in every way" the SEMAPHORE is becoming better and better, and has manifested itself in the minds of our employees to the extent that there are quite a number of inquiries several days before the magazine comes out as to when they may expect their copy, which indicates that they are very much interested in the system magazine.



Correspondents have been appointed in various departments, but they really have not had time to get in the harness and supply us with the usual news items, photographs, articles of general interest, etc. We hope to be able to expand in proportion to our magazine.

Mr. George Turgeon, station inspector, has left on his vacation and is making an extended tour of various points in Florida and Cuba. Do not know what the attraction is in Cuba, but George has been there before and will probably be able to return without the assistance of a chaperon.

We were recently favored with a short visit by J. T. Spaniol and wife, who attended our annual charity ball. John really belongs to this division, having been employed for many years as an operator in the relay office, and recently transferred to the St. Paul telegraph office as early night chief. It is nice to see some of the old boys around occasionally.

Mr. Herbert Callahan, formerly night locomotive foreman at the Allouez roundhouse, has been transferred as night locomotive foreman at the Cass Lake roundhouse.

Mr. Frank Karl, car foreman at Kelly Lake, has just returned from a two weeks' visit on the Pacific Coast.

Mr. J. M. Carroll, traveling engineer, is spending his annual vacation at Hot Springs, Chicago and St. Louis.

Dispatcher C. W. Smith has been doing relief work at Superior this past month. We are only short a Brown now, as Jones is here. It is said that originally everybody was named Smith, Jones or Brown, but that as people, ever and anon, and sometimes in between, did things they were ashamed of, they changed their names, hence the present conglomeration of appendages.

Miss Esther Schneider, chief clerk's stenographer in superintendent's office, recently returned from her vacation, and according to the rock that she exhibited on the third finger of the left hand, we will probably have to be on the lookout for another stenographer.

We understand that Miss Martha Waletzko, stenographer and clerk in the trainmaster's office, is also the possessor of one of these so-called rocks and no doubt congratulations are in order. We have heard that this accounts for the long face that the material clerk is exhibiting lately.

There have been rumors of a proposed construction of a new superintendent's office, and the clerks are living in high hopes that by the end of the summer we will be in our new headquarters.

Roadmaster John Shober was the recipient of a very nice letter of commendation from the general safety supervisor, as a result of not having any motor car accidents on his district during season 1924. (Possibly this should be classified in the meritorious mention column).

Superior Shops

Mr. F. C. Lindt, superintendent of St. Cloud shops with Car Foreman Wm. Schmidt, Machine Foreman Fred Liesen and Assistant Master Car Builder P. P. Barthelemy, visited Superior shops to acquaint themselves with the way work was being handled here.

Superior shops are going in on the car building game on a large scale. One hundred 100m auto cars were completed in December, 1924; the second hundred are now under construction. Steel underframing one hundred 60m box cars, steel underframing one hundred 80m box cars, building two forty-foot steel underframe "well" cars, building fifty steel underframes for cabooses, besides handling the ore cars and getting the grain boxes in shape, constitutes our program in the car department as at the present outlined.

In the locomotive department we are handling the large class N-1 ore handling engines, six of which are to be simplified and equipped with the Schmidt superheater and other modern conveniences.

Pronounced a complete success from every point of view by the two hundred fifty carmen with their wives and families who attended it, the grand Carmen's dance which was held February 12, in the large tower hall, will live long in the memory of those who attended as one of the most delightful occasions of its kind ever held in Superior.

MINOT DIVISION

Associate Editor

CARL CARLSON

The Cando Shipping association this season shipped twenty cars of livestock from that territory, which brought approximately \$23,000.00 at the stock market.

Master Mechanic English was seen riding in a Lincoln car a few days ago, and when being kidded about purchasing one, replied, "Well, do I have to buy a passenger train every time I ride in one?"

L. R. Larson, agent Tagus, North Dakota, has just returned from a three weeks' leave of absence on account of sickness, and while away underwent a minor operation in a Minneapolis hospital.

