

Great Northern Semaphore



The
Three Brothers
129 Years
of Service



FEBRUARY-1925



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



February 1925



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RAW SILK SHIPMENTS

How Cargoes are Handled Preparatory to Transfer to Railroad and How Loaded on Cars

By W. F. Stokes, Agent, Seattle Dock

THE VALUE of a silk shipment runs into millions. Interest at six per cent on a cargo valued at two million dollars is considerably over three thousand dollars a day. Added to this is the fact that raw silk deteriorates quite rapidly and that any delay in the transportation of the raw product may mean a loss of many thousands of dollars. It will be readily appreciated, therefore, why these shipments of silk are rushed across the country on record breaking schedules after having been handled over the dock from vessel to cars at top speed.

One of the recent issues of the SEMAPHORE contained a very good description of the method of handling silk trains, but little was said about the handling of these shipments before they were handed to the transportation department for movement east over the railroad. I have thought that it perhaps would be of interest to the readers of the SEMAPHORE to know how these shipments are handled before that time.

On departure of a steamer from Yokohama, the steamship company cables its representative in Seattle, advising the number of bales and tons of silk in the cargo. When the steamer gets within radio distance, the captain of the ship sends a radiogram to the port captain of the steamship company advising him of the approximate time the steamer will reach William's Head, which is the Canadian entrance to Puget Sound, and about thirty miles off Victoria, where all steamers are held for medical inspection. In this radio is also conveyed the information as to how the silk is stowed in the ship—whether in one, two, three or four hatches. From this information, preparations are made for the handling of the silk on its arrival at Seattle dock.

When the steamer docks at Victoria, B. C., a representative of this office, known as the Customs Agent, boards the steamer, and while she is in transit to Seattle, he prepares the necessary papers for the filing of the customs entries. On raw silk, there being no duty, it is a part of the tariff provision that the railway company must make the consumption entry, and in order to expedite the handling, we arrange for a customs officer to be at the dock when the ship arrives after custom house hours. When she arrives during custom house hours, the customs agent must go the Custom House and file his entry. On silk goods an "Immediate Transportation" entry must be filed for the reason that goods traveling on such an entry must be billed in bond. The railway company is required to furnish a bond in the sum of two million dollars for the safe transportation of immediate transportation entry goods and, also, for the surrender to the customs of the original bills of lading on raw silk.

Prior to the arrival of the steamer in the port, and on receipt of the advice as to the number of bales of silk in cargo, it is necessary for the railroad to assemble passenger equipment, such as baggage cars or passenger refrigerators, to take care of the loading. Before these cars are placed for loading, they are carefully inspected by the Mechanical department. The wheels are all jacked up, the brasses inspected, and, if necessary, new brasses applied, then properly lubricated. The cars must be cleaned and the steam pipes going through them must be disconnected; the lamps, if any, have to be removed and the stoves and other projecting appliances of the

cars must be crated so as to avoid any damage to the silk by shifting. All the doors must be examined to see that they are tight, and after the cars are loaded, these doors are battened with paper so that there can be no possibility of damage by water.

As soon as the ship is tied up at the dock, the stevedoring company board her and the process of taking cargo from the holds is begun. As the silk is in numerous shipments, it has to be trucked into the house, where it is sorted and each mark kept by itself according to the ship's bill of lading, so that after the customs entry reaches the dock, the customs appraiser can readily open one bale of silk from each lot for inspection. The object of this inspection is to satisfy the customs that the goods correspond with the entry and to insure the fact that nothing comes into the country without paying duty, provided, of course, that it is dutiable.

When the ship arrives, the steamship company turns over to the dock a freight list, which is immediately checked and revised and loading slips made for the use of the checkers in the warehouse in loading the silk. The bill clerk then takes the freight list and bills the silk, making a separate waybill for each individual shipment, leaving the car number to be filled in after the silk is loaded. As fast as the silk is loaded on the cars, the loading slips are sent to the office and the car number placed on the waybill, and any exceptions taken by the checkers are noted on the waybills, after which they are stripped and checked for errors. On shipments moving in bond, a carrier's manifest must be attached to the waybill. Under this operation, the bills are ready by the time the silk is loaded into cars and the cars sealed.

An engine is on the spot to take the cars from dock just as soon as the cars are loaded; the caboose is on the train, and it is ready to leave. The conductor has his orders and wheel report so that it is not necessary to stop at the terminal office. Our world's record train passed the yard limit within ten minutes after the silk was loaded.

The value of one of these bales of silk, of course, fluctuates as other commodities do, but the approximate value is about one thousand dollars per bale. On receipt of advice of the arrival of a shipment of silk, the Comptroller is wired the number of bales and their approximate value. From this he places the necessary insurance, and as soon as the train is loaded, a wire report showing the full billing reference is wired to the Traffic department, the Superintendent and the Comptroller, advising just what time the train left the dock and all other requisite information.

On Sunday, January 4th, the Great Northern Seattle dock had a shipment of 2,200 bales arriving on the N. Y. K. Steamship Company's steamer Toyooka Maru, which docked at 10:00 a. m., and in which all the silk was stowed in one hatch. At 1:00 o'clock p. m. discharging was finished and at 2:15 p. m. the silk was loaded into eight cars, leaving the dock at 2:20 p. m. While this was not a particularly large shipment, it will give you an idea of the time consumed in handling one of these silk shipments, or better to say, the rapidity with which they must be handled over the dock and loaded into cars.

This is very valuable cargo and it is seldom any damage has ever occurred in the handling of it.

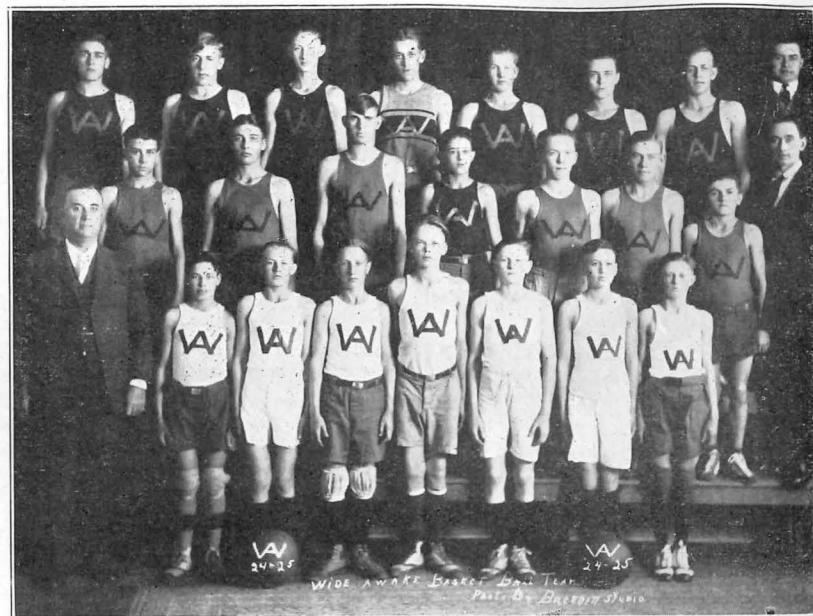


AN ENGINEER'S GREAT WORK

Frank Daubanton a Power for Good in St. Cloud

A GREAT NORTHERN locomotive engineer, veteran, with thirty-eight years of service to his credit, Frank Daubanton, of St. Cloud exercises a power and influence for good in his city that every one in the community will enthusiastically proclaim. Unmarried, with no family or dependents, the love of this man's heart has been given to the service of his fellow man. Quietly and with utter absence of pretention, Daubanton devotes all his spare time and the entire amount of his earnings, over and above his necessary personal expenses, to the cause of humanity. From the depths of his heart and to the last farthing in his purse he gives to comfort the poor in spirit and lift up those whose burden is great. We cannot record here but one or two of the more outstanding works of this good man whose charitable works are legion. He has organized and is the principal individual support of a church in the railroad district of St. Cloud, the "Church of God," which is open to people of every faith; and his work, not only in connection with this church, but in other Christian endeavors, has endeared him to the entire community. It is a unique and imposing picture, that of this man laying aside the engineman's cap and oily jumpers and turning devoutly to the pulpit of his church to expound a universal faith and preach the love of God and of fellow man.

In addition to his church work, Mr. Daubanton's love



WIDE AWAKE BASKET BALL TEAM

of boys has led him to organize and outfit his "Wide Awakes," a boy's club affiliated with, or a part of the Boy Scout movement. Last summer he financed and personally conducted a camp for boys who were financially unable to secure a summer outing.

His efforts in this behalf have won the commendation of every public spirited person in St. Cloud, and along the line of the Great Northern among those who know of Daubanton and his work.

This recognition took the form last spring of an insistent demand that he become a candidate for mayor of St. Cloud. Railroad employees, to a man, would have campaigned and voted for him. In the face of this demand and almost certain election, Mr. Daubanton felt it necessary to decline the honor. The salary of mayor is less than his stipend as a Great Northern engineman, and that meant that he would have just that much less to devote to welfare and charitable work.

St. Cloud is proud of Mr. Daubanton. It should be. Men of his caliber are an asset to any community, be it large or small. They exercise an influence that cannot be gauged. Nor can the good they do be reckoned within the number of their days. It lives after them in the hearts of those to whom they were an inspiration and an example.



DAUBANTON'S WIDE AWAKE BOYS



KIWANIS LEARNS ABOUT CLUB

Address by Jno. C. Koerner, President G. N. Railway Club, Havre, before the Kiwanis Club

IT WAS WITH a feeling of more or less apprehension that I accepted the invitation to appear before you to make an address, as I felt that in appearing here I would be speaking to the representative and progressive business men of the city and would be listened to by many who are more experienced in making such addresses. But feeling that the subject upon which I will make a few remarks is one which we all feel that you are also, or at least should be, interested, I finally accepted the kind invitation and shall explain to the best of my ability the Great Northern Railway Club, which was organized in our city recently and the first meeting of which was held on January 9th. This club is the outcome of a similar movement inaugurated in St. Paul a little more than a year ago in the General Offices of the Great Northern and which is now spreading over the entire system.

I will endeavor to explain as far as possible what the causes are which prompted this movement, the purposes of the club, and the results we anticipate when the entire system is fully organized.

For a number of years throughout this country of ours there seems to have sprung up a great deal of antipathy toward the railroads. This has resulted in a mass of legislation adverse to the best interests of the railroads and in a great many cases of a more or less freakish nature, placing a burden on the proper operation of the railroads.

I know from my own experience in working in various parts of the country on different railroads that this is a settled fact; and we do not have to travel far from home before we find just such conditions existing which seriously hamper the scientific operation of railroads.

Along with this there has arisen practically throughout the land a condition with respect to our courts in railroad cases, which in some localities has become unbearable. It is an accepted fact in a great many places that no railroad can secure justice through our courts in a case requiring a jury, owing to the feeling which exists regarding anything pertaining to the railroads.

Another feature which has entered the field to make the existence of the railroads more precarious is the trucking industry now so prevalent in and out of our commercial centers.

In the year 1922 the trucks in the U. S. handled \$282,000,000 of local freight shipments which legitimately should have been handled by the railroads. This has been increasing from year to year, and now bus lines have been established everywhere to compete for the passenger business. They are operating without any regulation, rate supervision, or adequate taxes, whereas the railroads are controlled and restricted and their freight rates established by the Interstate Commerce commission, and pay very heavy taxes.

These trucks are operating over state and national highways without paying any burden of taxation other than a very nominal license fee, while the railroads have to secure and maintain a right of way and are assessed taxes upon the same, the same as you and I are on our property or business.

The burden of upkeep of these highways is placed on the people and the railroads by assessing the necessary taxes to do so, and these trucking concerns are using them without any suitable taxation.

This is a matter that is becoming serious for the railroads. It is one that we all feel must be rectified, and these outfits placed on some basis whereby they will be equably taxed the same as the railroad corporations.

The railroads pay large sums of taxes to assist in maintenance of the state and national governments, counties, schools, highways, and in fact every other governmental agency in similar manner as you and I do. I have some figures here to show what amounts the Great Northern Railway paid in the northern part of Montana in the way of taxes in 1923.

County	State Tax	County Tax	City and Town Tax	Schools	Total
Blaine	5,633.19	36,662.27	14,280.26	1,335.81	57,911.53
Hill	8,643.51	58,851.40	34,103.09	1,339.17	102,937.17
Liberty	2,651.31	23,855.96	9,496.72	693.06	36,697.05
Phillips	5,396.78	54,037.80	24,910.39	1,876.25	86,201.22
Roosevelt	11,363.79	126,207.21	71,500.62	5,655.00	214,726.62

The total amount of taxes paid in the state of Montana amounted to \$1,700,000 for the year.

These are all important factors which have been seriously considered by the employees of the railroad, and are the inspiration for the formation of these clubs, for we feel it is high time that the rank and file of the railway employees takes a hand to see if we cannot, through cooperation among ourselves, and with the public in general, assist in ameliorating the conditions of the railroads and put them in a better position.

In addition to what I have already explained, the Transportation Act was passed by the National Congress which was another mill stone on the necks of the railroads. In this act, as those of you who have given the matter any consideration know, the earning power of the railroads is restricted to such an extent that only a meager per cent of their net income is allowed to the stockholders and the balance is placed in a revolving fund, maintained by the government, which is used to assist the weaker roads, which are not prospering, a great many of which have never been self sustaining at all.

In addition to this the Interstate Commerce commission is empowered to limit the railroads as to the amount of money they can expend for new equipment or betterments, or for the construction of new lines.

Imagine what would result if the government through Congress should pass a measure restricting our department stores or any other industry to such an extent that they could only retain a small per cent of their earnings, the balance to be placed in a similar revolving fund for the benefit of weaker institutions, and also restricting them as to branching out in other lines of merchandising.

Our object in forming these clubs is to create a feeling of mutual helpfulness among the employees, loyalty to our employers and pride in our work, so that by a closer cooperation we may get the good will of the public and, through them, assistance for our employers, the railroads of the country, in the matter of more equitably adjusting some of the difficulties I have mentioned.

We propose to hold monthly meetings in the city, to which, will come all of the employees along the line, Cut Bank to Williston inclusive, who can possibly attend; and at these meetings various subjects will be brought up and some action determined upon, which we hope will be of benefit to our employers.

We anticipate co-operating with organizations such as yours and desire to express a willingness to do all we can to assist you in whatever matter comes up where you think we would be of any assistance.

(Continued on page 21, column 2)



A Comparison of Taxes

THE CANADIAN Pacific Railway is publishing a series of "talks" to the Canadian public somewhat similar to those the Great Northern has been publishing during the past year.

We are indebted to Mr. W. F. Maloney, Traveling Auditor, of Spokane, for a copy of one of these C. P. R. advertisements appearing in a recent issue of the *Vancouver Province*, who states that he hopes it will be of interest in that it affords a comparison with the taxes paid by the Great Northern. The comparison is startling, and undoubtedly will prove of very great interest to readers of the GREAT NORTHERN SEMAPHORE. We cannot do better than quote here Mr. Maloney's clear analysis of the subject:

"The advertisement states that the Canadian Pacific is Canada's heaviest tax payer and for the five years of 1919-1923 inclusive paid in taxes \$31,666,830.08. It states further that in addition to its steamship lines it operates 15,000 miles of railway. The exact mileage as shown in the Official Railway Equipment Register is 13,678 miles. This figures out to \$463.03 per mile per year, assuming that all the above taxes were paid on the rail lines. If the Steamship lines were charged with their proportion of the taxes, the average per mile would be considerably less.

"Turning to the Great Northern's tax bill as shown on business cards recently furnished, we find that it operates 8,251 miles of line with no steamships and pays \$9,113,226.00 per year taxes. This figures out to \$1,104.50 per mile per year taxes without any steamship lines to bear a portion of the expense.

"Truly, as a contributor to the public coffers the Great Northern wins by comparison."

Let us add that it generally does win by comparison in whatever respect that comparison may be drawn.

WHY ENGINE IS "SHE"

A railroad engine wears a jacket with yokes, pins, straps, hangers, shields, an apron and lap. They have shoes, pumps and hose. They attract men with puffs and mufflers, and sometimes they foam and refuse to work. Sometimes they are switched. It takes men to make them work, and if they are abused they quickly make scrap. In addition to all this, the upkeep is something fierce, so the railroad men say. This last, if nothing else, entitles them to the feminine pronoun.

BUILD DOZER IN TEN DAYS St. Cloud Shops Set a Great Record



EARLY in January, the largest dozer on the road was constructed at St. Cloud shops in ten days, under the supervision of Paul Barthelemy, assistant master car builder, and the entire management at St. Cloud shops.

Mr. Lindt, superintendent St. Cloud shops, received a telephone order for the dozer from Mr. Kelly on December 31st. On January 1st raw materials were ordered, and immediately the construction began.

There were no blue prints to follow, but experience and good judgment sufficed to plan and build the dozer, number 95260, 45 tons, and have it ready to pull out January 10th. Every one

will admit that this is a record that the boys at St. Cloud may well be proud of.

Two shifts were started in the blacksmith, machine, repair shops, and wood mill, and worked untiringly till the undertaking was complete.

The dozer has been sent to the Kalispell Division, where, because of the snow being so heavy in the West this winter, an improved outfit was required, capable of cutting ice or solidly packed snow drifts of almost any depth. The accompanying cut will give a very good idea of the dozer and of what a remarkable record it was to build this immense machine in ten days.

JOKE THAT RECOILED

A young man was walking up and down the platform of a country railroad junction, trying to see a car that had a vacant seat. He didn't find it, and, assuming an official air, he walked up to the last car and announced in stentorian tones: "All out here; this car isn't going."

There were exclamations loud and deep from the occupants of the car, but they all piled out and made their way to cars ahead. The smile on the young man's face increased as he took

possession of a seat and appropriated another for his luggage.

"Ah," he murmured, "it's a grand thing to be born clever! Now I wish they'd start."

By and by the station master put his head in the door: "Are you the smart young man who said this car wasn't going?"

"Yes," said the clever one, smiling.

"Well," said the station master, with a grin also, "it isn't. The brakeman heard what you said, and he uncoupled it. He thought you were a director."



"PITTSBURGH PLUS"

Analysis of Sale Practice in Steel Industry Recently Abolished by the Federal Trade Commission

By R. G. Pickering of Murphy & Pickering, Superior—Company Attorneys

(Extracts from a talk delivered before the Saint Paul Chapter)

THE PITTSBURGH Plus practice, which has recently been abolished by order of the Federal Trade commission, was a practice followed by all of the steel mills of the country in the sale of all rolled steel products except rails.

