



# The Semaphore



Official Organ of the Great Northern Railway Club

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## Speaker Nolan On Politics

One of the most enjoyable and informing talks the Club has had the privilege of listening to was that of Hon. W. I. Nolan, Speaker of the House of the Minnesota Legislature, on politics at the luncheon May 28th. President Maher introduced him as a regular "gee whiz" of a speaker and we are quite certain that all of those who heard him will enthusiastically agree.

Mr. Nolan modestly disclaimed the implied degree of excellence, and was somewhat doubtful as to whether he wished to be classed as an eloquent speaker. He was reminded, he said, of the toastmaster who introduced the speaker of a certain occasion. "I can't make a speech," said the toastmaster. "I never could make a speech. Many of our most profound and ablest men cannot make a speech; many of our most eloquent orators are bone heads." Mr. Nolan thought that the idea that he was a speaker was due to the fact of his office. Oddly enough, however, the Speaker of the House is the one man in that body who doesn't. The Speaker simply presides over the deliberations of that body, sees to it that the business is conducted in an orderly manner and that the members do not suffer bodily harm. There is one thing, too, about public speaking. The audience rarely remembers what was said. He recalled a friend who lately told him of an address he had heard. Said the friend: "It was one of the most eloquent addresses I ever listened to." "What did he talk about?" asked Mr. Nolan. "Why—er—" halted the friend. "Why, he didn't say."

Mr. Nolan said he had been cautioned not to talk politics. He thought it was expecting too much of three candidates for office present at an occasion of the kind to refrain

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## Vice-President Martin On Consolidation

The subject of railroad consolidation is one in which we all are deeply concerned. Mr. G. R. Martin, Vice President, Executive Department, at the regular meeting, May 7, gave us a most interesting and informing outline of the whole matter, and particularly the position of the Great Northern in regard to it.

Mr. Martin first read the provisions of the Transportation Act relating to consolidation, which, briefly, are:

a. Competition shall be preserved as fully as possible.

b. Wherever practicable the existing routes and channels of trade and commerce shall be maintained.

c. Subject to the foregoing requirements, the several systems shall be so arranged that the cost of transportation, as between competing systems and as related to the values of the properties through which the service is rendered, shall be the same so far as practicable, so that these systems can employ uniform rates in the movement of competitive traffic, and under efficient management can earn substantially the same rate of return upon the value of their respective properties.

He then referred to the Interstate Commerce Commission's plan of consolidation, based on one formulated by Professor Wm. Z. Ripley, whereby the railroads of the continental United States would be divided into nineteen systems, and in which the Commission grouped the C. M. & St. Paul with the Great Northern and the Burlington with the Northern Pacific.

Mr. Martin explained why the Great Northern is dissatisfied with and cannot accept the Commission's combination of the Great Northern and Milwaukee, saying that these lines are so situated that neither can help or supplement the other. No operating economies on a large scale

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## The Ever- Present Danger

This was the subject of an address to the Club by Justice Royal A. Stone of the Minnesota Supreme Court on May 14th. He discussed the Constitution in a most illuminating manner, and we regret that we must content ourselves with a very brief review of what he said. In substance his remarks were about as follows:

His audience he likened to stockholders in two great corporations—greater even than the Great Northern, which we probably would admit is "going some." These are the State of Minnesota and the United States of America. The constitutions of the states and of the United States are like the charter of a corporation which grants, defines and limits the powers of the corporation and the rights of the stockholders. Any change in the corporation's charter is of vital import to the stockholder. Changes in our Constitution as vitally affect the citizen. It follows, therefore, that any proposed change in the Constitution should be the subject of mature thought and careful consideration of the results to follow. Certain elements in and out of Congress are advocating changes in the Constitution which are fundamental—far-reaching in their affect, and we should most carefully weigh them. History has shown that the amendment following the Civil War whereby we enfranchised a race but a few years removed from the barbarity of the jungle was a mistake. It was done too quickly. The amendment providing for the direct election of United States Senators is still on trial and its advisability a matter of serious doubt. He suggested, too, that possibly a portion of his audience would maintain that the eighteenth amendment was most unwise and hasty.

The Constitution of the United States was devised to meet existing

conditions—promulgated to remedy an intolerable situation. The thirteen colonies were ignorant of each other, jealous of each other. Everywhere was civil dishonesty which was fast undermining the liberties our forefathers had fought to secure. Under the Federation, there was neither control of the individual nor protection of his rights. The statesmen who drew the Constitution realized that without these the government could not hope to survive. They incorporated in the Constitution certain mandates and prohibitions as the fundamental law of the land, and in order to give effect to them placed in the courts the power and authority to review legislative enactments, and if contrary to the provisions of the Constitution declare them void and without effect. They knew that the gravest danger to government is not from assaults from without, but from attacks from within, and that to insure an enduring government it was necessary to protect us from ourselves. They sought to insure security, stability and continuity, and contrived so well that the nation has grown and prospered for 136 years as no other nation ever has.

The tendency of the government, both state and national, has been to assume more and more control of the lives and affairs of the people, to infringe on the rights of the individual. The congress has from time to time passed laws that have been declared unconstitutional. Certain elements, blocs, if you will, now propose to divest the Supreme Court of its power to declare a Congressional act unconstitutional by a majority decision. The proponents of this proposed amendment contend that the courts have usurped these powers. Nothing could be further from the truth. They were exercised from the first and it was intended that they should. The Virginia plan, which was the one finally adopted, assumed that these powers would be exercised by the courts.

The federal courts were designed to be a co-ordinate, co-equal branch of the government, and it is only from those who themselves would usurp an unequal power in congress do we hear the cry of usurpation by the courts. With our courts shorn of their power we shall be at the mercy of faction; and internal faction is the greatest, most enduring

and most persistent menace to which governments can be subjected. Madison realized this when he said that without the Constitution as designed there would be instability, injustice and confusion. Jefferson said that no confidence should be placed in man, but that he should be bound by the chains of the Constitution.

A man's home is sacred. This is a fundamental of human rights. Yet at the close of the Civil War the president of the United States, as commander-in-chief of the army, retained possession and use of the Lee homestead at Arlington. Suit was brought, an orderly trial was had, and the courts restored to the Lees their home of which the government was without right depriving them. In California, Chinamen were forbidden to operate laundries. This question also was brought before the courts, and the United States Supreme court ruled that government could not deprive a man of the right to earn a living, although he be an alien. A Minnesota statute was held unconstitutional which contravened the inhibition against imprisonment for debt, a law under which a contractor or builder, having been paid in full, was subject to imprisonment if he permitted any labor or material liens to be filed against the premises. These are very clear examples of the protection the Constitution affords the individual. Do we wish to curb the courts, deprive them of the power to protect us against ourselves?

Judge Stone said that he thought not. If we do, protection of the individual from the majority will be gone forever and liberty will be no longer ours.

#### PAGE A MOTOR COP

Mrs. Chas. L. Deissler, wife of one of our engineers, writes in from Wahpeton, N. D. "I am enclosing something funny for the Semaphore, if you care to use it. This is part of a conversation I heard between my two little boys:"

Little Brother — "Oh, Johnnie! Look at the flock of mosquitoes."

Older Brother, scornfully—"Those ain't mosquitoes, they're fireflies."

Little Brother—"Well, if them's fireflies, their tail lights ain't burning."

#### SPEAKER NOLAN ON POLITICS (From Page 1)

from talking politics. Controversial politics might be taboo, but he proposed to talk politics to us—politics in the true sense—politics which is defined as the art and science of government. Viewed in this light every citizen is a politician—or ought to be. Every citizen should know his government—what it is—why it is and how it functions, else how is he to respect it?