R. C. Geer, agent Bannerman, Manitoba, recently returned from a month's sojourn in California. Says the climate has nothing on what we have up here.

Fred Malin, agent Kincaid, N. Dak., in lignite coal field, has just returned from a month's leave of absence in Kansas, his old home.

On February 16, Mr. and Mrs. Archie Peterson and daughter left on Train No. 4 for Los Angeles, via Minneapolis, Omaha, Denver, Salt Lake and San Francisco; returning via Portland, Seattle and Spokane, visiting relatives en route. They expect to be gone about six weeks.

On February 21, a party of eighteen men and women friends gathered at the home of Mr. and Mrs. Harry Cooper, 18 Anderson block, at a surprise affair for Mr. Cooper, who left Monday on Train No. 30 for Rochester, Minn., to spend several weeks taking medical treatment.

Engineer Fred Wickham has been called to Mankato on account of serious illness of his father, who is eighty-five years of age.

Maurice W. Cousineau, our regular agent at Cando, North Dakota, has taken a six months' leave of absence to study law at the University of North Dakota. Agency at Cando is being filled temporarily by Extra Agent Sidney F. Oliver during regular agent's absence.

A. E. Freemore, one of our oldest freight conductors, who has been in Grand Rapids taking treatment, is getting along fine and expects to be back about the 20th of the month.

Claim Agent Hogan reports that on account of slack business in the engineer's office, Civil Engineer Kelly can be found working on the rip track under the watchful eye of Charles Lano.

Engineer Wm. Johnson on York-Dunseith line is spending a few months' vacation at Venice, Calif. According to latest reports, he enjoys California sunshine and roses much better than North Dakota cold and snow.

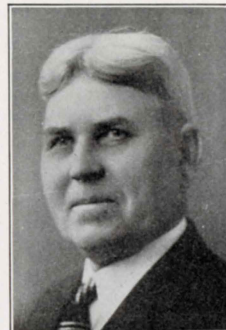
Mr. and Mrs. Wm. Hines have been visiting their daughter in Minneapolis. John L. Houston, engineer, has returned to his run on the Maxbass line after an illness of two months.

Engineer McLeod has been on the sick list for the past month.

Engineer Abrahamson has been on the sick list for the past six weeks, but is able to be about again.

Engineer Jenkins has been called to Moorhead on account of death of his mother.

On February 4, a joint social and business meeting was held at the I. O. O. F. hall by the B. of L. F. & E. and the Ladies' society. A short business meeting was held at 7:30 P. M., followed by a dance and pot-luck supper.





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MONTANA DIVISION

Associate Editor
H. G. AMESS
Havre, Mont.

Business prospects for the Montana division the coming season look brighter than they have for a number of years. Many new improvements are contemplated by the management, among them being new stock yards at Havre.



For the past year hogs loaded in the eastern part of the state have been unloaded and fed at Havre, and often the facilities have been extended to the limit, as the yard at Havre is only a ten-pen yard. For the past twelve weeks it has been filled to capacity. A new twenty-pen yard has been proposed for the coming year and this will do away with the confusion usually occurring on regular shipping days.

This will also tend to increase the number of hog shipments on the Great Northern from the eastern part of the state, as it will mean that shippers will be required to unload and feed but once between Havre and Hillyard. The average run on stock trains between these two points has been thirty hours. Reports from stock shippers would indicate that they are very well satisfied with the service and are inducing their friends to try it once with the result that they also are becoming regular Great Northern shippers.

P. W. Doles, our amiable chief dispatcher, has acquired a new Maxwell car and is proudly displaying it to his friends and boasting of its prowess as a "speedster." King Lundberg, B. & B. foreman, is also the proud possessor of a PHORD of the vintage of 1902 or 1903—the date is badly mutilated—and in his efforts to make a racing car out of it, hit on the scheme of putting in Nash rings which, according to his reports, has proven a real success. Recently P. W. tried to pass King on the highway west of town and as a result a race was on. Percy had his car up to seventy-five miles an hour, so he claims, when King passed him as the proverbial pay car passed the tramp, and as he did so, looked back over his shoulder and hollered: "What's the matter, Percy, having engine trouble?"