The practice consisted of selling steel at a base price at Pittsburgh plus the all rail rate of freight from Pittsburgh to destination. This practice applied to steel no matter where it was manufactured, so that one buying steel at a Chicago mill or at the Duluth mill paid the Pittsburgh price plus the rate of freight from Pittsburgh to his factory although the steel might have been actually rolled at Chicago or Duluth.

The effect of this practice was to admit Pittsburgh and other eastern manufacturers to western markets as competitors with western manufacturers upon an exact parity of material cost, or at an advantage over the western manufacturers. It limited the market of the western manufacturer to territory west of his plant and deprived him of the opportunity of selling through his normal market, namely: the territory which he could reach at a freight advantage over his nearest competitor.

In 1918 Western steel buyers formed an organization to combat the practice and the case began before the commission early in 1919. The final order of the commission abolishing the practice was issued July 21, 1924.

The Federal Trade commission was without authority to fix prices or to affirmatively prescribe any trade practices. It had authority only to prevent discrimination and to prevent unfair methods of competition.

The course which the case took was to demonstrate by an analysis of the practice that the prices were discriminatory and that the practice defeated competition.

This was done by analyzing the practice into its four elements which were:

1. The Pittsburgh base.
2. The addition of a theoretical freight rate.
3. The deduction from the delivered price of the actual freight paid to the railroad company to arrive at the net return to the selling mill and
4. The exclusive delivered price method of selling.

By taking into account the first three elements, namely: taking the Pittsburgh base, adding the theoretical rate and deducting the actual freight paid by the mill, it was demonstrated that the net returns to the mill were variable. That is to say, the price paid at a mill on a particular day for steel delivered in one locality differed from the price on the same day for the same quality of steel which was sold and delivered at another locality, with the result that there was a terrace of prices with a fixed differential between them depending upon the relationship of the theoretical freight to the actual freight. The Commission found that the actual selling price of the steel was what

the mill got out of it, or the net return, and that this terraced range of prices amounted to discrimination.

It was demonstrated to the Commission, by economists who testified, that competitive prices are non-discriminatory; that where discrimination exists, it necessarily follows that there is some interference with competition. An analysis of the steel trade served to demonstrate that the thing which interfered with competition was the exclusive delivered price. The effect of this was to hold the small group of buyers in each city within the confines of the artificial steel market in that city. The natural economic market for steel is the mill and in that market are all the mill owners located at the center and all the buyers who have access to that market as against some other steel center by reason of more favorable freight rates. If this great body of buyers cannot secure a price at the mill, but are held off in groups in each locality, the result is to exclude the buying side of the natural market from competing. There can be no truly competitive price unless sellers are competing with each other to sell to all of the buyers in the market who are competing with each other to buy.

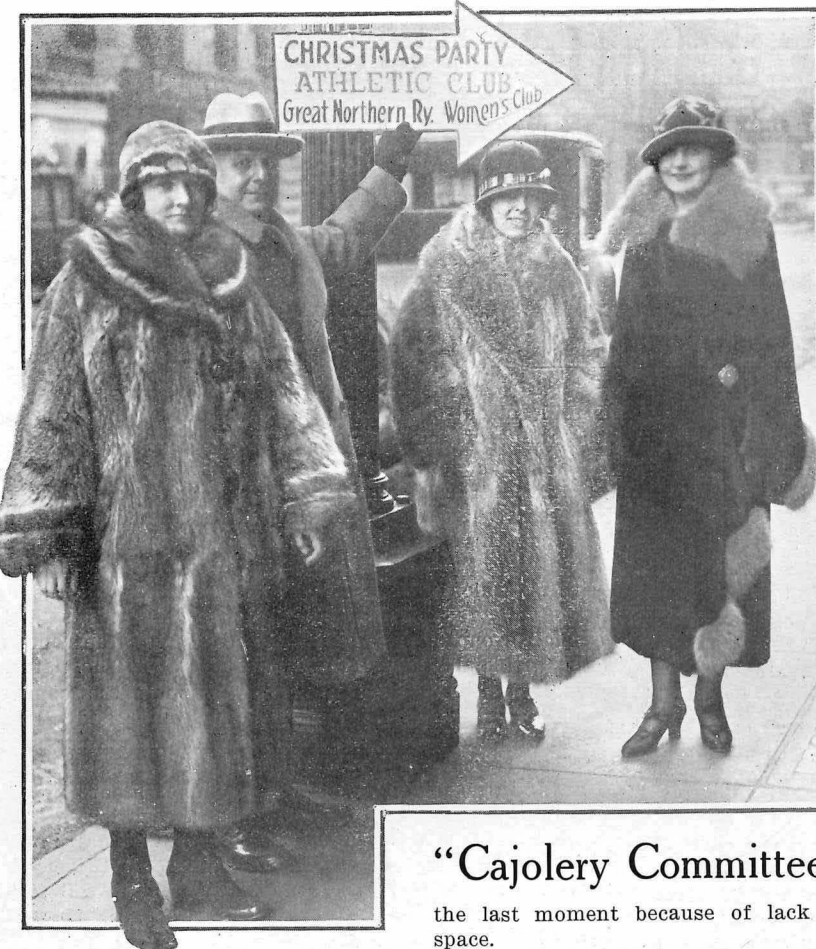
The delivered price system in confining competition to sellers and excluding the buyers from it really shut out one side of the market and prevented any normal competition from being a factor in fixing the prices.

Upon this analysis the Federal Trade commission was able to isolate the discrimination and to prohibit the steel mills from selling exclusively on a delivered price. The result of the order is to admit steel buyers to the market and restore competition.

This means that the western steel manufacturers will have their own market prices at the mill and the prices will be uniform. This restoration of competition also means that the market price at each mill center will work down toward the cost of production.

By this process the natural advantages of the western manufacturer by reason of his location near a steel center and by reason of his having access to a market for the sale of his products will be restored, and the eastern competitor who has been wrongfully present in such markets against him and enjoying the benefits of the discrimination is excluded. The actual result of the order has been that steel prices at Chicago which formerly were \$7.60 per ton higher than at Pittsburgh have come down to an equality with Pittsburgh on some articles and on others range from \$2.00 to \$4.00 higher than Pittsburgh, depending upon the market conditions with respect to each particular form of steel. Wire products at the Duluth mill have been reduced from a differential of \$12.60 over Pittsburgh to a differential of \$2.00 above Pittsburgh or a reduction in price of \$10.60 a ton.

This means that there is afforded to the western manufacturer the opportunity to develop business in lines where steel is the raw material basis of manufacture.



"Cajolery Committee"

the last moment because of lack of space.

Here is the picture of the Women's Club members cajoling Public Utilities Commissioner George C. Sudheimer, that was to have appeared in the January number, but which, with quite a few other good things, was cut out at

The "Cajolery Committee" and the "cajoled" are, reading from left to right—Isabell MacRae, right of way department, Geo. C. Sudheimer, Virginia Peterson, comptroller's office, Vera Rooney, safety department.

Station Agent Wins Promotion

CIRCULAR No. 2 of this year issuing from the office of Vice-President C. O. Jenks reads: "February 1, 1925. Mr. George W. Dishmaker is appointed Supervisor of Parks." Two or three months ago the old SEMAPHORE contained an illustrated article describing the work of Mr. Dishmaker—how he made a wilderness to bloom as a rose and made a beauty spot of the station grounds at Elk, Washington. We said then that we hoped other agents would be inspired by his example to make their station grounds attractive with flowers and landscaping, and opined that Mr. Dishmaker would undoubtedly welcome any attempt to rival his accomplishment. It now transpires that not only will he welcome such emulation but that he has been appointed by the management to direct and assist in the endeavor.

How true it is, as has been written, that "if a man write a better book, preach a better sermon or make a better mousetrap than his neighbor, though he build his house in the woods, the world will make a beaten path to his door."

In our former article we described at some length the thing of beauty Mr. Dishmaker, with patient and loving care, had wrought at Elk. We shall not again attempt a description of it.

Mr. Dishmaker was born in a small Wisconsin town where his father had a general store in which young Dishmaker clerked until grown. He drifted from there to Chicago, and in 1905 entered the employ of the Santa Fe. In 1908 he migrated to the Northwest and secured a position with the Great Northern as agent at Laclede, Idaho. A few months later he was transferred to Elk.

Our Cover Illustration

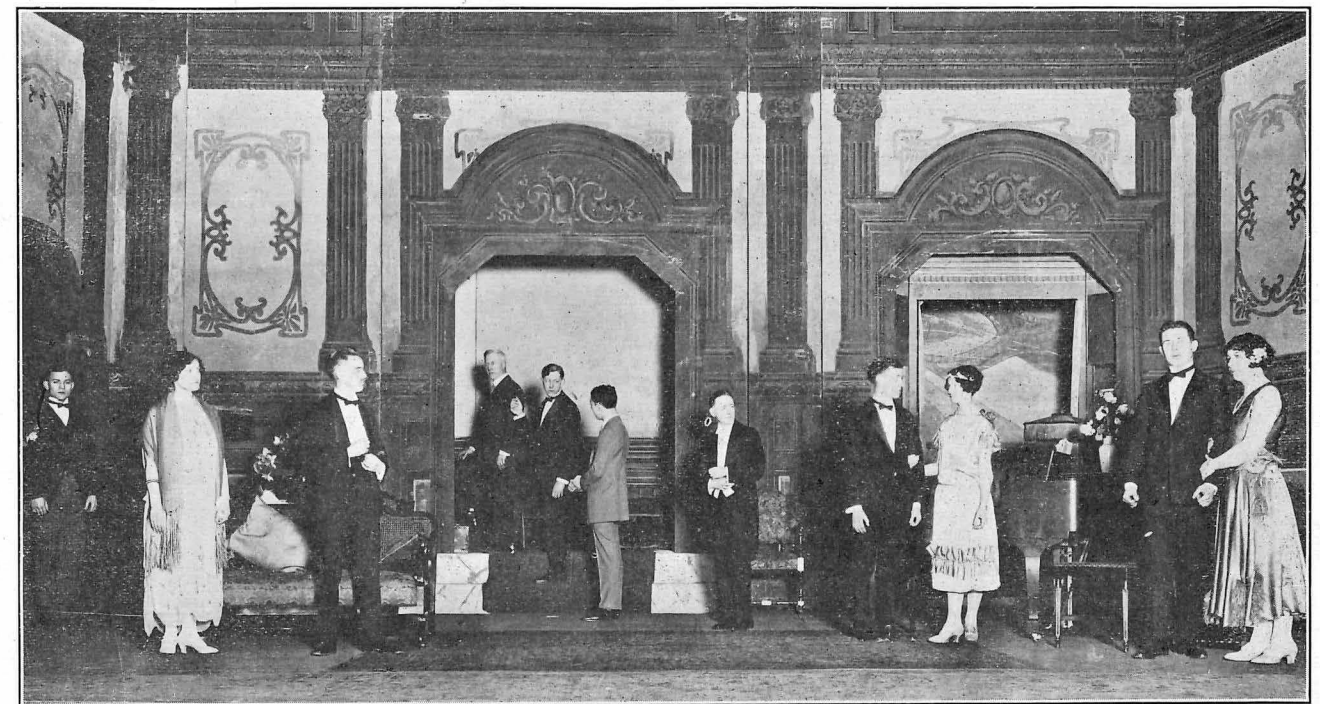
THE PICTURE adorning our cover this month, which we have entitled "Three Brothers, 129 years of Service," is that of three veteran Great Northern locomotive engineers, brothers, who need no introduction to hundreds of our employees, and are known by reputation to even a greater number both in and out of the organization. Together, they represent 129 years of service on the Great Northern Railway, which we believe to be a record that cannot be paralleled on any other railroad in the land. Well may the Great Northern be proud of them and of their remarkable record, proud, too, that it won and has held for so many years the loyalty and devotion of such men as these.

At the right of the picture stands Mr. J. J. Maher, oldest of the trio, who engaged with the company in 1879, forty-six years ago. For the last twelve years he has pulled No. Twenty-seven, the Fast Mail, between St. Paul and Breckenridge, 214 miles, during eight months in the year, the other four months being spent as a member of the Examining Board. Mr. Maher has traveled 2,600,000 miles, has reared a family of five children, and is the proud grandfather of three.

At the left is Mr. Frank Maher, second of the brothers in point of age and in length of service. He signed with the company in 1880, forty-five years ago. He has guided the Oriental Limited between St. Paul and Barnesville, 218 miles, ever since it was established fifteen years ago. The distance traveled by Frank Maher has piled up into the huge total of 2,600,000 miles. He has nine children and nineteen grandchildren.

Mr. W. T. Maher, in the middle of the picture, is the "kid" brother. His length of service extends back thirty-eight years to 1887, when he joined the Great Northern forces. His run is No. Thirteen between St. Paul and Breckenridge, and his total mileage aggregates 2,000,000 miles. He has four children.

A century and a third of service, millions of miles with their hands upon the throttle! And the end is not yet. What a heritage to hand down to a proud posterity. To us it seems that the epitome of all that their brave calling signifies—the attributes we all love and trust—lives in the hearts of these "Three Brothers," John J., Frank, and William T. Maher.



GREAT NORTHERN PLAYERS IN "DULCY."

Left to right: Henry Bender, Lola Sokolouk, Donald Macoubrey, J. Jos. Brown, Clarence Dugan, John Fallon, William Barry, Thomas Fontaine, Marie Conoryea, Henry Bigelow, Rosella Renz.

"DULCY"

Presented by G.N. Players Great Success

AS a general proposition, a play as presented in a theater, falls under one of two heads: professional or amateur. When the Great Northern Players produced "Dulcy" on January 17th, they upset all the usual rules for properly classifying the production. We who witnessed the performance knew that it was, strictly speaking, an amateur production, for had we not seen the men and the young women only the day before at their desks in the General offices? Yet, the play moved with such sureness, and lack of any "hitch," and the young men and women played their parts so smoothly and so well, that one felt they ought to be classified as professionals instead of amateurs. Those who went to see the production in a doubtful frame of mind, remained to praise; and after the performance was over, all were enthusiastic in commendation of the really good work done by each and every member of the cast.

"Dulcy" is a play very well adapted to an amateur performance. It moves along logically and rapidly, has a good variety of characters, and is interesting from beginning to end, with no tedious scenes or long-drawn out situations. The voice of the prompter was not heard once during the performance, and each one of the cast

seemed to be entirely free from nervousness. Best of all they knew what to do with their hands and feet, which is not always the case on the part of inexperienced players.

A pleasing scenic setting was provided, also a good orchestra. The entire cast was appropriately costumed, the women in particular wearing very attractive gowns.

If you were fortunate enough to set in one of the stage boxes where you could look over the audience, you found that no small attraction.

Each man and woman of the cast deserves individual credit for the good work done and we propose to give it to them right now in the order of their entrance on the stage:

Thos. Fontaine played the part of William Parker, Dulcy's brother. If the authors of the play had had Mr. Fontaine in mind when they wrote it, they could not have fitted him better with a part. He was his natural self which means he did some very clever acting that was at all times enjoyable and worthy of a professional. He was in the picture every moment and everybody was proud of him.

Henry Bender was cast as Henry, the Butler. Never again will ye scribe dare to call Mr. Bender "Hank," for such a freedom would surely not be tolerated by the precise and immaculate Henry of the play. Well-played, reserved in the proper degree, and if I ever need a butler I will offer the place first to Mr. Bender.

To Henry Bigelow was given the role of Gordon Smith, Dulcy's husband. Quiet, well-bred in spite of his being married to a beautiful dumbbell who got him constantly into trouble, he remained a gentleman in spite of his provocations to be otherwise, and gave a very good performance of the part.

Jack Fallon, as Tom Sterrett, Advertising Engineer, looked the part, to start with, and acted it well and consistently throughout. He talked business in a convincing manner and was never out of the character for a moment.

Rosella Renz, as Dulcy, gave a performance that was far more than that of an amateur. From the moment of her first appearance on the stage, she lived the part, letting her crazy and inappropriate speeches fall where they might, and at times it looked as though she were bound to wreck the two families involved in the story. However, she didn't. Instead, she blundered them into a happy ending and did it all with a credit to herself as an actress that each and every one was free to acknowledge gladly.

Clarence Dugan, as Schuyler Van Dyke, had a difficult role. It is not an easy matter for an inexperienced player to play the part of an insane man until almost the final curtain and not even let the audience know that he was not crazy. Mr. Dugan succeeded in doing that, and doing it very well.

(Continued on Page 14, Col. 1)



With Our Poets

MONDAY MORNING SPASMS

The following verses are the collaborated effort of the "Poetical Six"—Great Falls shop clerks.

BY FRANK:

I wish I was a little rock
A settin' on the hill
A doin' nothing all day long—
But jest a settin' still.

BY OLGA:

I wouldn't eat, I wouldn't sleep,
I wouldn't even wash,
I'd jest sit still a thousand years
And rest myself—BY GOSH.

BY HELEN:

I wouldn't yawn, I wouldn't stretch,
I wouldn't move an inch;
I'd sit right still and rest and rest—
Believe me, that's a cinch.

BY VERONA:

I wouldn't blink, I wouldn't think,
I wouldn't even smile;
If some one would only breathe for me,
'Twould be a life worth while.

BY MARION:

And after I had rested
Three thousand years—or four,
I'd breathe a sigh and settle down
To rest THREE THOUSAND MORE.

BY JOE:

But this is only fooling
And I'm just a plain old clerk,
So I'm going to quit day dreaming
And settle down to work.

HO HUM!

THE TRANSPORTATION BUS

(Operator Oscar Paulson at Tilden Junction, Minn., here pays his respects to the bus.)

There's one thing sure will make you cuss;
To ride in a transportation bus,
Jammed in a seat just half your size.
Where would you be should it capsize?
Undoubtedly beneath the crowd,
And they'd bear you thence to grace a shroud.
Or if alive, you'd lie and groan
And thus you would be heard to moan:

"I wish I'd boarded a railroad train
And ridden with the safe and sane
With plenty of room to move about
And no one trying to crowd me out.
I wouldn't have to sit and grin
While my knees bumped my poor chin."

The railroads haul your baggage too,
And with no extra cost to you.
If you perchance would take a trunk,
You'll find the bus "ads" mostly bunk.
Railroad men are wide awake
Tried and trained for Safety's sake.
If refreshment you would wish,
There's the "newsy" with the dish.

Railroads aim to get you there
Summer, winter, storm or fair
When winter comes and snows are deep

The bus in the garage they keep.
Now which one can we do without—
The bus or railroad? Who can doubt?
Which "made" this land in which you live?

To that our patronage then give.

THE WATCHMAN SPEAKS

Printed by Request

THIS is the tale of an actual occurrence on one of the western railroads in the years before engine builders awoke to the fact that sand is needed both in front of and behind the drivers.