Within the past few years there has developed a growing dissatisfaction with our government—state and national. It has served us well for nearly 150 years, so well in fact that we have viewed it indifferently until the gradual assumption of this and that function and the attendant additional cost has hit us in the pocket-book and awakened our discontent.

The trouble is that we have too much government—too many laws. As an instance, the last legislature of Minnesota passed 500 new laws. If each of the 48 states did as well and Congress enacted 1,000 new laws, we had 25,000 new laws in 1923. And every good citizen is supposed to know the law!

As to cost of government: Mr. Nolan thought that it was impossible to expect government to be conducted economically. But much can be accomplished by adoption of a budget system. The Minnesota legislature meets bi-annually and appropriates funds for the various state departments for two years. The fiscal year ends June 30th and the legislature meets in January. The departments then come in with requests for additional funds, stating that they have spent their appropriation and unless the legislature makes a deficiency appropriation, they will have to quit, so the legislature passes the deficiency appropriation. The trouble is that the State has no financial head money, to act as to the necessity of expenditures. The Auditor passes on the legality of expenditures, but there is no one to say whether this or that expenditure is necessary or not. The legislature has been accused of appropriating too much money, but this is not true. Of the \$52,000,000 expended to run the State of Minnesota in 1922, \$18,500,000 was appropriated by the legislature. The rest was secured from taxes direct and indirect, auto-

mobile licenses and fees. As an example, Mr. Nolan cited the road expense. The State passed a law providing that the State would refund County bonds issued for improvement of roads forming a part of the trunk highway system. The State has refunded \$30,000,000 of such bonds.

An interim committee was appointed by the last legislature to consider and report on a simplification of the innumerable departments of the state government. Mr. Nolan said that he had at the outset thought that there were about 69 different departments, but investigation had developed the fact that there are 98 different departments, commissions and agencies which could be consolidated into eight main departments without loss of efficiency and at an immense saving by the elimination of duplication.

The American people have awakened to the fact that we have too much government. Everything we do is regulated in some way or other. In Minnesota, for instance, we have gone to great lengths to protect the public. In a small town, it is most noticeable, where four or five inspectors may drop in on the populace during a week. Take a hotel, as an example. An inspector comes in to see whether the sheets are the legal length, another to see that the kitchen is sanitary, another to see to the fire escapes. The hotel-keeper may run a little confectionery in the place. Comes an inspector of foods and food stuffs, comes another to inspect his scales. These numerous inspectors are carried on by as many different departments, when the work could and should be, under one general bureau or department.

Statistics show that one out of every twelve of the population is on government payroll, and that the American public pays \$1.00 out of every \$10.00 to support them. This may be true, said Mr. Nolan; but statistics are not always reliable. As an instance he told the following: Pat and Mike were talking on a New York street corner. "Are yez a good citizen, Pat?" inquired Mike. "I am that," said Pat. "How many children have you got," asked Mike. "Four," said Pat. "Only four," exclaimed Mike. "And yez claim yer a good citizen?" "It's all I can have, ain't it?" replied Pat. "All you can have?" asked Mike. "Sure!"

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## THE CROSSING WATCHMAN

*Original verses contributed by  
Mr. W. E. Shackelford, St. Paul.  
G. N. Sleeping Car Porter.*

When I see the gleam of the head-light

As the "Limited" rounds the bend,  
A wound in me old heart is opened  
That no mortal physician can mend.

As I sit in me shack at the crossing  
I dream of that wonderful day;  
When the Superintendent, O. Leary,  
Came up in his jovial way.

He gave me a slap on the shoulder  
That took me almost off me feet  
And says: "Let me compliment ye.  
For you're now 'Conductor John  
Street.'"

I threw out me chest like a peacock  
When I beheld meself in the glass  
Bedecked as a full-fledged Conductor  
With me blazing new buttons of brass.

In pomp I took charge of the "Flyer"  
That beautiful palace on wheels,  
When I think of that glorious moment  
A feeling of pride o'er me steals.

I handed the hoghead his orders  
And highballed the train out of town  
And for forty years from that moment  
I rode that train up and down.

The regular passengers knew me  
And so did the wimmen and kids.  
In my time to dinners and parties  
They all gave me hundreds of bids.

When me sight grew a little bit hazy  
And me step got a little bit slack,  
I had to step down with a pension  
And they gave me this job at the shack.

All day I watch at the crossing  
With me black and white sign reading "Stop."  
And bawlin' out reckless pedestrians  
Till I'm almost ready to drop.

When the "Flyer" goes by in the evening  
Her tail-lights wink mockingly back,  
With a lump in me throat, I put on  
me coat,  
And slam the door of me shack.

## BREVITIES

Forty-two per cent of the farmers covered in a recent survey feel that their financial difficulties are due to low prices of farm products; 17% attribute their condition to high taxes; 11% to high costs for farm labor; 10% to high freight rates; 10% to high interest rates; 6% to reckless expenditures during the boom period, and 4% to too much credit.

A six weeks' course for prospective bridegrooms is given at the Central Y. M. C. A. in Brooklyn. The course takes the form of lectures covering all aspects of married life, from the parts to be played by the relatives to the proper ages at which to marry and the sort of wife to choose. Let's all go?

Circular saws of paper, for use in making veneer and fine furniture, are turned out in a factory in England. Thin plates of wood cut by these saws are so finely finished that cabinet-makers do not have to plane them at all before they are used. Such saws were originally shown at an English exposition and were driven by an electric motor. They are manufactured from a special type of compressed drawing paper.

Indeed, compacted paper of such hardness has been made in England that it has been utilized in place of building stone.

At a recent Federal receiver's sale in Arkansas, five hundred small farms were auctioned off to satisfy the tax assessments levied against the land for the construction of highways. Just another example of civic extravagance gone mad.

In Detroit recently a judge fined three young men \$5 and costs with an alternative of ten days in the House of Correction for reading subtitles out loud in a picture theater. 'Rah for Hizzoner!

One giant Redwood tree recently felled near Portland, Oregon, yielded sufficient lumber to build fifty ordinary five-room bungalows.

## BROTHERHOOD OF RAILWAY CLERKS HAVE CHARGE OF MEETING MAY 21, 1924

The President of the Club introduced Mr. L. R. Daniels, President of Local No. 593, Brotherhood of Railway Clerks. Mr. Daniels stated that it had been rumored in some quarters that the purpose of the Great Northern Railway Club had not been clearly outlined—that it had been organized for ulterior motives. He felt personally that this was not a correct statement of the facts, and he had always understood that it was organized for the promotion of information and loyalty of its members. He was very anxious that the proper motive prompting its organization be set forth clearly, and the minds of any employees be corrected as to any mistrust of such motives. With this object in view, he called upon Mr. A. L. Janes, Assistant General Counsel, to outline the principal reasons prompting the organization of the Club.

Mr. Janes stated, in substance, that it was his understanding that the Club was organized to disseminate information in which the members, as railway men, were interested,—that it never had any other object or policy, and never would have. He stated that he felt that men could not be loyal, and, therefore, could not be patriotic either to their company or as citizens, without having intelligent reasons prompting such a course on their part. The more intelligent a man is, the more loyal and patriotic a man he could be. He called attention to the fact that a great deal of the work of a railway employe was specialized, and it could not of a necessity be known what was going on in other departments except through meeting together and learning from one another the different phases of railway work. He stated that legislation is often being passed which vitally affects railway workers, and that to be loyal and intelligent they should take an interest in such legislation, citing in particular the Gooding Bill which was recently passed by the Senate.