Emery Smith of the superintendent's office, is getting to be a regular cook. His wife reports the following in regard to Emery's attempts at the womanly art: she orders the groceries and he has to do the rest for the noon meal. Last week she sent home a head of lettuce and Smithy, thinking it was cabbage, boiled it. This is all we heard.

L. W. Van Artsdale, traveling auditor, is passing out the cigars these days, the occasion being the birth of a baby girl, February 16.

Dave Ring of the superintendent's office has taken unto himself a sharer of his joys and sorrows, which partly explains the many trips to Harlem the past year or so. He was married February 28 to Miss Ruth Urquhart of Harlem, and since that time has been busy passing out the cigars and receiving the best wishes of the Montana division employees. We wish them lots of luck and much happiness.

"Scoop" Swedburg reports that with the coming of spring a load of settlers from Yankton, South Dakota, has been unloaded at Wolf Point. The Montana division expects to receive many such shipments the coming year, due to the advertising campaign put on by the Great Northern during December of last year.

Brakeman Pat Mullis and Engineer Lund are receiving congratulations from their friends and passing out the cigars, the occasion being the birth of baby girls in their homes.

F. N. Williams, storekeeper at Wolf Point for several years, has resigned to accept a position with a coast lumber firm. Floyd has made a lot of friends in Wolf Point who regret his leaving, but who wish him well in his new undertaking. He is being relieved by E. E. Anderson, formerly storekeeper at Cut Bank.

Overheard at the yard office telephone:

Mrs. Dan—"I got the cutest shipment of teddy bears in today. I want you to come over and see them."

Dan—"I have a Twin City and a Seattle to make up and I haven't any time to come over and fool around with any teddy bears."

ST. CLOUD DIVISION

Associate Editor
G. G. TIRRELL
Minneapolis

Mr. Otto W. Rasmussen has been appointed car foreman at Minneapolis to fill the vacancy caused by the death of Mr. O. A. Hanson. Mr. Rasmussen is now filling the position formerly held by his father, Mr. John Rasmussen, now retired.

Mr. O. Swanson, car foreman at Mississippi street coach yard, has been transferred to Jackson street shops as foreman of repair track, vice Mr. Rasmussen transferred to Minneapolis. Mr. V. A. Tetu, assistant foreman at Jackson street repair tracks, takes Mr. Swanson's place at the coach yard.

Section Foreman Gjerde, at Alexandria, returned to service February 9, after an absence of nearly a month due to injury.

A meeting of the station employees at Alexandria was held on the evening of February 16 to discuss plans for the organization of a club for mutual benefit and to promote good fellowship among the employees and with the public.

T. W. Schleppegrell, agent at Menahga, who recently underwent an operation for appendicitis, has returned to work.

Section Foreman Hanson of Sebeka, and Lick of Menahga, recently received their good conduct badges for their motor cars, signifying no accidents during 1924 and have expressed a determination to maintain that record for 1925.

Arthur McMillan, the smiling brakeman on our lake train, wore a smile broader than usual the other day. He was showing a splendid watch, a birthday gift from his father.

Mr. Alex. Cumming, assistant agent at Minneapolis Junction, says: "The associate editor has asked me to tell something of my trip to Florida, limited to two paragraphs. Try to do it. It takes William Jennings Bryan thirty minutes just to hit the high spots about Florida as he sits on a platform at the Venetian pool, outside Miami, addressing crowds daily, for he is no longer dwelling on the silver issue, but appears to be a principal in the development of Coral Gables, Florida's finest suburb."



"Florida exceeded our expectations, the weather was perfect during our two weeks' stay on the East Coast, the people genial and democratic and the community spirit, at Lake Worth, where the greater part of our time was spent, a revelation to us. My son and I were entered in the National Horseshoe tournament held at Lake Worth, and as the tournament lasted two weeks and was attended by approximately two thousand people, we came into contact with people from all sections and not a few from our own state."