Now mind, this thing I'm tellin' ye
Took place some years ago—
'Fore I forgot more railroadin'
Than all ye think ye know.
The railroad? That I'll not betray,
It wouldn't be perlit;e;
But 'tweren't on the ol' G. N.
Be sure and get that right.

This road, ye see, was burnin' oil;
A freight had climbed the hill;
The tender, which was leakin' bad,
Oil on the rail did spill.
Some ways behind, a passenger
Was speedin' up the grade;
But when she struck that greasy track,
'Twas there she stopped and stayed.

The hogger used up all his sand—
'Tweren't nary bit o' use;
He set the brakes to hold the train
An' cut his engine loose.
"For, runnin' light," he contem-
plates,
"I'll beat this greasy track
And find a helper somewhere near
An' with me bring her back."

Well, he was right; a helper lay
Steam up in the next town.
They coupled up, an' then two hogs
Together started down.
That they was backin' down the grade
Too fast must be confessed.
What happened them as knows a bit
Already may have guessed.

A hog them days was built to run
Head on an' rarely back,
And so before the driver shoes
The sander sprayed the track.
The passenger was out o' grit;
The helper, ye will mind,
Was runnin' backward, so, ye see,
The sand was all behind.

Them hogs was sure a-runnin' fine
Until they tries to stop,
An' then the hoggers realized
All hell was go'n' to pop.
Now they was hittin' thirty when
The dead train came in view,
An' two scared hoggers prayed a lot
An' fierce their whistles blew.

No use; they slid an' hit that train
An' into her they sunk—
Three cars was all they telescoped;
Them engines sure was junk.
How many killed? Not ary one;
The passengers was out
Admirin' of the scenery
All scattered round about.

The crews of both the hogs was sure
Some paralyzed with fright;
But if ye guess they jumped for it,
I'm here to say yer right.
They never knew a right o' way
Could be so awful rough.
What they got when they hit the grade
Was certainly enough.

'Twas fourteen boards of inquiry
Set on them bonehead fools,
An' broke 'em, tho' the case was not
Within the book of rules.
They'd plum forgot the "Safety First"
That railroadin' requires
Of them as pulls the throttle-bar
An' them as tends the fires.

How come I know 'bout that there bump?
One hogger there was me,
An' ever since (the head sank low)
A watchman's job for me.
The moral? Well, don't lose your sand
An' keep 'er headed right,
So the sand will hold when you're growin' old.
An' the roundhouse is in sight.
—W. N. S. IVINS.



Comparison Total Casualties 1924 and 1923

	1924	1923	In-crease	De-crease
KILLED—Total Number	68	80	...	12
Employees—				
Train and Enginemen	4	9	...	5
Yardmen	3	1	2	...
Station Men	...	...	...	...
Trackmen and Bridge and Building Men	8	13	...	5
Shopmen	3	6	...	3
Other Employees	1	2	...	1
Total	19	31	...	12
Other Than Employees—				
Passengers	...	...	...	...
Other Non-Trespassers	20	23	...	3
Trespassers	29	26	3	...
Total	49	49	...	...
INJURED—Total Number	1,905	2,892	...	987
Employees—				
Train and Enginemen	306	527	...	221
Yardmen	131	220	...	89
Station Men	74	97	...	23
Trackmen and Bridge and Building Men	481	629	...	148
Shopmen	540	1,073	...	533
Other Employees	120	173	...	53
Total	1,652	2,719	...	1,067
Other Than Employees—				
Passengers	107	40	67	...
Other Non-Trespassers	103	92	11	...
Trespassers	43	42	2	...
Total	253	173	80	...
KILLED AND INJURED—Total number	1,905	2,892	...	987

WORK OF SAFETY COMMITTEES IN 1924

Number of Committee meetings held	253
Attendance—Officers	1,125
Employees	2,644
Visitors	812 4,581
Absentees—Officers	387
Employees	486 873
Suggestions received	Conditions 1,306
	Practices 331 1,637
Suggestions corrected	Conditions 1,148
	Practices 316 1,464
	173
Suggestions disapproved	Conditions 27
	Practices 2 29
Suggestions pending, Dec. 31, 1924	Conditions 131
	Practices 13 144

Last Year's Results

IT is certainly very gratifying to note the substantial decrease in casualties on our railroad during the year 1924 as compared to the previous year. The nineteen fatal accidents to our employes was the lowest in the history of the railroad; and while we know that it is just nineteen too many, it is nevertheless evident that the efforts of officers and employes to eliminate unsafe conditions and practices have been effective, and the results obtained will surely prove an added incentive to increased effort by all of us to accomplish an even better showing for 1925. It means so much—so much of heartache and sorrow and suffering avoided, not only for the unfortunate that suffer injury or death, but for those who are burdened with grief and sorrow because of the victim's misfortune.

The decrease of 1,067 personal injuries to employes, as shown in the report, is further evidence of the good work that has been done.

The mechanical forces in the nine shops made an especially good showing. They did not have a fatal accident during the year, and showed a decrease of 55 per cent in the number of employes injured as compared to the year 1923. While they all made a very substantial reduction, Delta and St. Cloud shops are especially deserving of a great deal of credit for the good showing they made.

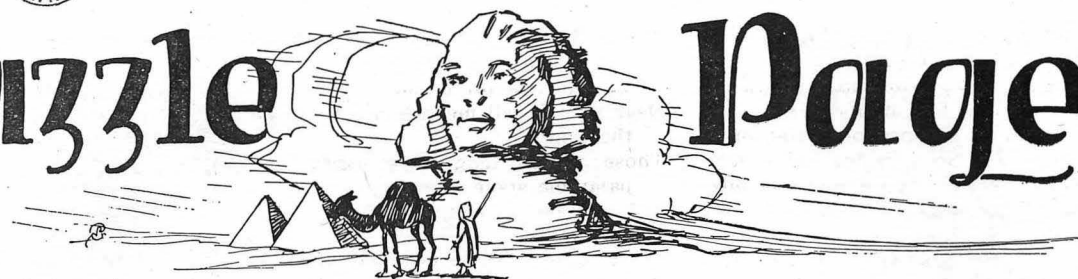
On January 31st the Great Northern Railway completed its seventh consecutive year of operation without a fatal accident to a passenger, during which time we have carried 51,978,766 passengers an average ride of eighty-seven miles each.

TRIBUTE

THE RECORD made during the past year is a splendid tribute to the large army of employes and I wish to take advantage of this opportunity to extend my thanks and appreciation for the hearty support and co-operation I have received during the past year and sincerely trust that our efforts will be even more successful in the future. C. L. LAFONTAINE, General Safety Supervisor.



Puzzle Page



ANSWERS to each month's puzzles, will be given the second month after their publication, together with a list of those sending in correct solutions.

The Puzzle Editor will appreciate contributions for this department from among our readers. Anagrams, acrostics, rebuses, and similar puzzles will be inserted in the order received. The answer should accompany each puzzle. Arithmetical problems, for the present at least, will not be published. It is thought that with our readers' cooperation, this department of the magazine can be made very interesting. Come along, good folks, let's go.

KEY

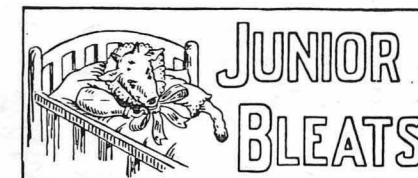
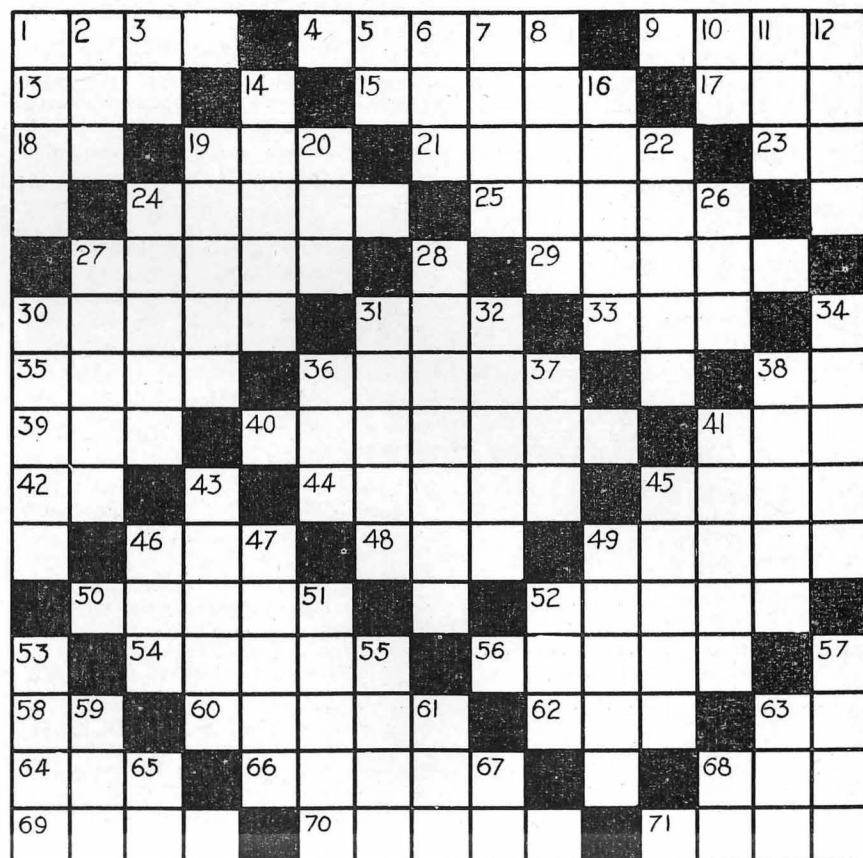
HORIZONTAL.

- 1—Article of wearing apparel.
- 4—Fast.
- 9—Highway.
- 13—Vase.
- 15—Male vocalist.
- 17—A species of tree.
- 18—Exist.
- 19—Boy.
- 21—Player.
- 23—Perform.
- 24—Surfaced.
- 25—Greek slave.
- 27—Increase in width.
- 29—Aspersions.
- 30—Sharpened.
- 31—Part of a locomotive.
- 33—Eye sore.
- 35—Smooth.
- 36—Pertaining to the ear.
- 38—3.1416.
- 39—Color.
- 40—Writers.
- 41—Surveyor's instrument.
- 42—Upon.
- 44—Dogma.
- 45—High wind.
- 46—Flap.
- 48—Scotch for self.
- 49—What this is on.
- 50—Pigment.
- 52—Lukewarm.
- 54—Same as 44.
- 56—Franchise exercised.
- 58—Alternative conjunction.
- 60—The baby sheds.
- 62—Part of verb "to be."
- 63—True.
- 64—Regret.
- 66—Vision.
- 68—Enthusiast.
- 69—Embryo chickens.
- 70—Color.
- 71—Waik in water.

VERTICAL.

- 1—Geometrical solid.
- 2—What we haul on the Mesabi.
- 3—Indefinite article.
- 5—There.
- 6—A vegetable (legume).
- 7—Unit of measurement.
- 8—Is fond of.
- 10—Preposition.
- 11—Assistance.
- 12—Fall.
- 14—Rescued.
- 16—Kind of bread.
- 19—Burdened.
- 20—Cave.
- 22—Great Northern has the best.
- 24—Grieved.
- 26—Endeavor.
- 27—Produced by the loom.
- 28—Sailor.
- 30—A species of bird.
- 31—Remedies.
- 32—Famous tower.
- 34—Addition to a contract.
- 36—Imitate.
- 37—Permit.
- 38—Moved with poles.
- 41—Same as 4.
- 43—Rude bed.
- 45—Yawns.
- 46—Small child.
- 47—With bones removed.
- 49—Part of a flower.
- 51—Erects.
- 52—Drag.
- 53—Learning.
- 55—A great plant.
- 57—Geometrical solid.
- 59—Floor covering.
- 61—Flows in a tree.
- 63—Sorrowful.
- 65—Example given (abbreviation).
- 67—Third degree of diatonic scale.
- 68—F in major key of C.

CROSS WORD PUZZLE



THE OPENING game of the Employed Boys' League will probably remain longest in the minds of the Glacier Park, Jrs. Although losing to their old rivals, the Northern Pacifics, the Jrs. played such a bang up game that they will have to be reckoned with throughout the season. From the tip off the lead saw-sawed back and forth neither team being able to gain a decided advantage. With but fifteen seconds to play the score stood 13-12 with the Jrs. leading. This lead seemed as big as a house; but Hirsch, diminutive forward for N. P. hooked the ball away from a Jr. player and shot from the middle of the floor. Just as the ball sunk in the basket shot sounded and the Jrs. were on the short end of a 14-13 score. The starting lineup: Schultz and Graves, forwards; Swanson, center; and Carlson and Tucket, guards. This game was ordered to be played over at a later date, as one of the N. P. men was over age.

The Jrs. defeated the Merchants Bank in the second round of the E. B. League. This game was another hair raising contest, the Glaciers finally emerging winners by a one point margin, 15-14. The feature of this game was the close guarding and clever passing of both teams. The starting lineup: Schultz and Rahilly, forwards; Savage, center; Carlson and Graves, guards.

Close guarding featured the Glacier-West Publishing Game, which the Glaciers won 12-6. This game put the Glaciers in a tie for second place with the N. P., that team having lost to the Bank 12-8. The starting lineup: Schultz & Rahilly, forwards; Savage, center; Carlson and Graves guards.

The Glaciers suffered their second defeat at the hands of the strong Farwell, Ozmun, Kirk team. This defeat was the biggest upset in the league and virtually puts the Glaciers out of the running. But it does not take away the honor of being the most feared team in the league. The starting lineup: Schultz and Graves, forwards; Swanson, center; Carlson and Savage, guards.

Continuing to be the Glacier's "Jinx," the N. P. squeezed out a 12-8 victory in their second game. After being on the short end of a 12-4 score at the end of the first half, the Glaciers came to life and held the N. P. team

(Continued on Page 28, Col. 3)

Last month's cross word puzzle has a missing definition—No. 7 vertical—"the office of governmental representative." The entire linotype slug was in some way dropped out after proof reading and the omission not discovered. It served a good purpose, however. Distribution of the magazine was hardly under way before 'phone calls, notes and personal visitors were pouring in to advise us of the omission. Our chagrin over the inadvertence was somewhat mitigated by the positive proof that the magazine is read—and that cross word puzzles are popular with our readers.

The January cross word puzzle was an easy one. The February offering is very much larger, and quite a little harder. See what you can do with it.

CURIOUS

Not satisfied with having readers of the SEMAPHORE busy with the perplexing work of solving crossword puzzles, a contributor has asked for the solution of the following questions, arranged in verse. Has anyone any suggestions where he will find his answer?

Where can a man buy a cap for his knee,
Or a key to a lock of his hair?
Can your eyes be called an academy,
Because there are pupils there?
In the crown of your head, what jewels are found?
Who crosses the bridge of your nose?
Could you use in shingling the roof of your mouth
The nails on the end of your toes?
Could the crook in your elbow be sent to jail?
If so, what did he do?
How can you sharpen your shoulder blades
I'll be blessed if I know, do you?
Could you sit in the shade of the palm of your hand?
Or beat on the drum of your ear?
Does the calf of your leg eat the corn on your toe?
If so, why not raise corn on your ear?

ANAGRAM

The Saratoga chips were on the pantry shelf,
A plate of them, all golden, crispy brown;
A doughnut occupied a platter by itself
And from a higher shelf was looking down.
The tender little chips sang, very well content,
"Oh we're the sweetest morsel fried in fat."
The doughnut in disgust did thus their boast resent:
"I'll tell the world you don't know where you're at."
The toothsome claims of each the other did deride,

The Julienne potato, too, forsooth.
And "I FRY FASTEST" then each mad contestant cried.
Dear reader, tell me, which one spake the truth?
Those viands long have passed the palatable stage,
But wisdom's warning in their words will spell.
At crossings, if you heed the admonition sage,
Your name will not the casualties swell.

—PRAETORIUS.

REBUS

Any circumstance
Don't be confident
or
the
taker
will
take
you.

—CAUTION.

ENIGMA

DsDDuDDpDDeDDrD

My third, you will find, is in twinkle;
My fourth is in call, my fifth within maul,
My sixth, quite as true, is in wrinkle.
My seventh in true, my eighth is in too.
My ninth to be found is in sinker;
My tenth is in vane, eleventh in pain,
And twelfth helps to make the word tinker.
Thirteenth is in time and fourteenth in line,
And fifteenth, you'll find in relinquished
The whole is the route of a line without doubt
Of northwestern roads most distinguished.

—TIME TABLE.

ENIGMA

DsDDuDDpDDeDDrD

The above enigma is not original with us. We are not sure, but think it appeared in the Baltimore and Ohio magazine, although we cannot find the number containing it.

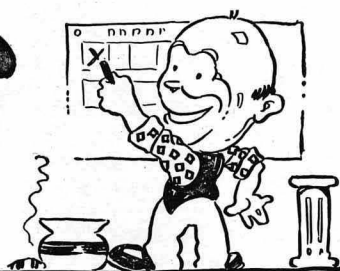
It ought to be easily solved by every employe of the operating department. Others may find it somewhat harder.

Be sure, good folks, to send in your answers to January puzzles not later than March 5th for publication in the March number. We may not be able to publish the names of those sending in belated answers.

Just a reminder. Don't fail to send in the clever little anagrams, enigmas and the like that I know many of you can compose.



SPORTS



Bowling

HILLYARD SHOP LEAGUE

HILLYARD SHOP Team Bowling League consists of four teams in the locomotive department and roundhouse. They bowl every Monday night at Davenport's. Names of the teams and captains are:

Pirates—Captain Wm. Hamilton.
Senators—Captain Wm. Bloom.
Dodgers—Captain Ed. Thomas
Tigers—Captain Elmo MacKay.

STANDINGS

Team	Won	Lost	Average
Senators	39	21	735
Pirates	33	27	743
Tigers	30	50	714
Dodgers	18	42	708

HIGH SCORES

Individual single game—Morrow	236
Individual three games—Ertel	645
Team single game—Senators	927
Team three games—Pirates	2,545

INDIVIDUAL AVERAGES

Name	Ave.	Name	Ave.
Bloom	174	Owens	151
Scott	167	Erickson	146
Ertel	164	Mackay	139
Johnson	163	Waller	136
Colville	163	Smith	135
Morrow	162	Anderson	132
Pickrell	156	Horton	131
O. Thompson	154	Dieterlen	130
Hamilton	152	Bard	130
		Thomas	129

General Foreman Colville bowling with Pirates is now back in the game after sickness.