He particularly stressed the fact that loyalty to the railway meant a loyalty in a civic sense, and asked the members present to accept these statements as his definition of what loyalty meant. Upon the conclusion

of Mr. Janes' remarks, Mr. Daniels introduced Mr. J. J. Brown, local Chairman of the Clerks' organization.

Mr. Brown stated that with the very full explanation as to the purpose of the Club that was made by Mr. Janes, he believed any suspicion, that had existed on the part of employees as to the motives prompting the organization of the Great Northern Railway Club had been wiped out. He felt that the meeting of the various employees would enable them to work together more intelligently and with a better spirit. He called attention to the fact that all men had been born equal, but, due to various environments, chances for educations, etc., that some of them were able to forge ahead of the others, and that these inequalities which might exist could be overcome in a great measure by co-operation, and by securing the confidence of both sides of any controversy. He pleaded for the confidence and co-operation of the officers of the company as well as urging the employees to give to such officers their full co-operation and confidence. The getting together of employees and officers in any controversy as to the wage question would be the best way to handle it to the advantage of everybody concerned. He emphasized the fact that one hundred per cent efficiency meant one hundred per cent loyalty from the employees—from section hand up. He stated that members of the Clerks' Union would rather lose actual money than the chance to get ahead in their work, and for this reason he urged the officers of the Company to observe not only the letter, but the spirit of their schedule with the organization.

He touched upon the question of bus transportation, especially in Minnesota, as far as it entered into competition with railroad service. He felt that unless there was full co-operation between employees and officers of the company that no headway could be made, or noticeable advancement be made.

Upon conclusion of Mr. Brown's remarks, Mr. Daniels announced adjournment of the meeting. Altogether it was one of the most successful meetings held by the Great Northern Railway Club since its inception. The attendance exceeded two hundred, and the speakers were very enthusiastically received by all the men present.



Can it be possible that the youngsters on the line are going to let the pensioners beat them to it in contributions to this here Semaphore, which is getting to be a regular sheet by golly? Ed says it is, and he does the work—I guess he knows. If you could see him 'round the 10th of the month—only you can't for dust—patching up a dummy with paste pot and scissors, you'd sure remark that there is one busy boy.

Ed. Flynn has been kinder sorter quiet and subdued like since he went and was manager of the Great Northern quartette *en tour*. These one night stands are fatiguing. I tramped once for ten days with the "Sultan of Sulu" (George Ade-Gustav Luders) and a retinue of 85, from prima donna to second assistant scene shifter, and the strain was fierce. I didn't have any Public Relations to take care of either—not even any private ones. All I had to do was to keep the peace with 85 artists spoiling for a fight. It's a great life, if you don't weaken.

And the boys—The Quartette. I see by what Ed calls the "route sheet" that they went to bat in 26 games and piled up a total of 489 "hits." Some batting average, I'll remark to the assembled multitude. I'll betcher if they started west with any number in their repertory insufficiently rehearsed, they come home knowing it forward, backward, up and down and inside out. Good work, brother goats! More strength to your elbows—or rather your vocal cords, and may your shadows never grow less.

### All the Amenities

Parting instructions were given; the fresh young salesman picked up his bag and started on his initial trip. "Good luck to you," said his chief. "Wire us important news."

The following day this message was received: "Reached here safely, good room with bath, feeling fine."

The manager wired back: "So glad, love and kisses, good-bye."

—Forbes Magazine.

## VICE-PRESIDENT MARTIN ON CONSOLIDATION

(From Page 1)

could be expected to result from the consolidation. Each of the two trans-continental main stems would have to continue to be operated separately, and each would continue to have a traffic much below its capacity. Such consolidation with the Burlington placed in another system, as proposed by the Commission, would virtually dry up the lines which the Great Northern has constructed from Armington to Billings and to Sioux City, both of which were constructed for the express purpose of connecting with the Burlington and creating an interchange traffic.

Mr. Martin then outlined the plan presented to the Commission by the officers of the Great Northern, Northern Pacific and Burlington companies, whereby these lines, together with a fair proportion of the so-called "weak" lines would be joined in one system. In this connection, Mr. Martin mentioned the Chicago Great Western and the Green Bay and Western. The latter line probably would become of considerable value if the Lakes to Ocean waterway plan were carried through. In that case a water connection would prove very desirable.

The three roads—Great Northern, Northern Pacific and Burlington, by resolution of the stockholders have signified their willingness to consolidate.

Mr. Martin called attention to Mr. Budd's testimony at the Consolidation hearings to the effect that if these three roads were consolidated, the resulting economies would equal at least \$10,000,000 the first year; and that there was no question that that amount would be exceeded in succeeding years.

He stated that the opinion obtained in some quarters that such a large system (consolidated Great Northern-Northern Pacific-Burlington) would be unwieldy and could not be efficiently or economically managed. He said that geographical extent was no barrier to consolidation, but that the test of systems which could be competently handled lies rather in density of tonnage—density of passenger traffic, number of employees, quantity of train miles and the like. In support of this contention, Mr. Martin quoted from the record in the consolidation hearings the fol-

lowing interesting statistics prepared for the year 1917 by taking one-fourth of the combined results of all of the railroads west of Chicago and the Mississippi river and comparing them with the Commission's proposed New York Central and Pennsylvania systems.

The figures given are based on the assumption that the Western mileage could be associated or grouped into four Western Systems on the basis indicated by Mr. Hale Holden, President of the Burlington. We have the following in round numbers:

Taking one-fourth of all the western lines, the railway operating revenue would be \$412,000,000, compared with \$472,000,000 on the New York Central System and \$458,000,000 on the Pennsylvania. Expenses of this theoretical one-fourth Western mileage would be \$274,000,000 compared with \$341,000,000 on the New York Central and \$357,000,000 on the Pennsylvania. The net revenue would be \$137,000,000, compared with \$131,000,000 for the New York Central and \$100,000,000 for the Pennsylvania. This would develop a greater net in the West, but this, perhaps, would not be difficult to deal with.

Coming to the quantity of service, the freight train miles on this theoretical system, including a portion of mixed mileage, would be 69,000,000 as compared with 65,000,000 on the New York Central and 62,000,000 on the Pennsylvania. Passenger train miles, including a portion of mixed on the Western System, would be 62,000,000, New York Central 71,000,000, Pennsylvania 64,000,000. The total train miles correspondingly break about even, 132,000,000 in the West, 136,000,000 on the New York Central, and 126,000,000 on the Pennsylvania.

In the matter of tons of revenue of freight originating on the line, we would have on the Western System 115,000,000; on the New York Central about 126,000,000, and 183,000,000 on the Pennsylvania. The total ton miles of revenue and non-revenue freight to be administered and handled would be: Western System 40,000,000,000; New York Central 49,000,000,000; Pennsylvania 50,000,000,000.

Passengers carried on the Western System: 70,000,000; New York Central 148,000,000; Pennsylvania

198,000,000. Passenger miles in the West 3,875,000,000; New York Central 5,455,000,000; Pennsylvania 5,176,000,000.

This theoretical Western system would have 5,995 locomotives, whereas the New York Central has 7,267, and the Pennsylvania 7,172.

Tractive capacity in pounds, in the West, 194,000,000; New York Central, 246,000,000; Pennsylvania, 270,000,000. Number of freight cars, an important feature: In the West, 206,000; New York Central 291,000, and the Pennsylvania 270,000.

The average of employes on the Western System would be 169,755 men, whereas the New York Central had in 1917, 196,047; Pennsylvania 221,074. Finally with regard to wages paid, the Western System would represent, at that time, \$167,000,000; New York Central, \$206,000,000; Pennsylvania, \$237,000,000.