"Florida is coming into its own as a winter resort with its splendid climate and beautiful resorts. The greatest need is better highways and railway facilities."

(Note—We have cut Mr. Cummings' enthusiastic remarks about Florida somewhat as they are a boom for real estate in that section, which we can publish only at advertising rates.—Ed.)

J. B. Rice Lodge No. 83, Brotherhood of Railway Trainmen, held its annual ball at K. C. hall, St. Cloud, on February 12. About two hundred couples were in attendance and included many of the old timers from St. Cloud, Melrose and other places. The hall was decorated for the occasion in red, white and green streamers, the entrance with two large switch lights and the Great Northern trade mark "See America First—J. B. Rice Lodge 83, B. of R. T." the latter decorations being furnished through the courtesy of Mr. F. C. Lindt, superintendent of St. Cloud shops. With the exception of a square and several old time waltzes, the dancing was to the latest music furnished by a six-piece orchestra. A visitors' dance and lemon dance were the features of the evening. The committee of arrangements was John Burgmeier, Leo Richter and Arthur Davis.

With the approach of spring, fish stories are being revived for further use. We understand that Messrs. E. E. Pike and Karl Grahm, storekeeper and night foreman at Minneapolis Junction, were heard rehearsing, the other day, their experiences and successes in the anglers' art. Evidently time had not lessened their recollection of their catches, as after getting well started, they found it necessary to "step off" the length of the big one, a spread of their arms not being great enough. An observer remarked "all fishermen are not liars, but all liars go fishing."

SEATTLE DIVISION

LED by Capt. Eddie Weisenflue and his big bowled pipe, the Seattle bowling team, along with some twenty odd members of the Seattle chapter, journeyed to Spokane February 14 to engage in friendly joust with the Spokane club in the first half of the home and home match arranged between the two chapters. Incidentally, a couple of Scotchmen and one Irishman went along for the avowed purpose of witnessing the match, but in reality to get in on the Valentine dance staged by the Spokane club.

The trip over was uneventful, the time being spent in playing cards, while the more timid played dominoes. On our arrival at Wenatchee, we received a letter from President Carswell of the Spokane club, enclosing heart shaped valentines for us to wear upon our sleeves to distinguish us from the Spokane specimens of the "species." (Doesn't "Bill" know that we always wear our hearts there?)

We arrived in Spokane on time (quite naturally) and scampered off to the hotel. After removing the marks of travel, we returned to the depot in time to participate in the jollification and to enjoy the "eats." Our own tenor, the renowned "Chuck" Whims, entertained the gathering with a rendition of Walter Fryburg's song, "When You Go Great Northern," which was heartily received, and, after sev-



Division News

CONCLUDED

eral encores, the orchestra played it as a "trot." At a wee, sma' hour (too sma' to merit mention) we limped our weary way back to Mr. Davenport's hotel, with the none too happy thought in mind, that at an early hour we were scheduled for a tour of the city, personal conductors" failed to appear, due bowling team.

We were up, all right, but the "personal conductor" failed to appear, due possibly to the fact that "Cap" Adams had ordered his boys to get plenty of "beauty sleep" to enable them to compete with our boys.

They eventually showed up and the bowling match was on. The games were not so good from our viewpoint. Our boys were handicapped by the lack of sleep, occasioned by their early rising. Also, there was the bowl of Captain Weissenflue's pipe which so obstructed his vision that he could not see the king pin, and raised such a smoke screen that his team mates could not even find the alleys.

The trip home was negotiated without hazard, music being furnished by "The Stokes' snoritas."

We are now looking forward to the visit of the Spokane bowlers and their cohorts on March 14. We shall welcome them and see that they receive every attention, even to a magnificent trimming on the alleys. Our boys are out for revenge, even having called out the first team, and prohibiting Capt. Eddie's pipe.

OVERHEARD IN KING STREET STATION HALLWAY.

"Hughie" Lafferty (of Engineering dept.)—"Say, Tom, did you hear about Dan Flynn's wife beating him up this morning?"