RAILWAY BOWLING LEAGUE

Since the last issue of the GREAT NORTHERN SEMAPHORE, the Glacier Park team has increased its lead to seven full games.

In the individual averages Baer, Stepnick, Ruessell, Kirchoff, Gutz and Beckwith, all Great Northern bowlers, continue to remain in the select ten. Stepnick now holds the honor of bowling the highest three game total ever recorded by any Great Northern bowler, having three games all over 200, total 703, his high game being 257. This also gives him high single game.

STANDINGS RAILWAY LEAGUE

February 1, 1925

Glacier Parks	42	9	901-19
Yellowstones	35	16	872-34
Yakima	31	20	862-19
Omaha	31	20	853-38
Great Northern	26	25	869-40
Oriental Ltd.	17	34	827-31
B. B. Potatoe	15	36	809-13
N. P. Ditto	7	44	779-

One game individual—Stepnick	257
Three game individual—Stepnick	703
One game team—Glacier Parks	1,028
Three game team—Glacier Parks	2,883

INDIVIDUAL AVERAGES

Glacier Parks.	Great Northern.
Baer	189-20
Stepnick	188-9
Kirchoff	179-17
Gutz	178-3
Wedell	175-23
Wedoff	164-1

Yellowstones.	Oriental Ltd.
Hoffman	185-12
Page	178-47
Dean	177-2
Lee	176-34
Malone	173-2
Cassidy	171-13
Kemper	164-4

Yakima.	Grand Forks No. 1
Picha	180-8
Behrens	175-2
Pringle	173-36
Long	173-11
Ryan	170-27
Jungck	161-

Omaha.	N. P. Ditto.
Strother	175-11
M. P. Wolk'r	174-20
M. F. Wolk'r	169-18
Meindl	169-12
Brightman	168-24
Vik	162-5

SEMAPHORE LEAGUE

January 25, 1925.

	W. L.	Pins	Ave.
Superior	10	2	10,917 909-0
St. Paul, G. N. Ry.	10	2	10,675 889-7
St. Paul, Sperry	9	3	10,339 861-7
Minneapolis No. 1	8	1	8,181 909-0
Whitefish	8	4	10,576 881-4
See America First	8	4	10,270 855-10
Grand Forks No. 1	7	5	10,293 857-9
St. Paul, Glacier Park	6	6	10,932 911-0
Spokane	5	7	10,944 912-0
Great Falls	5	7	10,487 873-11
Minneapolis No. 2	5	7	10,311 859-3
St. P. Oriental Limited	4	8	10,224 852-0
Seattle	3	9	9,225 852-1
Havre	3	9	9,814 817-9
Minot	2	10	9,382 781-10
Grand Forks No. 2	0	9	6,683 742-5

High single game, Stepnick	257
High three game total, Stepnick	703
High team game, Sperry	1,013
High team total, Superior	2,887

THE BIG ELEVEN

Name.	Team.	Ave.
Stepnick, Glacier Park		186-8
Svee, Superior		184-1
Conover, Great Falls		182-2
O'Leary, Minneapolis No. 2		182-1
Adams, Spokane		181-4
Baer, Glacier Park		180-9
Whitlock, See Amer. First		180-2
Russell, G. N. Ry.		180-3
Ferg, Spokane		180-1
Calkin, Minneapolis No. 1		180-0
Montgomery, Great Falls		180-0

INDIVIDUAL AVERAGES

Superior.	Ave.	St. P. G. N. Ry.
Svee	194-1	Russell .....189-3
Kuehlthau	184-11	Peterson .....183-8
Murphy	182-2	Jorgenson .....182-6
Halverson	174-10	Ekwall .....175-3
Cushway	173-9	Beckwith .....169-9
		Maas .....168-8

St. Paul Sperry.	Minneapolis No. 1.
Kowalski	186-0
Ekensteen	178-2
Fritzke	174-7
Lindorfer	169-8
Nadeau	165-5
Connolly	164-10

Whitefish.	St. Paul See America First.
Bowman	186-8
Horn	181-4
Fackles	178-2
Fontana	178-1
Vining	172-2
Strom	171-11
White	160-5

Grand Forks No. 1	St. Paul Glacier.
Jackson	188-10
Bratland	175-3
Young	174-7
Sandbrink	165-1
Kay	156-0
Nelson	155-2

Spokane	Great Falls.
Adams	191-4
Ferg	189-1
White	183-8
Livingston	182-2
Dalrymple	180-7
Moe	173-5
Kach	173-3

Minneapolis No. 2.	St. Paul Oriental.
O'Leary	192-1
Young	172-2
Johnson	171-0
Pearson	168-9
Cumming	164-11
Radelle	161-7

Seattle.	Grand Forks No. 2
Weissenflue	176-5
Moody	175-8
Dempsey	175-8
Shaeffer	167-4
Whims	166-5
Warren	166-0
Seibold	160-5
Howe	148-2

Minot.	Havre.
McNally	182-4
Thompson	165-0
Gorman	158-0
Jackson	156-2
Hove	154-8
Roach	152-8
Smedbron	151-1
Carlson	139-0

RAILROAD LEAGUE, SPOKANE

The G. N. Railway Club Bowling team is composed of Fred Ferg, Frank Kachinsky, Charlie Moe, Howard Adams, L. L. Livingston, Geo. White and J. C. Dalrymple.

In the Railroad League, the team is in first place by a margin of ten games. In the Semaphore League, we are in eighth place, with a high average of 918; in the Spokane City League, the team is now in third place.

Spokane chapter of the G. N. Railway Club has extended an invitation to the Seattle bowling team which is composed of G. N. employees, to engage in a series of home and home games. It is expected that the Seattle

(Continued on Page 14, Col. 1)



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:

- 316 Swan Anderson, Section Foreman, Kandiyohi, Minn. Effective September 1, 1924.
- 317 Hiram W. Austin, Operator, Shore Acres, Wash. Effective September 1, 1924.
- 318 Nels J. Mortenson, Paint Foreman, St. Paul, Minn. Effective January 1, 1925.
- 319 William Nass, Section Laborer, Alexandria, Minn. Effective January 1, 1925.
- 320 Adelbert F. Whitcomb, Asst. Engineer, St. Paul, Minn. Effective January 1, 1925.
- 321 David Duncan, Lumber Yard Foreman, St. Paul, Minn. Effective January 1, 1925.

IN MEMORIAM.

- 95 Henry A. Zachow, retired November 25, 1921; died January 18, 1925.
- 94 Salem M. Doying, Sr., retired January 31 1922; died December 29, 1924.

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

Since that date the number of pensions granted has been.....321
Of whom there have died 95

Leaving enrolled on the Pension List at this time.....226

The amount paid out in pensions to January 31st, 1925 is\$397,364.56

SWAN ANDERSON

Born in Sweden. Entered service of the St. Paul and Pacific Railway as a section laborer at Kandiyohi, Minnesota. November 1, 1882, he was promoted to section foreman at Kandiyohi under Mr. J. Costello, assistant roadmaster, and worked there until May 1, 1905, with the exception of two short periods when he had charge of an extra gang on the Willmar Division. May 1, 1905, he transferred to section laborer and remained there until July 20, 1907, when he was again put on as section foreman at Kandiyohi. In August, 1909, his health failed and he had to give up the foremanship, due to age and ill health and thereafter worked as laborer.

HIRAM W. AUSTIN

Born May 2, 1862, at Fairfax, Franklin County, Vermont. He began service with this Company as agent and operator at Rolette, Minnesota, March 1, 1881, and on February 1, 1885, transferred to East Grand Forks, Minnesota, and on April 1, 1885 he transferred to Mapes, where he stayed till March 25, 1889, when he transferred to Emerado. November 30, 1904, he took a leave of absence and was re-employed as operator at Bellingham on Cascade Division, January 13, 1905, under W. D. Scott, superintendent. On December 3, 1923, he took a leave of absence account sickness, but returned on December 22, 1923. On May

8, 1924, he took another leave of absence account sickness and on August 26, 1924, was retired account physical incapacity, with 42 years of service.

NELS J. MORTENSON

Born in Denmark, December 23, 1854. He worked in the old country as a painter for several years, and served four years in Danish army. He came to America in September, 1885. He worked at his trade for various employers including the Chicago and Great Western, Northern Pacific and Great Northern railways. On August 20, 1899, he entered the employ of the Great Northern Railway permanently, from which date he was not off the payrolls up to December 23, 1924, when he retired account reaching the age limit.

WILLIAM NASS

Born October 11, 1859. He started to work for the Great Northern Railway as section laborer at Alexandria May 1, 1899, under Real Gilbertson, foreman, also foreman Emil Heinrichs and Edward Olson. His service was continuous until he was retired account permanent incapacity on December 29, 1924, with 26 years service.

ADELBERT F. WHITCOMB

Born September 3, 1854, in Vermont. First entered service of this Company January, 1886, as civil engineer at Helena, under E. H. Beckler, Chief Engineer Pacific Extension. On June

1, 1896, he became assistant engineer under Mr. J. F. Stevens, chief engineer, locating changes of line on various parts of the road. From May 22, 1904, to January 31, 1905, he was assistant engineer on the V. V. & E. R. & N. Co., and later engineer in charge of Sioux City and Western work construction. Later was engineer in charge, Summit to Coram. He was then engineer in charge at Columbia river, Spokane and St. Paul. On May 12, 1914, he became division engineer of Engineering department, Valuation division, until the office was closed. His next position was division engineer on the Montana Eastern Railway and assistant engineer at Seattle. On January 15, 1921, the survey for change of line, Leavenworth to Winton, was completed. He was afterwards assistant engineer at St. Paul.

DAVID DUNCAN

Born December 29, 1854, in Colinsburgh, Fife, Scotland. From April 6, 1871, to September 30, 1885, he was a clerk in Colinsburgh and Glasgow. Coming to America he engaged in the land and insurance business at Fergus Falls, Minnesota, up to October 1, 1892, when he started to work for the Great Northern Railway as assistant storekeeper under G. L. Bonney, supt. D. & S. Cars. He held this position until August 20, 1900. In September, 1900, he was employed in the General Stores department, and worked in the capacities of laborer, foreman, checker and rail clerk. He was lumber foreman from April 22, 1903 up to date.

HENRY A. ZACHOW

Born November 25, 1851, in Germany. Came to America in 1883 and settled at Genoa, Wis. After two years he moved to Breckenridge and began service with the Great Northern Ry. He was a blacksmith by trade and remained so until September, 1918, when, on account of age, it became necessary to have lighter work. On November 25, 1921, he was retired account age limit and pensioned with 36 years' service. On November 4, 1924, he and his wife celebrated their golden wedding anniversary. Funeral services were held at the residence, Rev. H. Knowles officiating. Survived by wife and eight children.

SALEM L. DOYING, SR.

Born January 29, 1855, entered service of the Company in November, 1884, and was employed in various capacities as agent, operator, pumper and extra gang timekeeper on Fergus Falls Division. On January 31, 1922, he was retired account permanent incapacity and pensioned with 37 years service. He is survived by widow and four children.



RAILROAD LEAGUE, SPOKANE

(Continued from Page 12)

team will come to Spokane on the evening of the 14th to enjoy the hard times ball being put on by the Club, and to bowl a match game with our team the following day.

G. N. "LADY BUGS"

LAST MONTH there came to the Editor the team and individual averages of the Great Northern girls' league, captioned "The Big Ten." In our ignorance, we thought that was the name of the league. The surmise was borne out by the number of teams. It now appears that they have not adopted a name. That is soon remedied, and right here and now we christen them the "G. N. Lady Bugs." How do you like it, girls?

Season's "Big Ten"

	Average	Games
E. Lindstrom	162-15	40
M. Anderson	140-15	24
J. Okeson	136-2	4
E. Nilles	135-19	28
H. Robertson	135-15	40
H. Potts	130-2	40
A. Memmer	132-2	4
H. Potts	140-2	40
M. Heaton	128-7	22
E. Anderson	128-5	32

Team Standings

	Won	Lost	Average
Owl	31	9	635-2
Wooden Shoe	25	15	629-37
Washingtonian	25	15	601-19
International Ltd.	19	21	608-0
American Ltd.	19	21	605-4
Chicago Ltd.	17	23	597-12
Goat	16	24	604-18
Oriental Ltd.	16	24	599-3
Glacier Park Ltd.	16	24	596-33
Gopher	16	24	585-8

"DULCY"

A Great Success

(Continued from Page 7)

Donald Macoubrey played the part of C. Rodger Forbes, a middle-aged business man, in a manner that could scarcely be improved. It was more than a good performance: it was an exceptionally good one.

Lola Sokolouk, as Mrs. Forbes, gave a gentle dignity and an air of refinement to her part that fitted in very nicely with the other characters, affording a good contrast to the helter-skelter character of Dulcy. Well-played throughout.

Marie Cornoryea appeared as Angela Forbes. No wonder two men were anxious to elope with her, for she looked and acted the part so cleverly and neatly that they could not be blamed. Very well done.

Wm. Berry, as Vincent Leach, Scenarist, had a real character part and Mr. Berry was right there every moment. His reading of his "masterpiece" was done in first-class manner and he looked and acted the part as good as the best.

J. Jos. Brown, as Blair Patterson,



CAPTAINS OF "LADY BUG" BOWLING LEAGUE

Left to right: Top row—Esther Hupfer, Helen Gardner, Edna Lindstrom; Middle row—Helen Wicken, Helen Robertson, Harriet Motrom; Bottom row—Marie Gillen, Edith Long, Winnifred O'Connor, Mayme Van Allen.

gave a splendid account of himself as the middle-aged, judicious lawyer in his brief appearances on the stage. A very good performance.

It is but proper to acknowledge the

untiring work and effort put forth by Mr. Geo. W. Smith, the Director, assisted by Mr. Brown, in bringing the little play to its well deserved recognition.

Great Northern Juveniles

1. Byron Orin Young, son of C. A. Young, Chief Clerk, Office of District Engineer.
2. Dorothy Alice and Jean Marian Doth, daughters of Henry A. Doth, Office of Paymaster.
3. Jean Lanoux, daughter of H. J. Lanoux, Assistant Freight Claim Agent.
4. Marlys Renstrom, daughter of T. A. Renstrom, Office of Auditor Freight Receipts.
5. Marjory Flynn, daughter of Edwin F. Flynn, Director Bureau of Public Relations.
6. Paula Frances Keating, daughter of Paul F. Keating, General Superintendent.
7. Downing B. Jenks, son of Vice President C. O. Jenks.
8. Jane Paetzold, daughter of F. L. Paetzold, Secretary and Treasurer.
9. Betty Flynn, daughter of Edwin F. Flynn, Director Bureau of Public Relations.
10. Judith, Charles, Ned and Judd Mulally, children of J. H. Mulally, Attorney.
11. George Riley Martin, Jr., son of Vice President G. R. Martin; Richard Ronald Owen, nephew of Mrs. G. R. Martin.
12. Jim Docherty, daughter of James Docherty, Office of Auditor Disbursements.
13. Michael, William and Elizabeth N. Maloney, children of Robert J. P. Maloney, Office of Auditor Freight Receipts.
14. Robert Rombach, son of Arthur F. Rombach, Mechanical Department.
15. Albert Bell, son of Albert V. Bell, Office of Auditor of Freight Receipts.
16. Betty Jane Gurtz, daughter of H. C. Gurtz, Office of Auditor Freight Receipts.
17. Charles, Roger and Joe Lundegard, children of H. Lundegard, Office of Auditor Disbursements.





Editorial

INDUSTRY'S NEED

THE REGULATION of railroad transportation has so direct a bearing on the economic welfare of industry, that we wonder why the various trade bodies have not more generally sensed the fact as being of deep concern to them. Surely an adequate realization of this fact would lead them to aid rather than impede the railroads in their attempts to secure increases in rates. It must be patent to the reasoning observer that the carriers seek only to obtain such rates as will bring their earnings to a point that will insure to transportation service the stability and progress which are vitally essential to the internal commerce of the nation. There hardly can be any other incentive, when the railroads' earnings above the prescribed rate must be turned over to the government, half to go to make up the deficits of weak lines, half to be held for reinvestment at the sole dispensation of the government.

Adequate and continuous service at just and reasonable rates is of the highest necessity to the economic life of the individual industry. This is beyond dispute. The maintenance of adequate and continuous service presupposes continuous additions and betterments. The transportation needs do not stand still; they are continually growing, and the service must grow with them, if adequacy is to be preserved.

To make the necessary extensions and improvements requires the continuous employment of new capital. The time is long past when railroads can finance these additions and betterments out of earnings. Few of them earn sufficient net revenue over and above fixed charges to pay the stockholders a return on their investment comparable with earnings secured on investments in other pursuits. Furthermore, of the earnings which must be paid over to the government, only half can be reinvested in the property, and then only as directed by the Interstate Commerce commission.

Investors will purchase railroad securities only when the credit of the companies is sound. Hence, to secure the necessary new capital, the railroads' credit must be preserved unimpaired. It is founded in confidence of their ability to realize reasonable and stable earnings. Under our transportation laws the governmental regulatory bodies determine to a very great and dominant extent what the earning capacity of the railroads shall be. It necessarily follows that the economic welfare of each industry and of the public as well requires that the regulating bodies exercise a policy of encouragement and protection to assure adequate transportation. If this be not done—if the carriers are not to be permitted to earn reasonable revenues, they cannot but fail in their endeavor to perform the necessary service, and industry and the public will suffer accordingly.

WE PAY THE FIDDLER

FIVE YEARS have elapsed since the government turned back the railroads to their owners after twenty-six months of adventuring in the field of transportation. It has taken that time to adjust the compensation coming to the railroad companies for the use of their properties. We know of no instance where the owners were paid what they thought is honestly due. It was largely a compromise, and in the last analysis, the amount the government consented to pay and what the railroads perforce accepted. For every month the government operated the railroads it has taken two months to determine the financial result, despite the fact that the accounting forces of

the various railroads were taken over by the government, and after being sizably increased and supplemented by the director general's "bookkeepers," were supposed to keep somewhere near abreast of income and expenses.

The final report, however, is now in, and the public is in a position to contemplate what it must pay the fiddler. The amount is \$1,674,500,000 over and above receipts from freight and passenger business and other income. This staggering amount may be more nearly comprehended, if stated on a monthly basis. It cost the people \$64,400,000 a month. What the experiment cost the shippers in lack of service, what it cost the railroads to rehabilitate their properties, have no place in this tremendous deficit. "It is," says the *St. Paul Pioneer Press*, "what the taxpayer has to pay to permit the government to demonstrate its utter incompetence to take the place of private enterprise."