Mr. Martin then called attention to the fact that nowhere in the Commission's plan would such a violent disruption take place as in the case of separating the G. N. from the Burlington of which it is a half owner. He pointed out that under the Commission's tentative plan the proposed New York Central System and the proposed Pennsylvania System would consist of practically the same lines which today compose its subsidiaries. He said the same was true of the Illinois Central with its present subsidiaries and emphasized the seriousness of the situation if the Great Northern were divorced from the Burlington both from a financial as well as a traffic standpoint.

### PROUD OF IT

All Great Northern employees will, we know, find occasion for pride in the May performance of our passenger trains. Here is the record.

Division	Lost		On	
	Trns.	Time.	Time.	Pctg.
Mesabi . . . . .	124	4	120	96.7
St. Cloud . . . . .	372	7	365	98.1
Willmar . . . . .	124	5	119	95.9
Breckenridge . . . . .	124	5	119	95.9
Dakota . . . . .	124	2	122	98.3
Minot . . . . .	186	4	182	97.8
Montana . . . . .	186	5	181	97.3
Kalispell . . . . .	186	3	183	98.8
Spokane . . . . .	186	4	182	97.8
Cascade . . . . .	186	5	181	97.3
Total . . . . .	372	18	354	95.1

# The Semaphore

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Address all communications to the Editor. Copy for each number must be in by the 5th of the month of issue.

Employees are invited to contribute items for publication. These should be typewritten double space and on one side of paper only. Photographs are especially desirable and will be returned if requested.

## Editorial

### WHY NOT COMPETE

There is no doubt that the motor trucks and busses have become a thorn in the sides of the railroads. They daily are using and are quickly destroying, free to all intents and purposes, the costly trunk highways to the expense of which the railroads are heavy contributors. The needed regulation of their activities lags far behind, as does the assessment against them of a proportion of government cost commensurate with the benefits they derive from governmental improvements. But these aside, there remains the question of competition—a competition that is not only unfair, as it at present exists, but is furnishing a service that the railroads cannot supply. The traveler is picked up at the hotel in Rochester, for instance, and carried to the main hotel in either of the Twin Cities, at a cost below the railroad fare. The shipper enjoys a door to door pick-up and delivery. The railroads are in the transportation business. Must it necessarily be confined to carriage by rail? We think it is but a matter of time when the railroads will

have to come to the service the public demands. Why delay? Must the motor truck and bus business be confined to individuals and minor companies? Surely the railroads, by properly chartered subsidiaries, if need be, can engage in highway transportation. This would insure the general desideratum—regulation of highway busses and trucks. For this reason, if no other, it would seem desirable for the railroads to get into the game and so bring about such regulation as would place the motor bus and truck on a fair competition basis, and eliminate the irresponsibles from the business.

Every employe—especially each station agent, should be on the lookout for public improvements in his town—such as sewers, paving, curbs and the like, which may involve the Company in any way, and should notify his division superintendent immediately on learning that anything of the kind is proposed. Don't wait until the work is done and the assessment spread. The Company may have to bear a heavy proportion of the cost, and should have some say in the matter.

Here is one that our popular young Secretary, Clifford Trembly, swore was original—once.

Pat was trying to get his No. 11 trilbies into a pair of No. 7 shoes. After an hour of futile endeavor, he gave up. Said he: "Sure an' I can't get them on 'till I've worn them a couple of weeks."

### FEBRUARY NUMBERS WANTED

We are receiving a number of requests for the February Semaphore from those wishing to maintain a complete file. The issue is entirely exhausted, and we shall appreciate it if any one having a February number, he or she does not wish to retain, will mail it in to us. This refers to the paper only and not to the Creed which was sent out with the February issue.

### IS FOR OL' "BILL E."

I doff my hat to "Bill E. Goat."  
The horns and whiskers he has to tote.  
Though tin cans are his diet sweet.  
Yet as an ad he can't be beat.

F. F. FISK, Rossfork, Mont.

### RESOLUTION FOR ADOPTION

The organized Men's Glee Club of the Great Northern Railway Company, having, on May 1, 1924, curtailed activities in a general way for the summer months, desires to manifest its appreciation for the wholehearted support tendered its organization, both individually and collectively, by the officers and employees of the Great Northern system.

While the Club, as a unit, feels that the achievements attained were comparatively meager, yet in a broader sense it realizes that from the standpoint of "Service," its accomplishments, however small, manifested the results of its efforts put forth.

Briefly, its accomplishments were two-fold:

First, It has been successful in convincing the general public that a railroad of the magnitude of the Great Northern system, whose paramount policy in the past has been "Service" and in the future will be "Increased Service"; service not for its individual organization but for its countless numbers of patrons, is actually alive and functioning.

Second, It has been the means of bringing to the hearts of its members a closer bond of good fellowship and feeling which primarily are the foremost essentials and requisites necessary to successfully carry on the aggressive policy of the Great Northern Railway Company or of any business whatsoever, large or small.

Therefore, be it resolved, that the Great Northern Men's Glee Club extend its thanks to Mr. J. H. Boyd, who has been sponsor and leader of its various activities, for his zeal and efforts put forth in our behalf.

And be it further resolved to extend our thanks to Mr. G. A. Thornton for his assistance and labor among us, with the realization that his capability and knowledge of music has increased and broadened our knowledge.

And be it further resolved that a copy of these resolutions, having duly been approved by the club membership, be forwarded to Mr. J. H. Boyd and Mr. G. A. Thornton and that this resolution be spread upon the records of this organization, also that a copy be forwarded to Mr. W. N. S. Ivins, Editor of the Great Northern Semaphore, for publication.

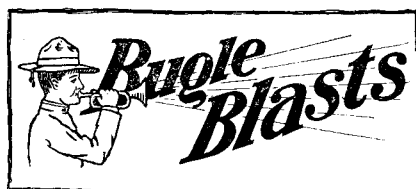
## C. M. Bendixen Talks On Government

Representative C. M. Bendixen of the Minnesota Legislature was one of the three who spoke to us on May 28th.

Mr. Bendixen spoke on the subject of government. He said there were many who were saying that our government is bad and its officers are corrupt; that the recent unfortunate conditions disclosed at Washington had been seized on by the apostles of hate as proof of their claims. He said that there is no truth in it. Our government has weathered many vicissitudes and survived many attacks, through nearly a century and a half, and had brought us to an unparalleled power and prosperity. Occasionally a dishonest man may creep into office; but one swallow doesn't make a summer, nor the occasional corrupt official leaven the whole loaf. We have ourselves to blame, he said, in our indifference. The elective franchise is more than a privilege, it is a duty. The situation at Washington should teach the lesson to be careful in the selection of those we elect to represent us. A private business does not employ a man without carefully inquiring into his record, his probity, his private relations—indeed, everything that will have a bearing on the advisability of his employment. We should be as careful in selecting men of integrity and ability to serve us politically.

Another thing, Mr. Bendixen said, is our extravagance. As a nation we have many fine attributes; but we are the most extravagant people on earth. We want fancy schools—imposing public buildings. We want good roads. We say this or that European state has wonderful roads. And we insist on having them at once, forgetting that in Europe these fine roads have been a thousand years in the building, and that they are to be found in countries where millions of souls are crowded into an area less than that of the State of Minnesota.

These things we demand cost money—much money, and there is one place to get it—one way to get it—from the public, by taxation. Our taxes are fast approaching the point of confiscation. The only remedy is economy of expenditure. We must practice self denial.



Railroad Post No. 416

### THE AMERICAN FLAG

June 14th is Flag Day. The Semaphore will not come out until the day after, but 4th of July is near at hand and the flag will be displayed on that day as much as on Flag Day. We think, therefore, that the following rules will be both pertinent and timely.

The flag shall never be festooned, but hung flat or open.

From private flag poles the flag may fly at all hours, day and night.