"Tom" Balmer—"Why, no! What about it?"

"Hughie"—"Why she got up at eight and he crawled out at ten."

SPOKANE AND MARCUS DIVISION

Associate Editor
CHARLES S. ALBERT
Spokane, Wash.

Mrs. Grace Flandrau, research writer for the Great Northern, has been in St. Luke's hospital in Spokane since January 20. She had been spending the winter in Glacier Park writing a history of the Great Northern, and, needing a rest, went to Spokane. After a few days there she went to the hospital suffering from a nervous breakdown, the result of intensive work in connection with the history.

W. E. Ketchum, the Great Northern agent at Colville, Wash., stands high in the estimation of the people of the Colville valley. The lieutenant governor of the state, W. Lon Johnson, took occasion to call upon General Superintendent Elliott when he was in Colville recently and tell him that the people of that community were very friendly to the Great Northern and it was due in a large part to the good service rendered by the local agent. One thing Mr. Ketchum did was, when the new express rates went into effect, to draw up a statement showing the comparison between the old rates and



the new and also the stage rates, which were competitive with the railway, and took it personally to all the business men in Colville, explaining to them the changes and differences. He also succeeded in getting every business man in Colville to sign a protest against the establishment of a competitive freight truck service, which stated that they were well satisfied with the service rendered by the railway and that they did not want the truck.

On February 19, 1925, W. F. Burger, agent at Milan, Wash., discovered that a brake beam was dragging on train No. 44. He immediately flagged the train and the broken beam was removed without doing any damage. Prompt action on the part of Mr. Burger undoubtedly prevented a serious accident. In a recent case brought against the Great Northern by a fireman to recover personal injuries resulting in the loss of a leg, the cause of the accident was traced to a broken brake beam. The case was finally disposed of by the payment of approximately \$12,000.00. Mr. Burger is to be commended for his prompt action in reporting the broken beam.

Mr. E. J. Frederick, signal maintainer at Milan, Wash., discovered that a fine girl born February 25, 1925.

The station at Harrington, Wash., is presided over by J. A. Robasse who is known to that entire community as "Jack." As the point of contact between that community and the Great Northern he has been appreciated all around, as evidenced by the fact that he has retained his position there for nearly twenty years. During this time nature has changed its original color scheme and as a result Jack's hair has turned from auburn to an intellectual gray. He has always taken a keen interest in the affairs of his town and a year ago the office of town councilman sought him and his friends were so well satisfied with the way that Jack took hold of his duties that they elected him Mayor last December without any opposition. So far as possible he is applying the systematic methods in the handling of municipal affairs that for so many years he has been required to use by his public service employer and such application is appreciated by the people. Jack sees no reason why a municipal corporation is not entitled to the same careful management that any other is.

Steel gang No. 1 is due to arrive at Harrington with fifty men to relay steel between that point and Mohler, substituting 90 pound for 77½ pound steel that is now being used.

Preparations are being made at Harrington to put in place another stand-pipe west of the depot so that the west bound trains can take water with a single stop and thereby save expensive time and energy.

HILLYARD SHOPS.

THE Shop Crafts gave another of their famous smokers at Jones Hall Thursday evening, March 5. Several snappy boxing bouts were staged and other entertainment furnished.

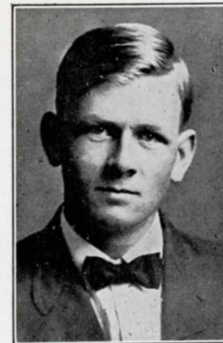
Out of town guests were: Messrs. H. B. Noble, president Associated Organization of Shop Crafts' Employees; J. H. Kaufman, auditor Insurance bureau, both of St. Paul, and Messrs. A. P. Taylor, Harry C. Miller, G. Ward Van Alstyne, and H. I. Potter, representatives of the Metropolitan Life Insurance company, who will put on a campaign to increase the group insurance in effect and secure new business among the shop craft employees.