Continuing, the same paper says "It may prove to have been money well spent. Government ownership can rarely have had a better opportunity to prove its mettle, if any, than it had the day when Mr. McAdoo took over the railroads. The theory failed to live up to advance notices, and can now be appraised by its results. The results were inefficient service, a deficit of \$1,674,500,000 and a very nearly demoralized transportation system."

Apparently, the lesson has been well learned. If so, it will have proved to be cheap at the price.

GREAT NORTHERN RAILWAY CLUBS' GROWTH

UP TO now the total membership of the Great Northern Railway Club is 2,575. Another year should see it as many more; and will, if present indications are a true barometer.

Every time we think of it we are seized with a great desire to go out and shake hands with some one—any one—every one. Think of the 2,500 and more men and women deeply imbued with the spirit of fellowship and co-operation that is the mainspring of this great organization. Think of the effect it will have on each of us to feel that we are in step with a small army of co-workers marching steadily ahead toward the realization of a friendly accord throughout the entire body of employees that will make of it an entity endowed with an unquenchable purpose.

And that is not all. Hundreds—yes thousands, we truly believe, who are situated apart from the centers where the chapters are being formed are as eager to assist in this great work as are their fellow workers more fortunately situated in the midst of the club activities. No one of you holding down a job in the hinterland of this big railroad need feel that because of that you relegated to the side lines.

There is or soon will be, a chapter on your division, or, possibly, a nearer one on an adjoining division, with which you can more conveniently affiliate.

INCOME STATEMENT

THE JANUARY income statement is not released until a date subsequent to that of our February issue. It will appear, with appropriate comment, in the March number. Study of these statements will well repay all of us who are interested in the welfare of the Great Northern. They are an accurate barometer of the trend and condition of the company's business from month to month, and exhibit clearly when and where intensive effort may in some degree offset the periods of decreased earnings by contributing to a corresponding reduction in operating expense and, also, where it is vitally necessary that we bend every energy to the avoidance of delay and congestion during the months of heavy traffic.



Our Business Getters



Engle, A. K., chief clerk, Acct. Office, Seattle, four full and two half fares, Seattle to St. Paul.

Evans, T. J., conductor, Duluth, two passengers, Duluth to St. Paul.

Gerbereux, J. B., rate clerk, Helena, car of automobiles, Helena to Spokane.

Gray, Frank, clerk, Como yard, St. Paul, twelve cars lumber, Coast to St. Paul.

Hedman, E. J., chief clerk, Local Freight, Seattle, one passenger, Seattle to St. Paul.

Herzog, Anne, clerk, Butte, one carload granite and tinware, Milwaukee via G. N. to Butte; also one carload printer's stock, Minneapolis to Butte.

Johnson, Mrs. Olivia, Auditor Freight Receipts' office, St. Paul, three passengers, St. Paul to Portland.

Kirscht, W. A., clerk, Mechanical Dept., St. Cloud Shops, nine passengers, St. Cloud to Rochester, Minn., and return.

Leslie, Gertrude, rate clerk, Butte, one carload coal, Kirby, Wyo., to Butte; also one carload machinery and switches, Butte to Seattle.

Larsen, L., clerk, Auditor Freight Receipts' office, St. Paul, one passenger, Minneapolis to Portland.

Murphy, C. D., brakeman, Oroville, assisted by H. R. Cahan, Travelling Auditor, Spokane, one passenger, Wenatchee to Chicago and return.

Olson, M. Ralph, draftsman, Signal Department, St. Paul, one passenger, St. Paul to Seattle.

O'Laughlin, T., boiler foreman, Hillyard, one passenger, Spokane to St. Paul enroute to Chicago and one passenger, Spokane to Seattle and return.

Polinski, F. J., switchman, Minneapolis, car second-hand lumber, Minneapolis to Milaca.

Rothwell, L. J., Asst. Machine Shop Foreman, Hillyard, one passenger, Spokane to Seattle.

Samuelson, L., agent and opr., Eldred, Minn., one passenger, Eldred to St. Paul enroute to Los Angeles.

Turgeon, Geo., inspector, Duluth, information leading to the securing of various passengers.

Weyand, Dorothy, Purchasing Department, Seattle, two passengers, Seattle to St. Paul and return.

Yonkers, chief clerk, Butte Freight Station, one carload matches, Saginaw, Mich., to Butte, via G. N. from St. Paul.

Young, Marshall, machinist, Hillyard, three passengers, Spokane to St. Paul, and 27 passengers, Minot to St. Paul. Mr. Young drove these men 40 miles from his ranch to Minot by truck, to "get the business" for the Great Northern.

"PROSPECTIVE BUSINESS" POST CARDS

We are advised by the traffic department that a very considerable volume of business has been secured through the efforts of our employees, and we are asked also to say the department is greatly indebted to those who from time to time have furnished information regarding the prospective movement of freight or passengers.

Hereafter there will be found in each issue of the *SEMAPHORE* a R. R. post card that we believe will afford the employees a more convenient form for sending in such information. A supply of these cards may be secured by applying to either Passenger Traffic Manager A. J. Dickinson or Freight Traffic Manager, George H. Smitton.

We urge all our readers to use these cards. If no prospects develop in one month, two or more may materialize the next, and it is suggested that when not immediately needed, the cards be preserved and used as required.

MERITORIOUS MENTION

This column will carry the names of employees performing some special act of merit outside their regular duties.

ON DECEMBER 9th Fred C. Wright, timekeeper in the superintendent's office at Spokane, while walking to work, discovered a broken rail in the main line on the bridge over the Spokane River. Train Num-



Mr. Fred C. Wright

ber Two was due within a few minutes and quick action was necessary. Mr. Wright located a bridge gang and had the foreman send out a flag against Number Two. He then notified the dispatcher who was able to stop the train at Fort Wright and divert it over the westbound track to Spokane. For his prompt action Mr. Wright has been given a system annual pass for the year 1925.

CHARLES PONIS, section foreman, on the night of January 31, 1925, swam through the flood which had washed away the grade and embankment at Irby, and, after wading along the tracks half a mile, flagged No. 3 in time to save it from going into the hole created by the high water. A dam holding Crab creek broke and flooded the larger portion of the town of Irby and caused great damage to the track and right of way. Rain was falling very heavily and Ponis, realizing the damage might have been done to the roadbed, found that a large section of it had been taken out. His promptness undoubtedly prevented considerable property damage in addition to possible loss of life.



OUR PURPOSE

In its endeavor to further create and sustain interest in the home, The General Federation of Women's Clubs, through its American Home Department, asks the world of women in general:

"If you had two hours each day with ease of body and mind to devote to the soul of the home, what would you do with them?"

Among the subjects suggested by the Department, to be studied with the view of helping the home maker with her problems, are the following:

TIME: that it may not be wasted, but intelligently planned.

ENERGY: of the real sort, not "nervous tension."

MONEY: that it shall not be squandered through ignorance or careless buying, and that a portion of it shall be regularly saved.

THE FUTURE: that it may be contemplated with a sense of security, with education provided for the young and comfort for the old.

EDUCATION: that each child may have a religious, moral and esthetic culture upon which its life shall be built.

It is the object of the Women's Department of the SEMAPHORE, to create and maintain a Woman's Exchange, in which domestic hints covering the foregoing subjects and general information of value, such as tried and trusted recipes, time saving expedients and labor saving devices may be passed on from one Great Northern home to another.

Under "Queries and Answers," queries will be answered by either correspondents or the Department direct, in the order of their receipt, as, for instance, one correspondent writes us as follows, which we will call Query No. 1:

"Please advise whether in making biscuits calling for sour milk and soda, the soda should be added to the

sour milk or sifted with the dry ingredients?"

The soda may be dissolved in a little water, or in a small portion of the milk, and this stirred into the whole. This method, however, causes more or less loss of the gas, which is evolved immediately, and unless one is a quick worker, the loss will be excessive.

The soda may also be sifted with the dry ingredients, but if lumpy particles, no matter how small, go through the sifter, these will form dark spots in the biscuits when baked. The soda may be rubbed to a perfectly smooth powder by using the finger tips, but if added, even in this form, to the mixture, the biscuits will smell of the soda if broken open while hot. In cakes containing fruit, spice, and other good-smelling things, the odor will not be noticed; and in molasses, or other dark colored cakes the brown spots will not show. But in biscuits it is better to dissolve the soda before adding to the liquid used for wetting.

In "Home Ideas and Economics," may be included a long list of "Do's" and "Don'ts" for the care of food. A vast amount of food of first quality when purchased is allowed to deteriorate before it finds its way to the table, especially staple supplies, such as flour, cereals and flavoring extracts, which represent food stuffs in frequent demand. To buy in large quantities is seldom a good policy, unless the family is large, and the goods can be used up while they are still at their best.

All sorts of staple supplies, such as rice, tapioca, corn starch, etc., should be tightly covered. If a package is torn open and left standing the contents are unnecessarily exposed.

Flavoring extracts should always be tightly covered, as the contents are volatile and will evaporate.

Jellies and jams are best used the season after they are made. Sometimes it is necessary to use a second thin coating of paraffine over the first one, if it shows a tendency to loosen about the edges.

When meat comes from the market, it should be taken from its wrappings immediately, as paper will absorb the rich juices like a blotter, leaving the meat dry and tasteless. If there are any darkened pieces of skin, trim off at once, as the stale odor will permeate the whole piece.

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.

GRAPEFRUIT COCKTAIL

Now that the grapefruit season is on, there is nothing more daintily appetizing than a grapefruit cocktail.

Line a sherbet glass with heart of lettuce leaves; fill with grapefruit cut in small pieces, sweetened, using one tablespoonful of powdered sugar to each grapefruit and using juice freely. Add tablespoonful of liquor from maraschino cherries, and decorate with cherry.

SOMETHING NEW IN SAUSAGES

Chop together quite fine one pound of lean veal, one pound of evenly streaked breakfast bacon, one pound of fresh pork, without skin or gristle. Season with grated yellow rind of half a lemon, two teaspoonfuls of salt, one teaspoonful white pepper, one tea spoonful dried sage, a pinch each of dried savory and marjoram. A tea spoonful of grated nutmeg may also be added if desired. Mix with the other ingredients as much fine crumbs as they will absorb. By thoroughly kneading a half pound of crumbs will make the mixture the consistency of soft dough.

Stuff into sausage skins and tie up into short lengths; or form in cakes, cover with flour and cook on a hot pan. This is good. We have tried it.

HALIBUT STEAK, CREOLE STYLE

Place in casserole or greased baking dish two pounds of halibut steak an inch thick. Sprinkle with salt, pepper and a half teaspoonful of paprika. Shave an onion in very thin slices and place over the fish. Mix a pint of peas with one of tomatoes and stir into the mixture one half of a sweet green pepper finely minced. Pour mixture over the fish, dot with three tablespoonfuls of butter cut in little bits, cover and bake at 375 deg. Fah. three-quarters of an hour, basting two or three times with the liquor in the dish. Add at the last, two tablespoonfuls of flour, rubbed smooth with a little water, stir until it has thickened the gravy, and serve from the baking dish.



Fashions & Foibles

Paris offers an excessively smart suit frock of black silk crepe with silver buttons on its jacket front.



BUTTERICK 5912

WHAT Paris calls *une sac-robe* is a frock made by a famous French house with the effect of a sack jacket and box-plaited skirt in front and a one-piece back behind. It is one of those costumes that the Parisienne is so fond of for the street when it becomes too warm to wear a coat. It looks like a complete suit and yet one isn't burdened with a jacket or bothered with the separate blouse. It is very smart in dark-blue kasha with collar and cuffs of ribbed silk.

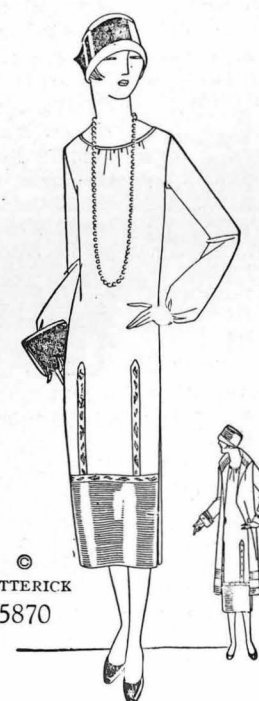
Turning tucks first one way then another as you stitch them, is the astonishingly simple way of making the new herringbone tucking used on French ensemble coats.

AT PIERRE'S recently at lunch a smartly dressed woman wore a French ensemble costume with a coat of caramel-colored twill, lined with a cream colored silk crepe printed closely in



BUTTERICK 5915

three tones of brown. The coat was full length and the very simple frock matched the coat lining. The distinguishing feature of the coat was the tucked trimming which is being used so much in Paris on coats of heavy silk crepe, crepe satin, etc. For Spring it gives just enough trimming and body to bands, collars and cuffs, and takes the place of fur.



BUTTERICK 5870

In the ensemble wardrobe the frocks for afternoon use combine the wool and silk of the coat and lining in tunic blouse dresses or frocks with long upper parts.

IN PLANNING an ensemble wardrobe choose your favorite street color—beige, black, dark blue, brown, terra cotta or almond green—for your coat, wool frock and the lower part of silk and wool frocks. You can keep entirely to that color for your coat and all your frocks introducing other colors—but only one at a time, remember!—in your accessories. It is less monotonous, however, to use a second shade of the same color, or a contrasting color for your coat lining and the silk upper part of your afternoon dresses.



BUTTERICK 5861

In the ensemble costume what is food for the goose is also food for the gosling when it comes to a coat and its allied frock

IF A coat with a frock and hat planned to be worn with it, is smart for you, the same thing smaller, but not less smart, is excellent for your ten-year-old daughter. Paris uses dark-blue cashmere for the coat and lower part of the frock, and yellow, scarlet, jade or brick silk crepe for the coat lining and the body of the dress. The stitching on the coat matches the lining and the hat may be dark blue like the coat or of felt in the brighter color of the lining. Almond green or terra cotta with beige, brown with tan, dark blue with gray blue are also smart for the junior ensembles.



OWING to the fact that the January SEMAPHORE has been exceedingly late off the press, the Mail Box has not been uncomfortably full this month. It is probably as well, for we are still in the throes of organization. But there has come to me a letter written to Superintendent of Shops, J. C. Heron, by William H. Bell, foreman of Dale Street Brass Foundry, on the eve of his retirement after thirty-three years of service with the Company. It so beautifully expresses the underlying ideals of the SEMAPHORE that I am glad of the opportunity to print it here. Mr. Bell has written:

"My Dear Mr. Heron:

On retiring from active service as your Brass Foundry foreman, I wish to thank you and all my superior officers for your very many acts of kindness, courtesies and favors I have received during my thirty-two years and eleven months' employ with our company. I can assure you that they are deeply appreciated and will never be forgotten.

"To my fellow supervisors, I thank them for their friendship and brotherly feeling that has always existed between us. They are a bunch of real good fellows.

"And to the men who have been employed under my supervision, words cannot express my feelings toward them for their loyalty, willingness, ability and hearty co-operation which has enabled us to turn out quantity and quality castings that do not take second place to any railroad brass foundry in the world.

"With my best wishes for a Happy and Prosperous New Year to all, I remain,

Yours sincerely,
WILLIAM H. BELL."

Long years of faithful endeavor have brought Mr. Bell to the age of retirement and his name will be among "Those Whom We Delight to Honor"—our Pensioners. His fellow employees will miss his cheery presence, the friendly word, the warm hand clasp, save for his occasional visits among them. But his fine and experienced craftsmanship will remain as an incentive, his influence, the ideals he has personified, abide as an inspiration.

HERE is another letter that wasn't written to me but found its way into my mail box through pride in the train crew it mentions—pride of their trainmaster in their work and pride of Superintendent McDonough, to whom it was referred. He in turn sent it in to me, knowing how eager I am for commendation of our boys.

Power Plant, Glacier, Wash.
Jan. 7, 1925.

Trainmaster,
Great Northern Railway,
Seattle, Wash.

"Dear Sir:

In my youth I worked for the Canadian Pacific Railway as a 'caller' of train crews. There the trainmen were under the immediate notice of the trainmaster. I assume the same plan prevails with the Great Northern and,

therefore, anticipate you may be interested by my report that follows:

My wife, two little children and myself went from Seattle to Portland, Sunday, December 21, on train No. 367 and returned Tuesday, December 30th, on train No. 358. We rode in the day coach, and can only sing praises of the service and the deportment of the crews, which was the same on both trips. The schedule was maintained; the starting and stopping was very smooth; the lights were on in proper time for tunnels and at nightfall; there was no shortage of drinking cups, and the lavatories were in good order.

At Centralia, while northbound, I saw evidence of increasing vigilance and observation. Several passengers had got down to 'take some air' along the station platform. The trainman, a short, clean-shaven fellow, stood near the stool at the bottom of the car steps talking to a passenger. Seemingly unnoticed, a man started to board the car, but only seemingly, for the trainman challenged him with, 'Where are you going, please?' 'Portland,' was the answer. 'Your train isn't here yet, this goes to Seattle.' 'Oh, excuse me. I did not notice which way it was headed.'

Both going and coming, there were children and non-English speaking passengers in care of the Travelers' Aid. These received very careful attention. On the train, before leaving Portland, Mrs. Bennett remarked to an 'Aid' representative that she knew a little girl on the way to Seattle would receive good care because she had noticed how well Mr. Bechtel the head end man looked after some charges on our southbound trip. 'Oh, yes,' smiling, approved the matron, 'he is *always* good.'

Since these journeys Mr. Bechtel has become a warm friend, and off duty I learned of his loyalty to the Great Northern service—boosting the dining car service, describing the staunchness of equipment, the solidity of the roadbed. The statement in your time table, 'Great Northern employees . . . are proud of their railroad and anxious to render service to the highest degree,' holds true.

Sincerely yours,
A. W. BENNETT."

CONDUCTOR S. R. SHAW, Superior, recently wrote in to Mr. A. J. Dickinson, passenger Traffic Manager, a letter which he has let me have to publish in the mail box. It was beyond my power to resist its appeal. I haven't any calendars, worse luck; but I have the glad hand and a sincere "thank you brother" to extend to this 100 per cent booster. He gets results, does brother Shaw, and what he has to say should prove a help and incentive to the rest of us. He writes:

"Dear Sir:

Would like to have six of your large plain calendars, and if you have put out any artistic ones this year, kindly enclose me a few, as I can place them to good advantage for our big G. N. in general, but as a personal inducement to utilize our trains—not only locally, but the new 'Oriental Limited' in particular for summer travel.



Chess Tournament Proposed

THERE ARE a few of the "night hawks" along the line who cannot participate in the bowling, dancing and other social activities that are the order with the Great Northern "Happy Family." Benjamin Court-right, manifest clerk, yard office, Hillyard, evidently is one of those unfortunates, for he writes to me suggesting a means of providing amusement and friendly rivalry among those situated as he is, which, to my mind, is a fine idea.