When the flag becomes torn and soiled from use, it should be replaced by a bright one.

Used as an altar covering, the starry field should be at the right as you face the altar.

Before you half-mast the flag and before you haul it down, always run it to the mast head.

No other flag should be hoisted above the American flag except the white triangle and blue cross of the church pennant.

When the flag is carried with others in a parade the national colors claim the place of honor at the right and is never dipped.

When you drape the American flag with that of another country or the banner of an organization always place the national colors at the on-looker's right.

When the flag is hung in a horizontal position the starry field is placed in the upper left as you face the flag. When it is hung in a vertical position the starry field should be on the right.

The man in uniform salutes in military style when the flag goes by.

The man in civilian clothes takes off his hat with his right hand and places it against the left shoulder, standing at attention. Women should stand at attention.

### DON'TS

Don't sew the flag into a sofa pillow.

Don't use the flag as a silk handkerchief.

Don't use the flag in any form of advertising.

Don't wear the flag as a costume or in any comical way.

Don't hoist the flag into fantastic designs or use it as bunting.

Don't let the flag drag in the dust or touch the ground (even at unveilings.)

Don't use the flag as a tablecloth—a bible may rest upon it—nothing else.

Don't drape the flag below the seats of a platform, or below a person sitting.

Remember—The stars and stripes always claim the place of honor, the forefront, the highest elevation.

When the Star Spangled Banner is played, face the music or flag and stand at attention.

### THE EVER-PRESENT DANGER

(From Page 2)

said Pat. "Don't statistics say that every fifth child borrun in New York's a Jew?"

In closing, Mr. Nolan said that long ago Thomas Jefferson said that the best government is the one that governs the least. It is as true today as it was then, and the American people are coming to realize the force of it. Too many laws, too much government. The remedy is repeal of the useless and bad laws, the dead letters, the eliminations of duplication and the adoption of budgetary control of governmental expenditures.

### THE COMPLEAT ANGLER

A novice at trout fishing had hooked a very small trout, and had wound it in until it was rammed against the end of the rod.

Pupil—"What do I do now?"

Instructor—"Climb up the pole and stab it."—Dry Goods Economist.

### OFF AND ON

"You give your clerks two weeks vacation every year, don't you, Mr. Tintack?" asked the friend.

"A month," grunted the eminent hardware dealer.

"A month?"

"Yes. The two weeks when I go on my vacation and two weeks when they go on theirs."—Good Hardware.

A republic is the form of government in which those who will not vote criticise those who have been elected to office by those who do vote.



## Matson Discusses Railroad Commission

Mr. Frank Matson, formerly one of the Commissioners of St. Paul and now a member of the Minnesota Railroad and Warehouse Commission, was another of the trio of speakers who addressed the Club on May 28th. Mr. Matson said that as he was not the speaker of the day, but Mr. Nolan was, and as he had heard Mr. Nolan speak before and knew the treat in store for us all, he would confine his remarks to a very brief outline of the growth, organization and powers and duties of the Railroad and Warehouse Commission.

The Commissioner digressed, however, for a moment to congratulate us on our organization. He thought that the Club could not help being a very fine thing. The get-acquainted idea is full of great possibilities, he said. We are too prone to stand a bit aloof from our fellows—too constrained and disposed to withdraw within ourselves. This tendency is not good for us. It reminded him of the two clerks, who roomed together. Their room had an east exposure and they were awakened at a very early hour by the sun. As a means of avoiding this they hit upon the expedient of painting the window black. Accordingly, the next Sunday they gave the glass a good thick coat of paint. When they awoke they found that they had overslept; but by hurrying, managed to get to the office about twenty minutes after the usual hour. The manager met them with a pointed request for an explanation. "Why," they said, "we are only twenty minutes late." "Twenty minutes late? I'm not worrying about that—what I want to know is wher'n'ell you were Monday and Tuesday." So, said Mr. Matson, it isn't well to withdraw. Get acquainted and cultivate friendships. Learn the other fellow's first name and call him that. It helps a lot—helps you both, you will find. The "first name" idea recalled to the speaker's mind the incident of the census taker and Honoria Duffy. Our readers will recall the story which appeared in the March Semaphore.

Mr. Matson said that during the short time he had been on the Railroad and Warehouse Commission, one of the things that had appeared

remarkable to him is the general lack of information concerning the Commission. When towns want new depots, they seem to know that the Commission is the place to come. Some times they get them; some times they don't. Road crossings is another matter that the rural communities know are within the scope of the Commissions' powers, and warehouse sites on the right of ways of railroads. Disputes over rents for elevator and grain warehouse sites are decided by the Commission. In this connection, the Commissioner paid his respects to representatives of the G. N., saying that if the representatives of all the roads were as fair as those of the Great Northern, the Commission would have much to be thankful for. These were not exactly his words—but we think we have expressed the idea.

The activities of the Commission date back to 1871, when a Commissioner was appointed whose powers were limited to the compilation of statistical reports concerning the railroads operating in the state. In 1874, the Bureau was enlarged to three Commissioners, and they were given power to make rates. 1875 brought a reduction to one man; and it so continued until 1885, when it was again enlarged to three members. Up to 1895 the Commissioners were appointed, but in 1895 the membership was made elective and so remains at this date. An indication of the growth in the duties of the Commission may be found in the increase of the railroads. In 1871 there were 1,500 miles of railroad in the state, and the revenue earned was \$3,000,000. In 1922 there were 9,200 miles of railroads in the state with earnings of \$143,000,000.

The scope of the Commission's powers have been enlarged from time to time until now it embraces a wide field of activity. Its powers and duties extend to the physical valuation of railroads and the adjustment of claims of shippers, where required.

The Commission may reduce a rate that is too high in the opinion of the Commission, or may increase it. It has jurisdiction over the issuance of railroad securities, supervises ticket sales. It inspects and seals track scales. One very important function is that regarding railroad-highway crossings. Last year the

Commission held 154 hearings in the state, so it will be seen that there is plenty of work for the three Commissioners.

Mr. Matson said there were 2,800 killed and 8,000 injured in crossing accidents last year, of which 82 per cent were auto accidents.

In closing he said he wished to emphasize the crossing dangers which very probably have been called to our attention by the Safety divisions of the railroads. He hoped that the day would come when accidents like that on the Milwaukee on the 27th, where a team and wagon were struck on a private crossing and a woman and child killed, would be in some way made practically impossible of occurrence.

### THANKS

*George G. Ingram*

I thank you for "The Semaphore," it fills a gaping want,  
It helps a groping soul to do the things he thinks he can't;  
Lends fresher inspiration to the labor-weary swain  
And opens up a vista which, before, he sought in vain.

It fosters resolution in the minds of those who toil,  
Their functions intellectual it lubricates like oil;  
It makes for mutual helpfulness by planting seeds of thought  
That by and by will germinate where formerly grew naught.

It shows the discontented man how vain it is to fret—  
That he who "grouches" and complains is not the man to get.  
Men talk about man's brotherhood, yet know not what it means;  
Exhort all such to doff their "kids" and don a suit of "jeans."

The man who labors cheerfully and always does his best  
Makes life for him a holiday and greatly helps the rest.  
The only Brotherhood that counts is just *The Golden Rule*  
To equals and superiors please recommend that school.

Brave little Semaphore, 'tis yours to compass much of good;  
Display the signal that directs away from wrath and feud;  
Provide us matter month by month to comfort and to cheer,  
Your *arm* will thus encourage us, your *light* makes darkness clear.





GLACIER PARK JUNIORS' BASKETBALL TEAM

They are: (left to right, seated) Al. Olander, Harold Lind, Marvin Strehlow, Lawrence Magnuson, Warren King. Standing: Bill Schupring, Bud Rahilly, Bob Cronon, Geo. Brown.