The G. N. Booster club held another dance at Jones Hall Friday evening, February 20, at which time 350 boosters enjoyed dancing and refreshments. The dance was a great success in every way. The proceeds went to the club orchestra for the purpose of purchasing tuxedo suits. The orchestra is making an enviable reputation and now ranks favorably with any in this vicinity. The Booster club dances are always enjoyable affairs.

WILLMAR DIVISION

Associate Editor
EDWIN STENSON

The B. of R. T. gave their annual dance February 16, in the Masonic Temple at Willmar, P. C. Bradley, general chairman of the B. of R. T., was



a guest of the evening. The dance was one of the most successful ever given by the local lodge. "Shiek" Sorum introduced some steps decidedly Oriental.

Miss Hazel Dalien is mourning the death of her father, Charles Dalien, which occurred at Willmar, February 17. Mr. Dalien was a former engineer on the Willmar

division, with about thirty years' service.

Alphonse J. Keman of Madison, Minn., has accepted a position as stenographer in the division offices.

Born February 3 to Yardmaster A. L. Buckley, a twelve pound boy. The record now stands, Yardmaster Lawler 8, Yardmaster Buckley 4. We do not anticipate a dearth of yardmasters for some time to come.

The Shopcraft's organization held a stag party at Carlson's hall, Thursday, February 12. Several spirited sparring matches took place after which an oyster stew was served. Among those who carried away mementos of the occasion was Al Kolb, genial roundhouse man. His eyes wore deep mourning for a week.

Earl Holmberg, clerk in the local freight house at Willmar, has resumed work after an absence of three months on account of sickness.

General Agent Thos. Simpson, Ticket Clerk "Red" Rasmussen and Towerman "Micky" Moorman of Sioux Falls took in the National "Skee Yump" at Canton, S. D., February 12.

Roadmaster A. C. Larson of the Mesabi division has been spending a few days visiting old friends on the Sioux City line. Mr. Larson was formerly roadmaster on the Sioux City division with headquarters at Sioux City. Come again, "Lars," we enjoyed your visit immensely.

Operator John Jordan of Sioux Falls is on the sick list. He was confined to the MacKinnon hospital for a few days and is now visiting at his home at Wagner, S. D.

(Aftermath of the B. R. T. dance.) What would you call a person who bought a separate ticket each way from St. Paul to Willmar and return instead of a round trip ticket at fare and one third? Dumb? Sure. That's what Kermit said. But even at that, "isn't she nice?"

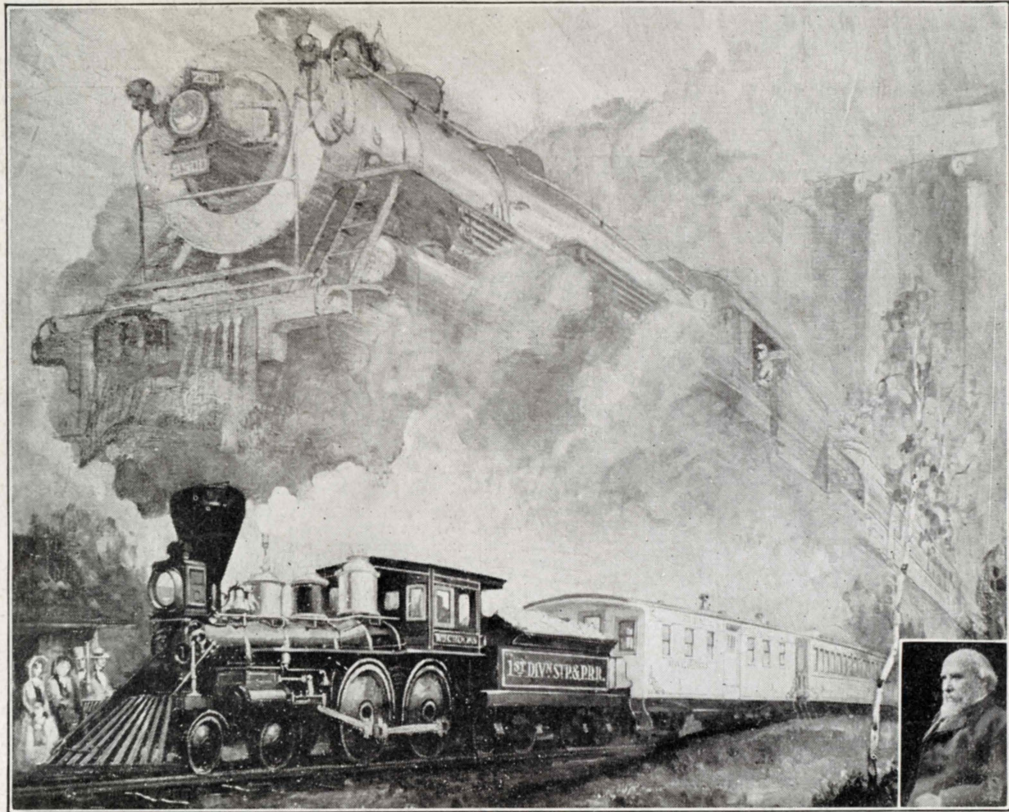
The many friends of Geo. M. Winney of Crookston, were shocked to learn of his death February 27. Mr. Winney was for many years master mechanic on the Willmar division and up until the time of his death maintained his home at Willmar.