"Perhaps there are a few of the unlucky fellows," writes Mr. Courtright, "who know a thing or two about chess, or would like to learn. I should like to suggest that we start a chess tournament by mail. It would furnish amusement for a few of the fellows along the line and give them a chance to become better acquainted."

Attaboy, Ben! You picked a winner that time. If I were not already up to my eyebrows in the joyous endeavor of putting this magazine where it belongs—at the pinnacle of all of its kind—I'd inaugurate a chess tournament with you if it included only the two of us. I'm not "chess-ty" about my game—indeed I'm decidedly rusty; but I'd try my blessed best to test your mettle.

Surely there are a number of the boys who are fond of chess, and who will be eager to engage in a contest of the kind. It is the game of games, the only one from which the element of chance is wholly eliminated. It is not only a mental stimulus of a high order, but an absorbing pastime as well.

By all means let us have a chess tournament such as Mr. Courtright suggests. The SEMAPHORE will provide space for all necessary bulletins of the progress of the match. If enough are interested, the magazine will carry a Chess Column and publish monthly, if desired; problems and solutions, together with instruction and comment on the various openings, gambits and the like.

Come along you brothers who are fond of chess or would like to be (sisters, too, if there are any so minded). Here's an all-the-year-around pastime for your idle hours, in which you who hold down the loneliest posts on the line can join. If you have not a board and chessmen, the SEMAPHORE will arrange to purchase them for you at a bed rock price. A standard could be adopted and a low cost effected by quantity buying.

Kiwanis Learns About Club

(Continued from page 3)

Representing about fifty per cent of the population of the city, we, as citizens proud of our city, are desirous to assist in anything that is for the public good, and, as approximately sixty-five per cent of the railroad employees of the city own their homes, we feel that anything that benefits the community is to our advantage also, and stand ready to do our bit when called upon.

The prosperity of any country depends upon adequate transportation facilities, and when you restrict or retard transportation's advancement, you retard the advancement and progress of the country. Looking back through the past several years, we can readily see where the railroads have been, in common parlance, "getting the worst of it." This is the principal cause of the railway employees getting behind this movement, and we hope to get your hearty co-operation in matters which we feel will be not only of benefit to the railroads but also to ourselves and to you as the progressive business men of the locality.

Love of the Great Northern and love of its magazine have come to be indissolubly linked in my mind.

"Our new train of last season made a marvelous hit with thousands, if the sentiment expressed by those with whom I talked served as a criterion.

"I was in the Superior City Ticket Office last June arranging with Mr. Willcuts for sleeper reservations for three people, when one of our Superior school principals stepped in, and after the usual exchange of greetings alluded to the reservations just made by me and added, 'By the way, my wife and I and two daughters are contemplating a western trip also—by N. P., G. N. or C. P. R. Soo is our preference, but I am looking around for inducements and more time to decide.' I immediately proffered my hand, and Bob leaping to my aid, 'the stage was set,' and the dramatic onslaught was on. When we had finished, your Mr. Flynn of St. Paul would hardly have taken first money. Ha, ha! I'll say we introduced inducements! Who couldn't with a million dollar train operating under G. N. colors? To exercise brevity, he and his family departed a week later on the train 'as wonderful as the country it serves.' Best of all, on his return he paid you all great compliments on the service and courtesy accorded them and praised highly the artistic finish of 'the Great-est Train.'"

Here is a thought I would like to get to you. Our wonderful "million dollar train" cannot always be the newest thing on wheels. In time it will be equalled in the beauty of its appointments. But *service and courtesy* never grow old. We can give the one and extend the other to a degree that few railroads can equal and none exceed. Without them the "million dollar train" would greet few "repeaters." With them, the train might reach a hoary old age, become old fashioned compared with newer equipment, but the service and courtesy for which we are noted will, if maintained, and improved (if that be possible), bring the traveler back to us again and again and yet again.

IN LINE with Mr. Shaw's letter—"corroborative evidence," in the lingo of the Law department—is one written, not by a member of the Great Northern family and not to the Editor, but by an official of another line to its train and enginemen. Listen: (The italics are ours.)

"Doubtless you have heard more or less about the New Great Northern equipment on their Oriental Limited trains which was put into service last fall. That Company has widely advertised its service and has laid great stress on the fine modern equipment. *The Train Employees vie with each other in 'boosting' their line, and lose no opportunity to secure business.* It has been observed that they solicit business among passengers at terminals common to both their lines and those of other roads; in fact they appear to be *very enthusiastic in a co-operative spirit to secure the most possible business for their line*, which is fine, and, of course, proper in fair competition."

You're putting it over, boys. You've got the other fellow sitting up and taking notice. When the official of a competing line finds it necessary to write a four page letter telling how our boys are bringing home the bacon and exhorting his boys to go and do likewise, you may know that your efforts are obtaining results. Apparently the results are greater than he likes to see, but for all that he has frankly admitted the effectiveness of your efforts, and is unstinted in his praise of them.

And don't you know, every time I meet up with a man of his caliber, I wish we had him, too, on the Great Northern. We can't have *all* the good men, I suppose. There is enough of contentment in the thought that all our men are "good men." I didn't come up a railroader, but in widely different pursuits. After fifteen years' association with railroad men, it has become a source of infinite satisfaction to count myself one of them.



GREAT ALARM

The conductor took the ticket from the limp hand of an old soak.

"This ticket's for Scranton," he said. "This train goes through to Pittsburgh and doesn't touch at Scranton."

"Good heavensh, didja tell the engineer?"—*Philadelphia Bulletin*.

GOOD CAR

"Not a bad looking car you have there, Brown; what's the most you ever got out of it?"

"Six times in one mile."—*Bison*.

MIGHT BECOME CHRONIC

Adam—"What do you do when you are kissed?"

Eve—"I yell."

Adam—"Would you yell if I kissed you?"

Eve—"No, I'm still hoarse from last night."

ADVANCE INFORMATION

Narcissa—"Looky heah, Black Man, what's you all gwine gimme for my birthday present?"

Black Man—"Close yo' eyes, honey." (She did and he said)—"Now whut you see?"

Narcissa—"Nothin'!"

Black Man—"Well, dat's whut yo all gwine git."—*Pipe Progress*.

TAKING THE CURE

Hawkins—(To new arrival)—"Have you come here for the rest cure?"

Timid Husband—"Sh! No; for the manicure."

"He kissed her in the garden, when the moon was shining bright; but she was a marble statue and he was lit that night."

GRANDMA'S MISTAKE

Johnnie (to new visitor)—"So you are my grandma, are you?"

Grandmother—"Yes, Johnnie, I'm your grandma on your father's side."

Johnnie—"Well, you're on the wrong side; you'll soon find that out."—*Exchange*.

LEAVE IT TO EDDIE

The following bit of dialogue overheard at the dance held by Spokane Club, Chapter 2, January 16th, amply proves our contention that E. F. Flynn is nothing if not suave, courteous and diplomatic.

Mr. Flynn—"May I have this dance?"

Lady—"Thank you, but I'm too danced out."

Mr. Flynn—"You're not too d—d stout; you're just pleasingly plump."

SHE BELIEVED IT TOO

Trustful Housewife—"Jim, how is it your pay check this month is so much smaller than last month?"

Wily Engineer—"Oh, I had a lot of empties this month."—*Contributed*.

THE POINT OF VIEW

The veteran chief clerk in the General Offices was dictating very rapidly to his young stenographer. Out of consideration, he stopped and inquired of her, "Am I too fast for you, Miss Jones?"

"No," she replied, "you're too old!"

—*Contributed*.

"One more filling-station, gentlemen," announced the president of the board of selectmen happily, "and the village will be able to remove all lamp-posts on Main Street."—*Life*.

Pell—"That girl is certainly all wool and a yard wide."

Mell—"You bet. If you open your arms for a kiss she's warranted not to shrink."

HE WASN'T THAT

Rastus was on trial for chicken stealing. "Are you the culprit in this case?" asked the stern and awful judge.

"No sah," stammered Rastus. "I's jes' the fellah what stole some chickens."

WILLING TO CONTRIBUTE

"Change for Marietta—change for Marietta!" yelled the brakeman as the train pulled into a little Ohio town. "All right," said a passenger full of "white mule," "don't know the young lady, but here's a dime for her."—*Tid Bits*.

IT DEPENDS

"A man is never older than he feels," declared the ancient beau, bravely. "Now I feel as fresh as a two-year-old."

"Horse or egg?" asked the sweet young thing brightly.—*Tit-Bits (London)*.

A BRIGHT PUPIL

A class of boys had been studying physiology, and one day the master told them to write a composition on "The Spine."

Among the many papers sent in was the following: "The spine is a bunch of bones that runs up and down the back and holds the ribs. The skull sits on one end, and I sit on the other."—*Exchange*.

NOVELTY

He—"I have an idea."

She—"Be good to it, it's in a strange place."

LIBERAL

Doctor—"I'll examine you for fifteen dollars."

Patient—"All right, Doc, and if you find it, we'll split fifty-fifty."

NOT THE SEMAPHORE.

Local Ad—"Wanted, a boy to deliver magazines about twelve years old."—*Boston Transcript*.



What the Several Chapters and Allied Organizations are Doing

ST. PAUL

MR. H. G. PICKERING, Great Northern attorney at Superior, Wisconsin, gave an unusually interesting talk before the members of the Great Northern Railway Club, Wednesday noon, January 14th.

Mr. Pickering in short and concise sentences outlined exactly what was meant by the trade expression "Pittsburgh Plus." He said in brief that it represents the price of steel products at Pittsburgh plus freight charges, for instance to Chicago, and was used as a basis in figuring the prices of steel commodities not only at Pittsburgh, but at other manufacturing points.

The purchasers of steel, for the past five years, have been conducting a campaign against this basis for price fixing, and the testimony incidental to this campaign comprises twenty thousand pages of typewritten argument, briefs, etc. Mr. Pickering appeared on behalf of the purchasers interested in the handling of this campaign, and was, therefore, able to speak from first hand knowledge.

With the aid of maps, Mr. Pickering illustrated the fact that manufacturing concerns in Minneapolis were only able to reach a small territory in the northern part of the northwestern section west of the Twin Cities, when they were obliged to sell their goods under the Pittsburgh Plus plan. Whereas he illustrated by another map where they were able, when this plan was abandoned, to reach practically all of the territory west of the Mississippi river and some points east of it.

HONORABLE Mike Holm, Secretary of State of Minnesota, gave a very interesting talk on the functions of his department, giving particular attention to the state's auto tax.

He explained some of the handicaps under which the office is working, and said that if the many bills now pending

before the legislature were passed, his department would have to be practically reorganized.

In passing he advised auto owners that the last day for payment of the 1925 auto tax is February 15th. After that date penalties will accrue, increasing with the time the tax remains unpaid.

What becomes of the old cars? Mr. Holm told us that 20,000 cars are junked in Minnesota each year. "It is very necessary," he said, "for the owner junking a car to have it eliminated from the state records, otherwise it will remain on the tax list, and the tax must be paid, under the same penalties as though the car were still in existence."

"In 1924, there were 506,826 cars registered in Minnesota—a greater number than they have in France and Germany combined. Nevada, with 18,000 cars registered (the lowest number in any state) has within its confines more cars than were in use in all Russia."

"The United States have one car for each six people. Minnesota has one for every five of its inhabitants. The total number of cars in the United States represents 90 per cent of all the cars in the world. Three and a half million cars were sold in this country in 1924."

"The average automobile tax in Minnesota, \$16.00 per year, is somewhat less than the average for all the states. In England, the tax is about \$40.00. The total amount collected for 1924 in Minnesota was \$8,519,441."

Mr. Holm especially cautioned his hearers against buying used cars without checking up the license number, engine number and other details of record in his office. "There is," he said, "a thoroughly equipped organization operating in the principal cities over the country, engaged in the theft of high grade automobiles. The system is so highly perfected that a car, for instance, stolen in St. Paul can be driven down to Iowa, and through the connection enjoyed with

friendly garages, the engine and the body can be so changed, in fact, the whole car so altered, that it can be driven back to St. Paul and sold to its previous owner without awakening in him any suspicion of its having been his stolen car."

Mr. Holm, in closing, paid his respects to the reckless drivers. He said that he felt the time was coming when all auto drivers would be licensed, and thought that future legislation would have to meet the growing need of this regulation.

AT THE MEETING on January 28th, Mr. P. H. Burnham, general freight agent, gave an unusually interesting talk on the general activities of the freight traffic department.

In opening his talk, he called attention to the fact that there is real work done in the freight traffic department, and that the time of the officers and employees of that department is not taken up, as according to the popular thought, with the dispensing of "hot air." He called particular attention to the infinite varieties of the work, its interesting character, and stated that from his viewpoint he considered the traffic department the most interesting and desirable one of the railroad in which to be employed. Later on the President, Mr. Boyd, agreed with this attitude and said he thought each man should stand up for his department, and he said he felt that the accounting department is the best department of the road.

In describing the active work of his department Mr. Burnham stressed the importance of solicitation of competitive business. But he gave his hearers to understand that it was not the all-important work of his department, calling attention to the fact that actual competitive business handled over the road furnished but a limited portion of the total earnings of the system. He brought out the fact that a good deal of business which does not



Club Activities

CONTINUED

move from competitive points, is in itself competitive business, because grain and livestock shipments, if our rates from some of our local points were not right and shipping conditions favorable, will be hauled to a point on another line. The Great Northern Railway, he stated, produces more livestock shipments for South St. Paul than any other line, our proportion being about 30% last year.

He called attention to the activities of the traffic department in connection with the location of industries, elevators, etc., citing the recent location of the sugar factories at Sydney and Malta, Montana, and the expected location of a factory at Bellingham, Washington, as well as the one which has already been established at East Grand Forks, Minn.

He also stated that our traffic department is interested in watching the service furnished—especially in the comparison with the service furnished by other lines. An instance was the necessity that we furnish expedited service on silk shipments from the Orient, or otherwise not participate in the business.

Another activity of the traffic department, said Mr. Burnham, is that of estimating earnings for several months in advance, which estimates are, of course, used for various purposes, especially in connection with proposed expenditures for improved service.

Mr. Burnham talked very much to the point in connection with the making of rates, dispelling the mistaken notion of many people that published rates are simply picked out of the air; whereas it requires a good deal of work to determine the proper basis of rates to publish. He described in detail the various factors used in making different rates, and gave a great deal of general information, as to that portion of the freight traffic department's work which is little known to officials and employees working in other departments.

THE CLUB listened to a very interesting talk by General Superintendent F. J. Gavin, February 4th, on the subject of iron ore and how it is handled on the Mesabi Division.

Mr. Gavin stated that very few people realize the magnitude of the iron ore traffic. "During 1923," he said, "the iron ore tonnage hauled by the Great Northern amounted to 15,725,500 tons, or 42.9 per cent of the total of 36,585,000 tons handled that year." He called particular attention to the fact

that in handling this immense tonnage in a restricted territory many interesting features are involved.

"The iron ore territory," said Mr. Gavin, "covers approximately eighty miles, and the tonnage moving via Great Northern in 1924 was from sixty different mines.

"Iron ore was discovered on the Range in 1890 and the first shipments to Allouez via Great Northern were made in 1892. Shipments since the discovery of ore in that section aggregate 673,000,000 tons, of which the Great Northern has handled 208,000,000 tons.

"As a general proposition, two forms of mining are carried on—one, underground mining, the other open pit. It is estimated that stripping or surface covering removed from open pit mines is greater than the total excavations in the Panama canal.

"The iron ore known to exist at the present time on the Range is 1,400,600,000 tons. About 18 per cent of the ore is of character that requires washing before it is ready for market."

By the aid of maps, Mr. Gavin illustrated how the empties are sent to the mines via one branch and returned under load via another branch, making practically a double track service. In recent years the ore cars and boats have been standardized, and the unloading from cars and loading onto boats has been greatly facilitated.

In conclusion, Mr. Gavin said that he felt that the handling of this immense traffic so expeditiously has been made possible only through the active and sincere co-operation of the men involved, from call boy up.

FEBRUARY 12th, Lincoln's birthday was selected as an appropriate day to jointly celebrate the birthdays of both Lincoln and Washington by the Great Northern Railway Club and the Great Northern Railway Women's Club, in the form of a luncheon, attended by some 530. The two speakers of the day were Mr. George W. Peterson, St. Paul attorney, and Mr. M. L. Countryman, our vice president and general counsel. Mr. Peterson gave an eloquent tribute to Lincoln—the man of sorrows. He spoke of the spirit of '76, '61, 1812, 1914 and the spirit of the Great Northern Railway clubs. He said it was the spirit that counted. Lincoln was born of humble parents, had little schooling, but had a wonderful mother. She died in his early youth, but had taught him the principles of truth and justice, to be honest and upright and a man. It was these principles which guided him to the highest place in the Nation, Mr. Peterson spoke of the Civil War, Lincoln's political life, his Gettysburg address, the Emancipation Proclamation,

and read excerpts from the play, Abraham Lincoln, which pays glowing tribute to the character of the great Emancipator.

Mr. Countryman gave a very interesting comparison of the lives of Lincoln and Washington. Abraham Lincoln came from humble parentage—the early pioneer class. Humble in birth, lacking in education, possessing no pride of ancestry—self made—struggling against adversity, yet he rose to the most honorable place in the nation and in the hearts of the people. George Washington, born some 75 years earlier, came from the highest parentage, as men judge such things. His was the blood of the old cavaliers, and, yet, where the souls of departed heroes congregate he doubted not that George Washington and Abraham Lincoln today stand side by side and hand and hand. Because no matter what their birth; no matter what their worldly conditions their souls were as one. Both loved truth; both loved their fellow men; both believed in justice. Mr. Countryman said that after the beautiful tribute paid to Lincoln by Mr. Peterson, there was no place for him to say anything on that subject. He spoke of Washington: After the lapse of a century since he ceased from his labors, he lives in the hearts of his countrymen. Time cannot dim the lustre of his greatness. Washington stood first among his contemporaries—giants of statesmanship and patriotism—truly "First in War, First in Peace, and First in the Hearts of His Countryman."

The meeting opened with a bugle call—"To the Colors" by a Boy Scout Troop under the direction of Mr. J. B. Mitchell, of the engineering department,—Scout Master, Troop 47.

Mr. Harry Phillips, of Minneapolis, rendered several baritone solos accompanied by Miss Mary Brown of the American Railway Express—Mandalay, The Flag Song, and while the entire company stood, Mr. Phillips, sang Oh! My America, which he gave some 420 times during the War.