### THE QUARTETTE'S TRIP

The Great Northern Quartette has been traveling through the West with Mr. E. F. Flynn during practically all the month of May. We have seen a detailed statement of their "dates" and appearances and it looks like the route sheet of an Orpheum Circuit road show. Space precludes that we publish their itinerary in full detail. They left St. Paul the night of April 29th on No. 3 and arrived for their first "booking" at Wenatchee May 2nd. They sang there May 2, 3 and 4, during the Blossom Festival, 141 times. The next date was Bonner's Ferry where they sang 24 times. Spokane came in for 26 songs. Republic enjoyed them 12 times. Oroville 20, Cashmere 14, Leavenworth 6, Wenatchee again 6 times, Chelan listened to 10 vocalizations, Waterville coming next for 10 songs. Then Wenatchee again for 6 songs. Bellingham was next on the itinerary where they sang 31 times, next Mt. Vernon 16 times, Anacortes 20 times, Sedro-Wooley 11 times. These were the first fortnights' engagements.

On May 15th the quartette sang at Seattle 14 times and were invited by the Young Men's Business Club to go with them to Alaska, May 25th. May 16th, they played Everett for 6 appearances, Burlington 9. Back to Seattle for 28 songs on the 17th, and

9 at Fort Lawton. May 19th saw them at Chehalis where they performed 17 times, next came Portland where they sang 10 times. Astoria listened 17 times, Longview 8 times, Centralia 6 times, Kelso 6 times, Vancouver, Wash., 18 times. This last appearance was on May 23rd. That night they took the train at Portland for home, arriving in St. Paul the morning of the 28th.

The boys say it was some trip. We say they're some troopers. They sang in all 489 times in 23 different cities, playing return engagements at Wenatchee twice and Seattle once.

Rah for the Great Northern Four!

### TRUE TO THE COLOR

Mrs. Fogarty was condoling with Mrs. Casey on the death of the latter's husband. "An' phat did poor Mike die of, Honorah?" asked Mrs. Fogarty. "Of gangrene," replied Mrs. Casey. "Praise be," exclaimed Mrs. Fogarty. "He was true to the color to the last." "Yez said it," returned Mrs. Casey. "If he'd a died of yellow jaundice, I'd-a had him buried in the potter's field."

### NOT LOUD ENOUGH

"Jack's got a new siren for his car."

"Really. What became of the blonde one?"



On May 16th, Veteran George W. Heaton, clerk in the Auditor of Car Records office, died at the age of 68. Mr. Heaton entered the service of the Great Northern Railway June 20th, 1888, under C. H. Cannon, Supt. Transportation. Prior to entering service with this company he was a registered pharmacist and was employed by one of our pioneer druggists of St. Paul. He leaves a wife and one son to mourn his loss.

On May 17th, George Else, Veteran conductor, Williston, N. D., died at the age of 58 years, after several months' sickness. He was operated on at the Mayo Hospital, Rochester, Nov. 11th, 1923. Mr. Else entered the service of the Great Northern Railway Dec. 1st, 1886.

On May 24th, Lorenz Straleyck, pensioned veteran, St. Cloud, died after a lingering illness, at the age of 69 years, eight months. He entered the service Nov. 11th, 1891, as car repairer, St. Cloud.

### RATHER HARSH

A man is something that can see a pretty ankle three blocks away while driving a motorcar in a crowded city street, but will fail to notice, in the wide, open country-side, the approach of a locomotive the size of a school-house and accompanied by a flock of 42 boxcars.—Automobile Digest.

### VETERANS' ANNUAL MEETING

As we go to press the Veterans all over the system are journeying to Great Falls to attend the annual convention. The Semaphore being a "one cylinder" publication, as it were, and the engineer doing yeoman service right here on the farm getting out the June issue, we couldn't attend officially. Our hope is, however, that some graciously inclined Veteran with love for the Semaphore in his heart will give us a "write up" of the "big doings" for the July issue.

We are sure the boys are going to have a grand old time, and we only wish that we could sit in at the festive board.

## WHAT IS THE VALUE OF THE RAILROADS?

The Interstate Commerce Commission's tentative valuation of the railroads at the end of 1919 was \$18,900,000,000. This value was based on costs and prices prior to 1914, and does not reflect the war-time inflation. The subsequent investment (1923 estimated) of approximately \$1,984,683,000, brings the Interstate Commerce valuation for rate making purposes at the end of this year up to \$20,884,683,000.

Senators LaFollette, Brookhart, and others contend that this figure should be reduced by from \$7,000,000,000 to \$10,000,000,000. (In their calculations a matter of \$3,000,000,000 is a mere bagatelle—if it can be taken away from the railroads.) The Public Relations Bureau of the Great Northern has issued a circular which so conclusively refutes the hair-brained assertions of LaFollette and Brookhart and their followers, that we believe the Great Northern employees should have the opportunity to see how unfair and idiotic they are. The figures given are those of the Interstate Commerce Commission stated in round numbers.

400,000 miles of track at only \$25,000 a mile.....	\$10,000,000,000
(The Department of Agriculture estimated the present average cost of a mile of improved highways, which has no rails, tunnels, trestles, etc., at \$36,000.)	
69,000 locomotives at only \$20,000 each.....	1,380,000,000
(The 6,000 locomotives bought in the past two years averaged \$60,000 each. Some have cost as high as \$100,000.)	
2,400,000 freight cars at only \$1,000 each.....	2,400,000,000
(The average cost of freight cars today is about \$2,500. Many cost \$3,000 and refrigerator cars \$3,500.)	
57,000 passenger-train cars at only \$10,000 each.....	570,000,000
(All steel passenger-train cars now cost from \$30,000 to \$35,000 each.)	
Materials and supplies .....	500,000,000
(Railroads must keep on hand millions of tons of coal, rails, ties, and other material for maintenance and operation.)	
Working Capital .....	500,000,000
(This is at the rate of \$1,250 per mile.)	
50,000 stations, terminals, yards, signals, roundhouses, shops, machinery, water supply, power plants, elevators, docks, and similar items, including administration.....	7,000,000,000
(In over 1,000 cities and towns stations and terminal facilities cost over a million dollars. The facilities in a few of our largest cities would alone account for over a billion dollars.)	

*These items total.....* \$22,350,000,000

A valuation recognizing all the elements of value assured to the ordinary property owner would be far in excess of this amount.

We leave it to each of our readers to judge for himself or herself whether the proposed reduction would not amount to confiscation. It seems to us that fair recognition of railroad property values is essential to the preservation of adequate earning power and to secure credit for further development.

WHEN HARDWARE WAS THE  
STYLE

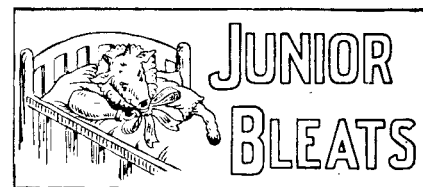
Squire—"Did you send for me, my lord?"

Lancelot—"Yes, make haste, bring me a can-opener. I've got a flea in my knight clothes."—Minnesota Ski-U-Mah.

## NECKST

She frowned at him  
And called him Mr.  
Because in fun he merely kr.  
And then in spite  
The following night  
The naughty Mr. Kr. Sr.

—Railway Employees' Journal.



Predictions given in our last edition have proved true regarding The Glacier Park Kittenball team. Leading the league from the start, they have decisively defeated the Employed Boys' Clubs, West Publishing team and the Northern Pacific team. The Glaciers are destined to remain on top with the stellar showing they are making. Strenuous workouts are being given the team by Jack Baer, the Coach, who states that his hopes are of the highest. Go, Great Northern. Go.