A shipment of eight carloads containing two hundred and twenty-five wild horses was unloaded at Willmar February 28. This shipment came from the plains near Harlem, Mont., and was destined to Rockford, Ill., where the horses will be slaughtered and sent across the pond. Another shipment is soon to follow.

A lady purchased a ticket a few days ago from Minneapolis to Willmar via bus, her destination being Benson. Upon arrival at Willmar she called at the ticket office to ascertain when the train would depart and on being informed by ticket clerk that train had departed some thirty minutes before her arrival on the bus, wanted to know what kind of a railroad we run that does not connect with a bus line.

The New Oriental Limited

A Vision Realized



Write for new Great Northern calendar, a ten-color lithographic reproduction of the above painting by Otto Hake, Address Room 700, Great Northern Ry., St. Paul, Minn.

OUT beyond the upper waters of the Mississippi, into that vast domain of prairie, mountain and forest which lay between the Minnesota frontier—now the Twin Cities—and the shores of the far Pacific, a dauntless young pioneer of the middle nineteenth century looked and saw a fruitful empire sleeping.

Unknown, unpeopled wilderness then, the Northwest has become what it is today because of the vision and faith and indomitable persistence of that most practical of dreamers, James J. Hill.

Into pathless lands which stood as the Stone Age left them, where never the creak of wagon wheel had been heard before, he broke, not the foot-trails of adventurer or explorer, but the broad, firm roadbed of a great trans-continental railway, the mightiest and most daring construction enterprise ever undertaken by private initiative. People followed, farms followed, mining and lumbering projects, in magnitude and value greater than any the world has known, began. Cities arose out of nowhere to take high places alongside the historic civilization centers of all ages. These, the one-time dreams of James J. Hill, came to reality within the span of his own business career.

Sixty-two years after the diminutive wood-burning locomotive, William Crooks, pulled the first trainload of passengers over the initial ten miles of track, the Great Northern Railway, now grown to a ten thousand mile system, put into service The New Oriental Limited, the finest train to the Pacific Northwest.

An all-steel, brand new, specially built, Pullman equipped hotel on wheels, The New Oriental Limited provides the last and longest link of de luxe passenger service between the Atlantic Seaboard and The Pacific Northwest. Traversing the distance between Chicago, Portland and Puget Sound direct without change in seventy hours, crossing the Rockies by the lowest and easiest pass behind giant oil-burning cinderless locomotives, the New Oriental Limited is the train to take for Glacier National Park, Spokane, Seattle, Tacoma, Portland, Vancouver, California, Alaska and the Orient.



"See
America First"

GREAT NORTHERN

Route of the New Oriental Limited

Finest Train to Pacific Northwest—No Extra Fare