An interesting feature of the occasion was the attendance of three veterans of the Civil War from the Soldiers' Home. They came bringing fife and drum, and played for the benefit of the gathering the Revolutionary battle song—Yankee Doodle—the strain that stirred the souls of the Revolutionary armies, and also several of the martial strains of the Civil War. The fitting climax to their music was the community singing of Dixie—the southern battle war song, which the North has adopted as its own and sings enthusiastically as a token that North and South have long since become a one and undivided people.

Club Activities

CONTINUED

WOMEN'S DIVISION ANNUAL ELECTION

THE GREAT NORTHERN Railway Women's Club held its annual election of officers February 5th. About 240 members were present to enjoy a very entertaining program provided by the cast now presenting "The Wildcat Rookie" at the Garrick Theater for the benefit of the disabled veterans. After witnessing their performance before the club, we do not wonder that the Garrick is packed every evening.

The president of the club gave a very interesting resume of the club's activities during the past year. They have promoted and fostered not only a great number of social affairs of their own, but have rendered valuable aid in making successful the affairs sponsored by the men's organization. Space does not allow of recounting the long list of parties, luncheons, dinners and the like which the Women's Club "put over." They have carried on a very full program of the educational work and have been a very important element in the charitable work of the community, particularly at Christmas time.

The officers elected for the ensuing year are:

President (re-elected)—Olivia Johnson.
Vice-President—May Needham.
Second Vice-President—Ann Blom.
Secretary—Vera Rooney.
Treasurer (re-elected)—Jessie Bohrer.

During the meeting various plans were discussed for 1925, and it is quite evident that if the Club continues to function as it has during the past year, it will be one of the foremost of the women's clubs of St. Paul.

DALE STREET GENERAL STORES

AMOST enjoyable event, news of which reached us too late for mention in the January issue, was the Christmas Cheer dinner at Dale Street stores, St. Paul, December 24th. There were about 150 present.

President Budd and Vice Presidents Jenks and Countryman attended, together with a number of officials from the general offices.

Following a most excellent dinner, there were brief talks by Mr. Budd and the others. An amusing program came after, which was greatly enjoyed.

It was a very successful affair, and much credit is due those whose efforts made it so.

RAILROAD POST NO. 416 THE AMERICAN LEGION

AT THE last meeting of the post the membership went on record as being in favor of the Rockne-Gislason bill for the regulation of busses. A resolution to this effect was drawn up and ordered sent to each of the Ramsey County senators and representatives of the Minnesota Legislature with the request that they do all within their power to secure the passage of this bill.

Our last dance held under the joint auspices of the Great Northern Songsters and the post was a great success, there being 250 couples present. Everyone present had a thoroughly enjoyable time and are looking forward to our next affair.

Plans are now being worked out for an entertainment to be given at the State Hospital for Crippled Children, Feb. 28th.

SPOKANE, CHAPTER NO. 2

FIVE HUNDRED and forty members and friends of the Great Northern Railway Club, No. 2 of Spokane, on January 16th gathered in the Marie Antoinette room of the Davenport Hotel to hear E. F. Flynn, public relations officer of the railroad from St. Paul, in an address that was the highlight of a program of music, dancing and theatrical stunts, which rounded off at 10:30 o'clock with a dance in the Italian gardens.

Mr. Flynn lauded the Spokane employees for their initiative in organizing a club and stated that the example set has been followed in the past two months by similar organizations in about eight other division points of the system. He stressed the point that "employees make the railroad," and declared all workers from the president down are concerned. He pointed out the good results brought about by the G. N. clubs, showing that at St. Paul, it is noticeable that the departments are recognizing each other's work and getting a broader view of "the game" all were playing.

He declared the club idea is making the G. N. workers acquainted with one another, citing a recent masquerade ball in St. Paul where the president of the road found that he had passed an enjoyable evening as "George Washington" with "Martha," who was one of the company's stenographers. This getting together, Mr. Flynn said, is putting new life into the "ranks," and he called upon the Spokane club to keep optimistic and maintain the "pep" that has enrolled 410 members in Spokane and Hillyard.

Van Dissel's orchestra, the G. N. quartet from St. Paul, the Nims Sisters in Scottish dances, Miss Vir-

ginia Pryor and L. Picton in vocal solos, Vaughn Klein in magician's stunts, and Rex Heath in a series of interpretations of famous comedians of the American stage, were other features of the evening's program.

Use of the most delightful place in Spokane for functions of the kind was made possible by the kindness of Mr. Louis Davenport, who is a director of the Nelson and Fort Shepard Railway Company, a Great Northern subsidiary.

A Valentine ball is being given by the Spokane chapter, February 14, 1925, in the passenger station at Spokane, at the time the February SEMAPHORE is going to press. After the departure of Number Four at 9:30, the station has been turned over to the employees who have decorated it with large hearts, valentines, and streamers, and a large crowd is in attendance. On account of the popularity of the last dance, tickets have been limited to 1,000 and all have been sold. Music is furnished by a seven piece orchestra. A midnight lunch of sandwiches, cake, coffee, milk and cider is furnished under the direction of Miss Elizabeth Koll of the superintendent's office. Order is being preserved by five girl policemen and three men, all employees of the company, who arrest anybody in anything but hard times clothes. Sentences are being imposed by "Judge" August Alstrom, of the city ticket office, for violations of the rules of the ball.

Employees and their families from most of the stations on the Spokane and Marcus divisions are in attendance.

The third regular meeting of the Spokane chapter will be held at the Spokane Chamber of Commerce on February 27th. The handling of waybills will be discussed and explained by W. W. Rickard of the freight office.

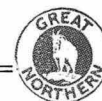
The Spokane chapter is now composed of 465 paid up members. Honorary memberships have been conferred upon Ralph Budd, president; J. C. Rankine, superintendent of telegraph; J. H. O'Neill, general manager; L. C. Gilman, vice president of executive department; L. M. Davenport, Roy Gill, and Frank T. McCollough. Messrs. Davenport, Gill and McCollough are members of the board of directors of the Nelson & Fort Shepard Railway Company.

MORE TROUBLE

She—"Now what are you stopping for?"

He—"I've lost my bearings."

She—"Well, at least you're original; most fellows run out of gas."





Club Activities

CONTINUED

WENATCHEE CHAPTER ORGANIZED

A MEETING was held January 20, 1925, at the Assembly of The Chamber of Commerce building, Wenatchee, by the employees of the Great Northern Railway Company for the purpose of forming what is known as "The Great Northern Railway Club" consisting of men and women employed, or in some way affiliated with the Great Northern Railway Company. The meeting was in charge of Tom Bate, appointed temporary chairman, and L. W. Mickel, temporary secretary. The By-Laws were read by Mr. Mickel and adopted as read. The club then proceeded with the election of officers.

The following officers and committees were elected and appointed: Tom Bate, president; J. H. Smith and F. B. Slavin, vice presidents; H. A. Haight, secretary; Orville Allen, treasurer. Entertainment committee: F. W. Robichaud, Mgr. G. N. Goats; Wm. Green, orchestra leader; Art Babst, quartette leader; Jim Frawley, scenic director; Gene Crider, director



OFFICERS, WENATCHEE CHAPTER NO. 5.

Left to right: James H. Smith, Vice-President; Orville Allen, Treasurer; Thomas Bates, President; H. Haight, Secretary; F. B. Slavin, Vice-President.

comedy; Roy P. Baker, property custodian; Ernie Williams, chief electrician.

Publicity Committee: E. H. Hopkins, chairman; D. Stall, H. G. Wales, E. J. Lally, M. F. Reading, J. C. Maher, A. A. Piper, C. Rutherford, H. D. McManus, L. B. Caswell, Henry Welin, T. J. Logan, Walter Hunt.

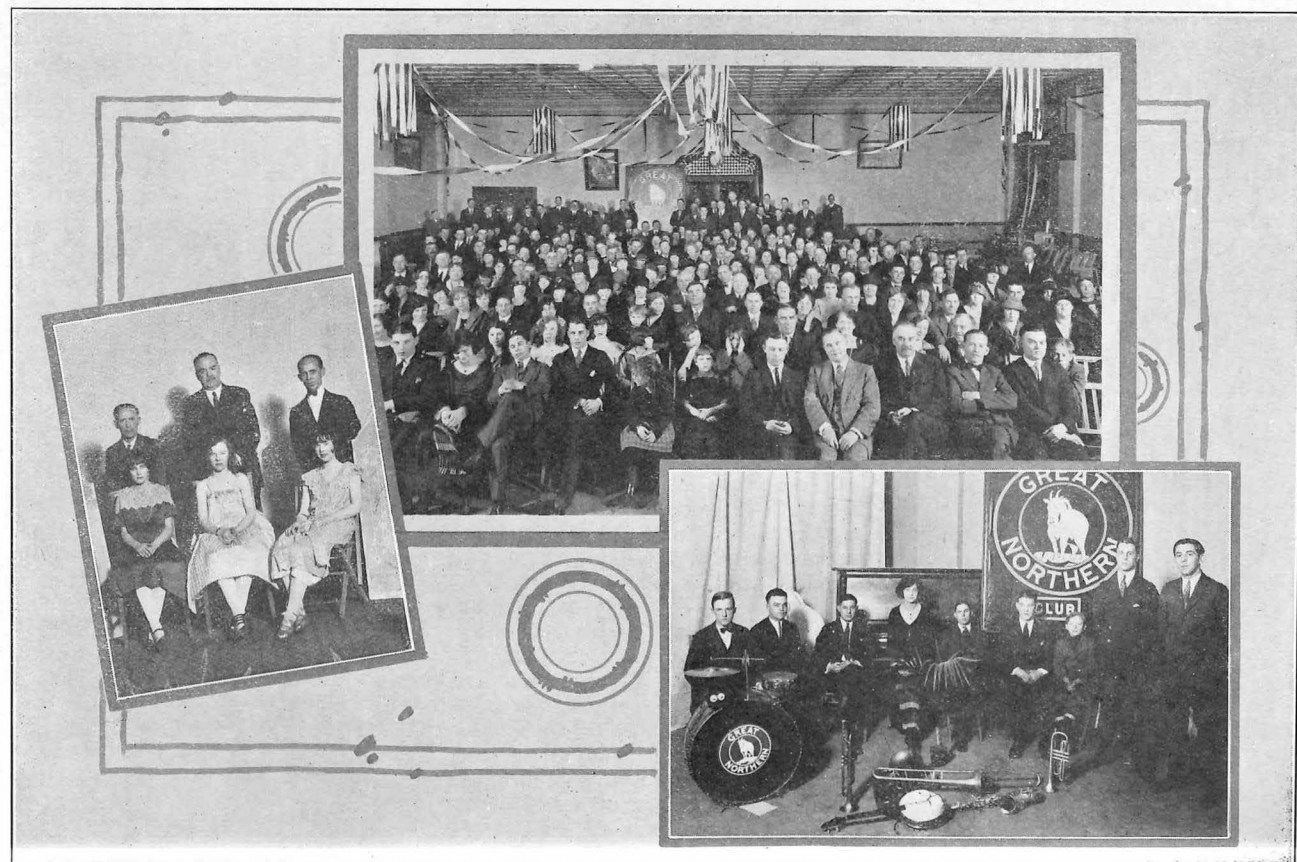
Membership Committee: L. W. Mickel, chairman; John Bowers, Fred Wagner, Robt. Meath, Roy Robertson, M. W. Hoyle, John James, Laura Lowe, Jos. Lowe, Berness Bethel, Otis Elam, L. B. Caswell, G. R. Wood, Mickel Hayes, G. A. Olson, Lilly Lovegrove, Mrs. Jas. H. Smith, Mrs. Fay McAllister.

Semaphore correspondents: A. A.

Piper, chairman; Fred Smith, cartoonist.

Wenatchee will be known as Chapter No. Five of the Great Northern clubs and its is our aim to furnish such entertainment and sports as will make it a real Get-Together club.

A splendid program was given—the music being furnished by the Great Northern "Goats"—a real live orchestra made up entirely of Great Northern employees. Mr. Frawley, in charge of the entertainment, put over some very clever dancing acts, being a past master of the art himself. It is needless to say they were perfect. Mr. Babst, with his baritone voice, rendered a very beautiful selection; also Mr. Crider, with his comedy singing and negro impersonations, was very high-



SOME PICTURES TAKEN WHEN WENATCHEE, CHAPTER 5 WAS ORGANIZED



Club Activities

CONTINUED

ly appreciated. The stage decorations were under the direction of Mr. Frawley and were cleverly arranged. Mr. Flynn gave a very peppy and interesting speech mentioning the good records made by the Great Northern during the past year. The Great Northern Quartette of St. Paul, it is needless to say, was the hit of the evening. Every one went away feeling that the evening had been very well spent and upon gathering up the applications for membership it proved that the tireless efforts of the Temporary Committee, Messrs. J. H. Smith, F. W. Smith and F. W. Robichaud had not been wasted and a rising vote of thanks was given them.

MINNEAPOLIS CHAPTER FORMED

THE EVENING of January 12th saw the Minneapolis chapter (No. 8) of the Great Northern Railway Club organized with a large membership. Great enthusiasm marked the occasion from first to last. Preceding the business of organization, brief talks were made by Vice President Geo. R. Martin, General Superintendent Paul F. Keating, James T. Maher, right of way commissioner and past president of the St. Paul chapter of the club, John H. Boyd, assistant comptroller and president of the St. Paul Chapter. Mr. Peter McPherson, of the real estate department of the Canadian Pacific Railway, also spoke briefly, felicitating the Great Northern on the possession of such a club with its ideals and aims of fellowship and co-operation and congratulating the Minneapolis employees on the event of their coming into it.

Talks along similar lines were made by Alderman Arthur B. Fruen of Minneapolis and our own R. E. Landis and P. L. Clarity.

The Chair appointed a nominating committee who submitted the following nominations for the several offices of the club and their election was declared on motion:

President—Theodore D. Merrill.
First Vice President—P. L. Clarity.
Second Vice President—T. C. Spencer.
Secretary—G. W. Sullivan.
Treasurer—George Tirrell.

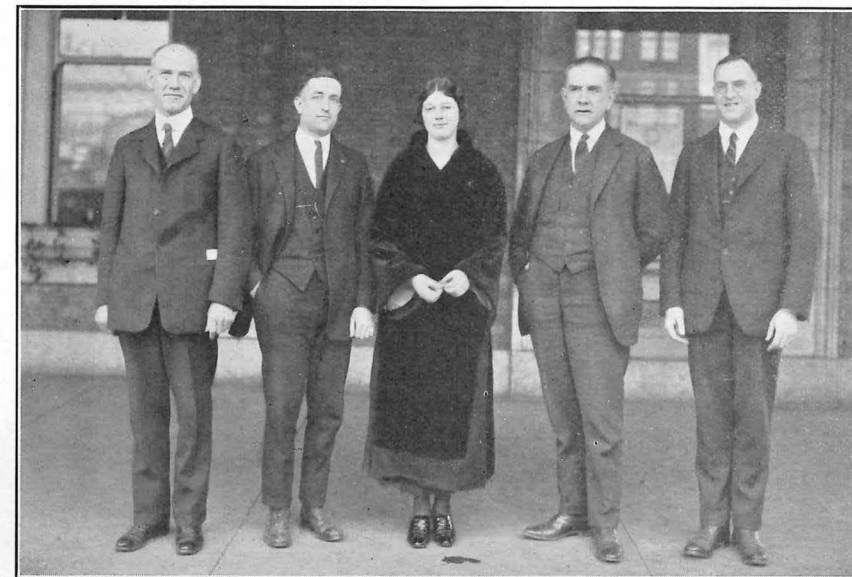
Chapter 5, Minneapolis, is going to be heard from figuratively and actually. They are organizing an orchestra

of sixteen pieces, including a piano accordion, an instrument of 162 keys, and two xylophones played by daughters of employees. Also, they are organizing a male quartet and a male trio. They will have music to grace every occasion, and being nothing if not kindly disposed, the chapter will help out other chapters less fortunate in the possession of members having musical talent in sufficient numbers to permit of concerted performances.

We're here brothers—Watch us go! Keep your eye on No. 5.

Mr. Clarity has had cleaned up the top floor of the station express building, a piano has been provided, and the chapter's musicians will now proceed to rehearse early and late in order to get themselves on a performing basis as soon as possible.

The more we think of it, the better we like it: this having a club and everything that goes with it.



OFFICERS OF SEATTLE CHAPTER NO. 8

They are, left to right: Ralph Nichols, Treasurer; Frank Y. Percival, Second Vice-President; Miss Margaret Calder, Secretary; Walter W. Fryburg, Vice-President; Thomas Balmer, President.

CHAPTER ORGANIZED AT SEATTLE

COMING as the culmination of the enjoyable entertainment programs arranged by several loyal employees during the fall months, the organization meeting of the Great Northern Railway Club of Seattle, Chapter 8, was held at the King Street station, Thursday, January 29th.

Due to the spirit of friendship developed at previous social events, the organization of the club was greeted with enthusiasm by everyone. Starting with an enrollment of 227 our membership is rapidly increasing and we hope soon to be equal to the best of them, at least in enthusiasm, pep and fellowship.

Walter W. Fryburg, our popular song writer, was selected to preside as temporary chairman, and Walter F. Stokes, the genial agent at Seattle docks, was called upon to record the minutes of the meeting. After a short discussion of the purposes and ideals of the proposed organization, the con-

stitution and by-laws were adopted. After the barrage of ballots had ceased, we were pleased to find as our first officers the following:

President, Thomas Balmer; attorney for Western Washington and Oregon; First Vice-President, Walter W. Fryburg, chief clerk to general manager; Second Vice-President, Frank V. Percival, general yardmaster; Secretary, Margaret Calder, secretary to terminal superintendent; Treasurer, Ralph Nichols, accountant.

In perfect accord with the ancient and accepted custom, "Tom" was escorted to the front, and in his own inimitable manner gave the "usual" address of appreciation, also an outline of his hopes for, and the possibilities of, our organization. One thing is certain, and that is that we shall soon have an orchestra, even if "Tom" and "Walter" are forced to play a duet, accompanied by "Hughy" Lafferty on his mouth organ. Miss Nellie Fowles has been delegated to organize a girls' glee club, and we shall hear our song-



Club Activities

CONCLUDED

birds in chorus at our next social event.

The following communication from T. S. Benson, Lodge No. 798, was read by the Secretary, after which a motion was made and carried that a vote of thanks be tendered to the Brotherhood of Locomotive Engineers for their co-operation and good wishes.