Our meetings have been suspended during the summer season. If necessary, any important business that comes up will be taken care of by the officers of the Club. Date of our next meeting will be announced later.

The Club dance was held on May 10th, on the 13th floor, and was a complete success. Were you there? If not, you must present yourself to the nearest relative of Spark Plug for proper treatment, for you surely missed a wonderful time. Reports still come in requesting that another dance be given. The music was splendid and encores frequent. Our President, Thomas Fontaine, ably assisted by "Alah Mode," alias George Brown, entertained the dancers with a novel burlesque slight-of-hand performance which was well received. (Before going to press we have it that Mr. Orpheum has been looking for these boys.) It is hoped that when the club resumes their meetings it will be decided to present another dance, in order that those who missed this last occasion will avail themselves of the opportunity.

Our faithful member, Max Nichols, has lost his speech since he navigates a Detroit baby carriage. Why?

One member suggests that we organize a tennis tournament. Any suggestions to be made might be sent to Herbert Schaaf, c/o Pass. Bureau.

## Department of Great Northern Railway Women's Club

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MISS KATHRYN KAUDER . . . *Secretary*  
MISS JESSIE BOHRER . . . *Treasurer*

## Editorial

### ENJOYING WORK.

A study of the careers of men of achievement reveals in many instances this characteristic: Thorough enjoyment of what they were doing.

One such man always found so much amusement in the day's work that he did not have to seek it after hours. "I do not consider I have ever worked. It has simply been fun," he says. Theodore Roosevelt, when Police Commissioner of New York City, was asked one hot August day why he had taken no vacation. "Where do you suppose I could have as good a time as I am having right here in New York?" he replied.

In every organization or group of people there are those who stand out for the zest with which they devour their duties and opportunities. The more they do the more they seem to enjoy it.

The point of view, the attitude of approach, make a difference in this matter. Why do we use the phrase, "going to work?" Why not, "going to do what the day offers, going to get pleasure and results from the day, going to give service?"

We are not put here to be passengers on life's train, but to do something to help run the train. Why not try to get some pleasure out of doing our bit instead of thinking of it as merely "a hard job."

There is a little Sunday School song which runs:

"Count your blessings o'er;  
Name them one by one,  
And see what wondrous things for  
you  
The Lord hath done."

So it may not be amiss to rehearse in the SEMAPHORE a few of the blessings women have received within the last two decades.

Away back when—they wore leg-o-mutton sleeves and Merry Widow hats there were very few women in railroad offices. Those were panic days and it was customary, after a girl had paid for her business training, to serve at least six months apprenticeship in an office to gain experience before she could hope to obtain a paying position. Railroad-ing in them days, I'll tell the world, was a MAN'S business. One of our Great Northern Railway women was denied the position for which she applied simply and for no other reason than that she was a woman—the local agent would very much have liked to employ her, but the powers higher up had decreed that only men should be employed over the system. Some time later she was sent in a hurry to fill a vacancy caused by sickness. Imagine her chagrin when she was advised that she might stay only until night, when they would have a man on the job. But the Boss had just come in off the road and had to have a steno instantan, and he piled up so much work that the position lasted several weeks. Through just such accidents, and the War, have employers become used to having women about. That—and the fact that we have proven ourselves efficient, pleasant, and willing.

Today, in the Twin Cities, there are more than 2,500 women in the offices of the railroads, to say nothing of those employed in other capacities. All good, self-reliant, self-supporting women, caring for Ma and Pa, themselves and giving the relative who is raising the next generation a lift every now and then instead of being a drag—shouldering a man's responsibilities in many instances, and that is why we silently and persistently make the plea for equal pay for equal work.

Yes, each day is opening new avenues to the girls of the Great Northern Railway. Wherever mental ability will serve in the place of physical strength, there will women find a field, and from all indications women are so developing in athletics that they will not be so helpless in that direction either at no far distant day. Where intuition, or instant decision

is required the business woman can fill the bill; some day we may see some of our Club women driving Great Northern busses and Great Northern air-expresses as well as in executive positions.

It is very gratifying indeed to be considered a unit of the Great Northern Women's Club—instructive, social association is one of the best tonics for developing the efficiency and loyalty of employes, and as the eddy widens until it touches the shore, so will some of the activities promoted thru our Club reach beyond our day, even to the shore of Time.

### MODERN "PSALM OF LIFE."

Lives of great girls all remind us,  
We can make our lives sublime.  
Bob our hair and leave behind us,  
Many years and Father Time.

A kiss is a peculiar proposition—of no use to one, yet absolute bliss to another. The small boy gets it for nothing, the young man has to steal it, and the old man has to buy it. The baby's right, the lover's privilege, the hypocrite's work. To a young girl, faith; to a married woman, hope; to an old maid, charity.—Judge.

### OUR HIKING CLUB.

"Will you send in an oar for our next Semaphore?" came a plea—so without much thought and the air of a law student who, after two weeks training, felt he carried the responsibility of a nation on his shoulders, I replied "Certunly".

Well, two weeks passed and my enthusiasm was boiled down so I felt the ghost of Villa itself couldn't stir a hair on my head. But all's well that ends well. Thursday the Women's Club held its regular meeting and talked of a Hiking Club. Inspirations? I guess! I sat up and ideas began popping up like gopher heads out of the ground in spring.

I wonder how many people today realize how large a part a daily hike plays in their life? A few of us do some hiking, while the rest of us don't do enough of it to know how much fun it is. Don't think of your walk from Lexington or Payne Avenues downtown in the morning to work as a matter of getting up a half an hour earlier, but rather as getting

up to get the morning air, and hiking rather than riding to have a few minutes to think for yourself, besides finding out what you have missed seeing in all these years you have been taking the same car to work.

By having a Hiking Club we will not only hike for health and shoe leather, but we will get to know the city and it's surroundings, go through home industries, and meet a fine bunch of GREAT NORTHERN folks who are out for "Health and Pleasure."

The Hiking Club was organized and made it's initial "Hike" to Battle Creek on Sunday, May 18, 1924. About four-thirty things began looking dangerous, the water in the Creek rose so suddenly we feared it would overflow its banks. We were very much alarmed and upon investigating found that Miss Kauder had fallen in and we sure had a "Battle" getting her out.

### THE PARTY.

Have you heard it?—Don't tell me

You're so far behind the times,  
All the world is talking of it,  
Now I'm putting it in rhymes.

Pardon my exaggeration

But, you see, it's almost true,  
Everyone was at our party,  
I will tell you of a few.

First, we had a gorgeous wedding,

And the Bride was fair to see.  
The Groom's "full-dress" would have  
been fuller

On a larger "man" than he.  
Bridesmaids, flower-girls, ribbon-  
stretchers,

Went before in gala dress,  
What they looked like I can't tell you,  
You will have to make a guess.

Then we had the "League of Nations"

In their national attire,  
Every country represented

Not excepting one of fire.  
Barney Google with his Spark-Plug  
Gave the ladies quite a thrill.  
Felix, our old friend the tom-cat,  
Made us run against our will.

Dancing that would make Pavlowa  
Green with envy—no mistake,  
Hicks from Hicksville, Hula dancers  
Vied for honors for our sake.  
Since we just can't run a railroad  
Without our Engineer and Crew,

They were there with caps and lanterns  
And their overalls of blue.

Style-shows that would bring the flappers

Joy, in Eighteen-Sixty-Four,  
Big hats little ones and sailors.

"Merry Widows" you'd adore.  
Indian squaws, girls from the Bowery,

Dixie Darkies, too, were there,  
Cake-eaters, whose dress and antics  
Made the old "grandmothers" stare.

Then a "Bit of Human Wreckage"  
Wound herself among the throng,  
One would judge from her appearance,

She won't hold together long.  
And the "eats" with which they  
served us,

Ice-cream, lemonade galore,  
Brought to everybody present  
Dreams of Circus Days of yore.

In the background, watching closely

Was a gentleman of note,  
Who could it be, Gentle Reader  
But our old Great Northern Goat.

Anything that dear old fellow  
Gets behind is a success,  
And that night was no exception,  
Are we for it?—Well I Guess! !

### NIX ON HOLLYWOOD

Said Pat to his wife the other night—  
As he jumped into bed and turned out the lights:

"We've saved up our money for quite a bit—  
With no thought of pleasure but the saving of it.

"I've been thinking today we should take a fine trip—  
To some foreign country, on some mighty ship.

And perhaps in our travels we'll see Ireland's Shore—  
Where our fathers are resting, at peace ever more.

"Or another nice place I've wanted to see—  
Is the land of Hawaii—and the Ukulele.  
Where the beautiful maidens do nothing but dance—  
And the music they play puts one in a trance.

"Or this Hollywood place, the Chauffeur's delight—  
If he don't like your sweetheart he shoots him on sight.

A fine place to go if you take your own wife—  
If you take someone else's you might lose your life."

Said Bridget to Pat, as she sat up in bed—  
"Your plans are all wrong—but I have one instead.

I'll tell you the reason I don't like your way—  
And you'll please to be quiet while I have my say.

"The old sod's too far and the ocean too rough—

The last time I made it I had quite enough.  
The Statue of Liberty looking out o'er the sea—

Must turn way around if she wants to see me.

"And this far away country, of the Ukulele—

You just want to go there for what you can see.

And those dancers—begorra—the last one I saw—  
Wore nothing at all—but some pieces of straw.

"Now this Hollywood place is all right on the screen—

But from what they have told me, and what I have seen,

Of he-vamps and she-vamps, inside of a week—

I'd be short of a husband, and have me a sheik.

"There are plenty of places left for us to see—

Right here in our own land, so why cross the sea?

We may pick the best place, or maybe the worst—

But I believe in the saying, 'See America First.'

"So here is my plan," said Bridget to Pat—

"If I say so, as shouldn't, it sounds good at that.

Let's pick out a date and pack up and go—  
Out to Glacier Park—where the Billy Goats grow."

### HOW MANY APPLES?

How many apples did Adam and Eve eat?

Some say Eve 8 and Adam 2—a total of 10.

Now we figure the thing out differently: Eve 8 and Adam 8 also—total 16.

On second thought, we think the above figures entirely wrong.

If Eve 8 and Adam 82, certainly the total would be 90.

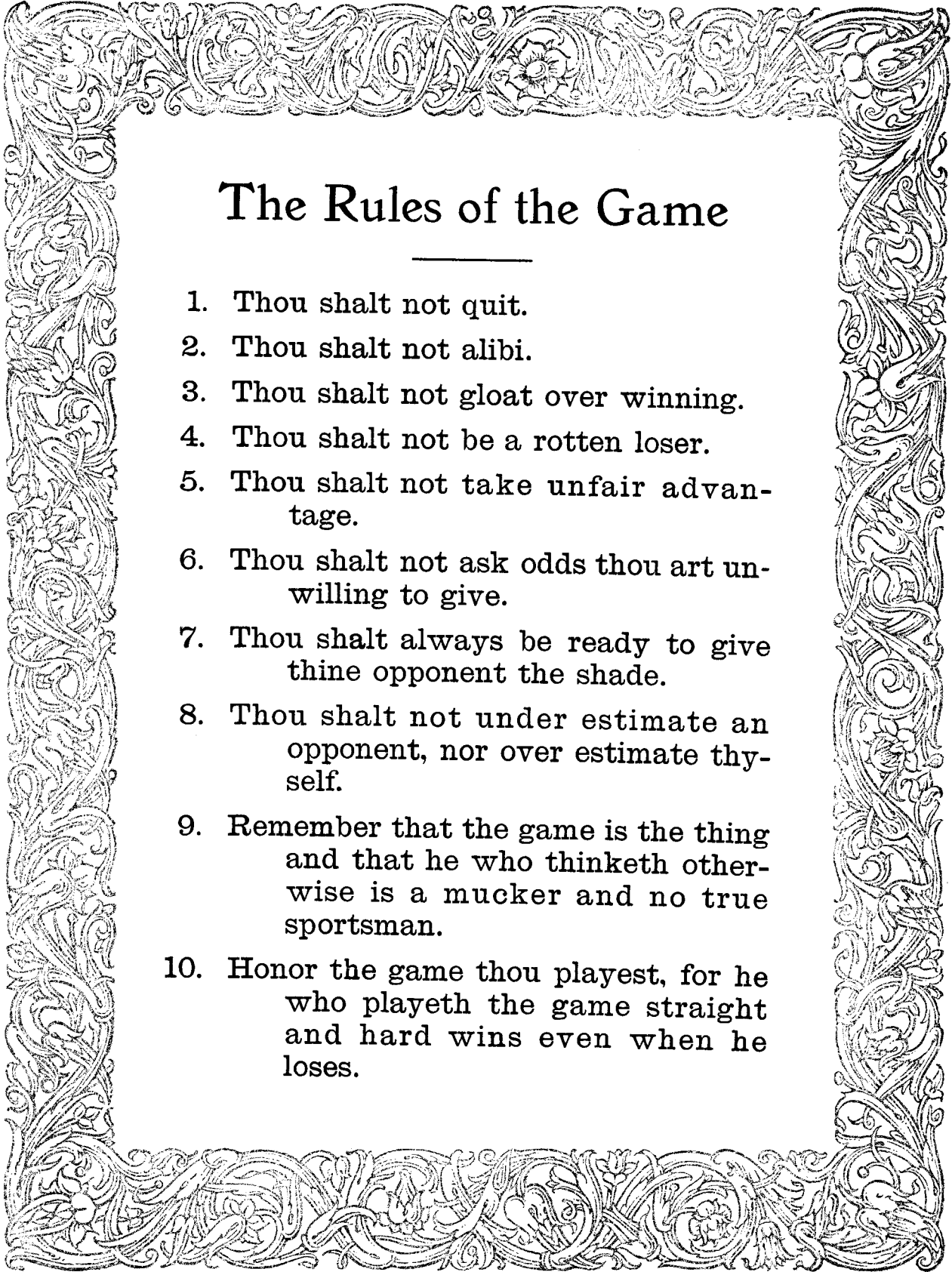
Scientific men, however, on the theory that the antediluvians were a race of giants, reason something like this: Eve 81 and Adam 82—total 163.

Wrong again! What could be clearer than if Eve 81 and Adam 812—the total was 893?

We believed the following to be the true solution: Eve 814 Adam and Adam 8124 Eve—total 8,938.

While still another calculation was given us as follows: If Eve 814 Adam, Adam 81242 oblige Eve—total 82,056.—*Exchange*.

MAY 18 1924



## The Rules of the Game

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1. Thou shalt not quit.
2. Thou shalt not alibi.
3. Thou shalt not gloat over winning.
4. Thou shalt not be a rotten loser.
5. Thou shalt not take unfair advantage.
6. Thou shalt not ask odds thou art unwilling to give.
7. Thou shalt always be ready to give thine opponent the shade.
8. Thou shalt not under estimate an opponent, nor over estimate thyself.
9. Remember that the game is the thing and that he who thinketh otherwise is a mucker and no true sportsman.
10. Honor the game thou playest, for he who playeth the game straight and hard wins even when he loses.