"Interbay, Wash., January 29, 1925. Gentlemen:

The B. of L. E. have learned with considerable interest of the probable organization of a Great Northern Railway Club which will have for its object the cementing of closer fellowship with all the working crafts of the Great Northern Railway and for larger and better social and business relations. For the purpose of becoming affiliated with such an organization they have instructed their delegates to the first meeting to heartily indorse the movement and to lend every assistance to make it a success. We would appreciate a copy of the minutes of the first meeting so that the same may be presented at the next meeting of the B. of L. E.

We take this opportunity to thank you for inviting us to join you, and assure you that we will do everything we can to help this much needed movement along.

Respectfully,

T. S. BENSON LODGE B. OF L. E. 798.
H. P. Borland."

A most hearty vote of appreciation was tendered our forerunners, the members of the Great Northern Social Committee; namely, the Misses Ethel Ronald and Mettie Longcoy, of the general manager's office, Miss Margaret Calder, of the terminal superintendent's staff; Mrs. Mabel Meese, of the engineering department; Mr. S. P. Robertson, our local freight agent, Mr. Nels Howe, of the traffic department, and last, but not least, the man who took care of the "eats," Mr. L. E. Henderson, superintendent of dining cars.

Watch for more news from the Seattle club next month.

Havre Chapter No. 3

THE SECOND monthly meeting of Havre chapter No. 3, Great Northern Railway Club, was held in Elks' Hall, Havre, on Saturday evening, February 7th, being attended by one of the largest and most enthusiastic gatherings of railroad employees ever brought together in this part of Montana.

The meeting was called to order by President Jno. C. Koerner, who made

a few remarks relative to the purpose of the organization, and the benefits it is expected will be derived from the association, making this announcement for the benefit of a number of new members acquired since the first meeting of the club.

The by-laws were amended, changing the meeting days to the second Saturday of each month, instead of the first Saturday. The first Saturdays come so near the first of the month that it would be impossible for the agents to attend the meetings, owing to work on monthly reports.

The proposition of holding meetings at Wolf Point, to enable the employees on the district between Williston and Wolf Point to attend was taken up, and it was the unanimous opinion of all present that some workable plan should be put in effect, by the board of directors, so that these meetings could be held and these employees given the opportunity to enjoy the benefits of the organization.

An interesting and instructive talk was given by Mr. I. Parker Veazey, of Great Falls, counsel of the Great Northern for Montana. He laid special stress upon the inherent desire of most of our legislators to enact measures which are adverse to the scientific operation of the railroad, and also brought out many important ways in which he thought organizations, such as ours, through mutual co-operation with each other and other outside civic bodies, could assist very materially in stopping this class of legislation.

A very enjoyable program of vocal and instrumental numbers by various employees was enthusiastically received, including several numbers by some Italian members, who took the meeting by storm with their rendition of some of the operas in their native tongue.

The lunch committee, headed by R. M. Hendrickson, served a bountiful repast, and dancing and card playing was indulged in by all present, until the wee sma' hours of the morning.

The Entertainment Committee, under the efficient handling of Storekeeper T. J. Clancy, deserves great credit for their able handling of the program, and the large number of people present. Not an idle moment ensued during the entire evening, and good will prevailed to the utmost. A large number of new members signed up, bringing our total membership to over 500.

There were 310 members present, the entire division and every class of employe from Cut Bank to Wolf Point being represented.

SIoux CITY CHAPTER ORGANIZED

On January 29th representatives from all departments at Sioux City

met in the depot building for the purpose of establishing a chapter of the Great Northern Railway Club. A temporary organization was effected and March 6th set as the date of the annual meeting. The officers unanimously elected to serve during the interim were:

President, Alex Campbell; Vice-President, Geraldine De Beer; Second Vice-President, Elroy Hultman; Secretary, Ray C. Burke; Treasurer, W. B. Gibbs; Director, Robert Gannt; Director, E. Arneson.

A meeting was held on February 8th, at which the following committees were appointed:

Entertainment — Ray C. Burke, chairman; D. J. Barrett, Amous Thompson, Otis Slaalen and Lloyd M. Church. Membership—D. J. Barrett, chairman; W. R. Krumm, Nels Osgard, T. Mika, Amous Thompson, R. Beardsley, G. Green, J. Corbin, C. E. Flinn, F. Schlick and T. C. Flanagan.

The club now has 135 members, with applications rapidly coming in, and it is confidently hoped that the membership will reach 250 by March 6th. A full account of that meeting will appear in the next number of the SEMAPHORE. The club is out to make a record, and shows every indication of going to do so. All employees along the line tributary to Sioux City should join this club. It will promote greater friendship and co-operation among the Great Northern family, extend the acquaintance of each member and widen the view of every one. It will put the old "Sioux City Division" more than ever "on the map."

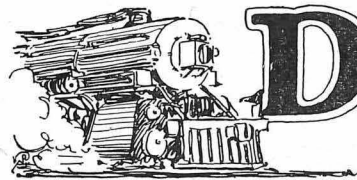
Junior Bleats

(Continued from Page 11)

scoreless while collecting two baskets; but the 8 point lead was too big to overcome. The starting lineup: Schultz and Graves, forwards; Swanson, center; Carlson and Savage, guards.

After playing N. P. in the afternoon, the Jrs., together with 55 loyal supporters, went to Hinckley. Hinckley was all set for the Jrs., expecting to cop the game by a large score, having beaten the N. D. players the previous week 28-19. However, the Jrs. upset the dope and romped away with a 22-18 victory. The game was the hardest the Jrs. were in this year. Hinckley, outweighing the Glaciers an average of 20 pounds to the man, immediately took advantage of this and played a game bordering a trifle more on football than basketball. An exceptionally fast start gave the Glaciers a four point lead which they held throughout the game. Carlson starred

(Continued on Page 31, Col. 2.)



BRECKENRIDGE DIVISION

Associate Editor

FRED F. SCHULTENOVER
Breckenridge, Minn.

Our community was greatly saddened in the past month over the departure of several of our fellow workers including Car Inspector Rudolph Norberg, Pensioned Blacksmith Henry Zachow and Engineer E. L. Carleton, whose obituaries are published elsewhere. We, as employees, extend our heartfelt sympathy to their families.

George L. Harris, pensioned agent, writes us from P. O. Box 1244, Bradenton, Florida, his winter home, that he is just completing his new house and tries to make us feel badly by describing its location: One hundred feet from the bay, with fish jumping at the back door begging for something to eat, grapefruit, oranges, lemons (we got them too), melons, corn, tomatoes, etc., galore. That's all well and good, George; we got a new seed catalog through the mails the other day, so we are sure of spring, something to look forward to and we'll sure know how to appreciate it, too.

We told in our last issue of "Dad" Harrington, of Ayr, wintering in California. He sleeps at 1740 East 7th St., Long Beach, Calif. We understand from his letters he is enjoying the sights. Tells us of all the nice things he sees and hears. Judging from a photo of a bathing beauty he sent to "Smoky" Erickson, he is seeing some "sights." Be careful "Dad," you know you're due for visual re-examination when you return. (Always something to take the joy out of life).

"Dad" sends the following contribution to the Semaphore:

Charles M. Schwab, of the steel trust, rose from the ranks and is decidedly democratic. He believes in the worth of the individual man and tells many an anecdote to illustrate his point of view.

"A prominent society man," says Mr. Schwab, "was asked by a city firm to give some particulars regarding a young man who had applied for a job. The man wrote back as follows:

"I know Mr. J. to be excellently connected and well bred. His grandfather was Gen. S., a cousin of the fourth Lord G. His mother was a P. and so related to the Countess of H."

"Thank you very much," was the manager's reply, 'for your letter regarding Mr. J. We would state, however, that he is required for clerical work and not for breeding purposes.'"

We are delighted to tell the world that our veteran division roadmaster, Mr. Nolan, is back from Rochester where he was informed that his condition was not serious, and that with a little care and rest he would soon be up and around, raring to go and feeling better than ever, which is speaking a volume. This will rather worry our handsome master mechanic Mr. Muldowney, who, you understand, is quite a ladies' man and due to Mr. Nolan's illness, has had things pretty much his own way lately.

Our ever obliging Engr. J. A.



Michaels is also up and around again after a very serious illness. John tells us these winters are bad enough, but to lay packed in ice for weeks is worse. Still he prefers ice to flowers.

Local Shop Crafts had the time of their lives at a good old dance in the Odd Fellows Hall at Wahpeton, Friday eve and Saturday morning, January 30th and 31st.

O. S. & D. Clerk, Ney Jones, entertained the Musical Art Club Monday evening with a group of songs. Ney is some warbler, too.

Frank Peschel, R. & T. clerk, also attended the Auto show. Understand he is pretty much interested in a young lady at Fargo and is considering the purchase of a "Lincoln Junior," just big enough for two, you know. Since passes aren't good on No. 2, he considers it just as economical to own a car. No. 2 leaves Fargo rather early in the evening, anyway.

We overheard the following conversation between Dispatcher Alexander and Mr. Close:

Alexander: "I have a Ford automobile, Mr. Close. What make car have you?"

Mr. Close: "I have a Buick."

Alexander: "Well, that's a pretty good car, too."

Fireman Chas. Cartwright recently left by automobile for Phoenix, Arizona, where he will join Mrs. Cartwright who is there visiting.

Here is an old one on Joe Schott, our efficient agent at Breckenridge:

The wind blew,
The birds flew,
And Joe Schott.

It is rumored that a Great Northern Male Quartette is being organized among the office and yard force at Breckenridge. This with proper irrigation will no doubt be a big success.

A good many of our agents feel that once in four years is plenty for visual re-examinations, but this isn't the case with T. V. Stralka, agent at Colgate, who was called in for re-examination and in the evening was seen strutting down Lovers' Lane with his left wing extended, wearing a smile which remained till he was told that his wish to make re-examinations semi-annual could not be granted.

Funny how such an epidemic hits certain classes of employees, isn't it? For instance, there is our congenial agent, Fred Whisenand, at Verendrye, formerly Falsen (who has been in and out of the mill and whom you would consider immune), beating a path between his domicile and Aylmer while Ruby was visiting there. Here is wishing you success, Fred.

Bill Boehne, agent at Aneta, also C. Sorenson, agent at Mayville, were slightly indisposed for several days, but managed to stay on the job. We'll bet they are both immune; they sure possess the necessary amount of stick-to-it-ness.

Miss Bentzin, trainmen's timekeeper, attended the "Buick" show, and admits that while there are other nice cars, there is nothing which compares with a Buick unless perhaps it is a Buick dealer.

Engr. Gus Wenigar left January 26th for Hot Springs, Arkansas, where he intends to spend a six weeks' vacation, basking in the sunshine and watching the ponies. He promised to send a message to his Dacotah friends from one of the radio broad-casting stations at Hot Springs so if there isn't too much static, you'll hear from Gus soon.

There, feel better now since we got this off our chest. Now we'll have to settle down and go to work. Hope to have some more (?) for you next time. Breckenridge Division signing off—Good-day.

Division News

BUTTE DIVISION

Associate Editor

E. L. CULVER

Great Falls

W. T. Patterson, trick dispatcher, who has been confined in the hospital since January 19th, is improving rapidly and expects to be back on the job by February 10th. C. E. Foster, relief dispatcher, is working Mr. Patterson's trick.

Messrs. Maher, Hickman and Brawley were in Great Falls from January 29th to February 9th with the examining car, conducting examinations with all trainmen, engineers and yardmen on the Butte Division. They will go from here to the Spokane Division.

Miss Alice Kirby, O. S. & D. clerk in the superintendent's office, has returned from a sixty days leave of absence spent with her folks in Iowa.

J. F. Schwab, trick dispatcher, who has been in poor health for some time, was taken to the hospital January 30th. Mr. Schwab is doing nicely and expects to be back on his trick in about two weeks. E. J. Miller from Havre is relieving him.

Conductor Sullivan can now tell us all about being snow-bound. Billy was stuck in the snow on the Pendroy line for twelve hours on January 16th and Trainmaster Knights was sent out with the snow plow and dozer to dig him out.

Wm. Nelson, steam fireman at the superintendent's office and freight depot, has been confined for several weeks with pneumonia. Bill expects to be back at work in a few days.

Several of our local officials who are interested in an oil well in the Kevin-Sunburst field are pretty much "hopped up" with present indications showing up in their well. Some of them are already making plans on where they will spend next winter while the rest of the boys are fighting snow and thawing out engines. Understand some of them are going to Key West and Cuba, some to Hawaii, and some will be content with Sunny Southern California.

R. L. Peterson, rate and revising clerk in the Great Falls freight office, expects to leave February 6th for medical treatment at the Mayo Clinic at Rochester, Minnesota.

We understand from Mr. Leavitt, in the general agent's office, that his two months old baby is rapidly taking up his life work and is already becoming acquainted with the rates on the Butte Division. Keep him coming, Lawrence!

CASCADE DIVISION

Mr. Hiram W. Austin, telegraph operator and ticket clerk at Bellingham, has been retired and pensioned after forty-three years of service.

Mr. Austin entered service on the old St. Paul M. & M. in 1881, filling various positions as agent on the Eastern District up until 1889 when he





Division News

CONTINUED



transferred to the Cascade Division. He has upon our request, written a little retrospect of years of service that he has given to the Great Northern Railway, and no doubt it will be of interest to the old timers and many of those who are not quite so old in service.

Mr. G. C. Fitzmaurice, locomotive fireman, and Miss Clara Nardinger, were married at Everett, Washington, January 26th, 1925, and are spending their honeymoon in California.

Mr. G. C. Fitzmaurice, locomotive fireman and Miss Clara Nardinger, were married at Everett, Washington, January 26th, 1925, and are spending their honeymoon in California.

Miss Anna Kornitzer, who had been employed for several years in the superintendent's office at Everett, as general clerk, passed away at Everett January 27th, 1925. She is survived by her mother, four sisters and two brothers to whom the sympathy and condolence of her fellow employees is extended.

Mr. John Fahey, assistant E. & F. timekeeper in the Cascade Division superintendent's office, who was quite seriously injured in an automobile accident in January, is now convalescing at his home in St. Paul and is expected to be able to resume his former position soon.

Preliminary arrangements are now in process for organizing a Great Northern Railway Club at Everett, in order to afford employees on the Cascade Division, outside of those who come within the jurisdiction of the club recently organized at Seattle, an opportunity to band together and make use of means that such an organization would provide for fostering both their interests and the interests of the Railway Company.

Mr. Robert McCormick, demurrage clerk at Bellingham freight station, and Miss Lydia Nichols, were married on February 1st, 1925, at Bellingham, Washington, leaving that point on Train 355 for the south that evening for California.

Cascade Division Safety Committee was pleased to have with them at their last meeting, Mr. C. L. LaFountaine, general safety supervisor for the system, who addressed the meeting not only at Everett, but also at Seattle. It is needless to say that the stock in trade Mr. LaFountaine carries both night and day, that is "Safety First," is something that should, and no doubt does, impress itself very forcibly upon all employees, and that very good results are being obtained in reducing the number of personal injuries sustained.

The Examining Board on transportation rules, viz: Mr. J. J. Maher, Mr. J. H. Hicken and Mr. J. Brawley, have just completed a tour of the Cascade Division and their numerous friends have been glad of the opportunity to renew their acquaintance. From all accounts, the co-operation of the men on the division in attending and securing the benefits of the very able manner in which the rules were explained by the board, has been splendid.

From St. Paul comes word that John Fahey, who was seriously injured in an automobile accident at Everett, and reported in the January Semaphore as being at the point of death, dropped

in at the Editor's office shortly before this issue went to press, to all appearances hale and hearty and destined to live a long and useful life. Mr. Fahey sends his regards to the boys at Everett and wishes to express his heartfelt thanks to Superintendent McDonough and the members of his staff who showed him such great kindness. He is recuperating at the home of his parents at St. Paul and expects to return to Everett by the first of March.

DAKOTA DIVISION

Associate Editor

J. W. TUTTLE

Grand Forks, N. D.

The January issue of the Great Northern Semaphore has been received, and the editor is certainly to be congratulated for his efforts in publishing

such an excellent magazine. It is something that all employees can be proud of, and should be an incentive for everyone to co-operate and insure the future success of the Semaphore.



Grain loading on the Dakota Division to date, 18,183 cars against 8,725 same period last year, and 5,594 cars of potatoes against 8,478 last year. There

is considerable grain and potatoes still left in the country to move and we should be able to at least equal potato shipments and more than double grain shipments this year. Stock and forest products also show a good increase over last year. The nice part of it is, that we have moved this increased volume of business with ease and no friction due to the splendid co-operation we have received from our agents, trainmen, yardmen and shippers, while Mr. Roth and his force have been right with us all along, helping wherever help was needed. Co-operation is the mainspring in the works of railroading.

Conductor J. A. Spears left a few days ago on a trip to Florida and Cuba. He expects to bring the robins back with him, and possibly a few "swallows."

The freight office at Bemidji has been remodeled to provide accommodations for the agent of the M. R. L. & M. Railway. That line now has joint use of the Great Northern station for both freight and passenger traffic.

While the "legal lights" are devising ways and means of making life a trifle irksome for the highway transportation companies, let us do our very best as employees of a great railway corporation, by getting all of the business we can. Step on it, boys, and let's see what we can do.

Tom Suhr, relief agent on the Dakota Division, and son, Thomas, Jr., are at present sleeping at the Y. M. C. A., due to sickness at home which necessitated placarding the residence with a contagion sign.

F. J. Pelzel, our agent at Fosston, Minn., recently returned from a vacation trip to points in Florida. At Orlando, Fla., he visited with Matt Fuller, an old Northern Division engineer, who sends greetings to all of his former associates.

C. W. Smith, formerly employed as dispatcher at Grand Forks, has been transferred to a similar position at Superior, Wis. We understand that since the bowling teams were organized Bill Kay has refused to let any of the boys pay for the games they roll. He insists on taking care of all this expense himself. Members of the bowling team have recommended that Bill Sandbrink, assistant A. F. E. clerk in the superintendent's office, be furnished with a wound chevron. Someone forgot to turn on the light, and Bill rolled on the wrong alley. Ask Bill.

We have heard rumors to the effect that our master mechanic's clerk is contemplating giving up her present position. We understand she has two other good offers, but cannot decide which one to accept. Why not cut the cards?

The traveling men, representatives of wholesale houses, are human and appreciate courteous treatment by our agents, trainmen and others. We can do much to help them if we will but try. Make a special effort to get the information they desire regarding the movement of trains, both local freight and passenger. Their time is limited at some points and correct information promptly secured for them, helps them more than some of us realize, and also helps the railroad you are working for.

H. E. Hansen, station auditor, recently returned from St. Paul, after undergoing an operation for removal of his tonsils.

T. P. O'Connell, claim agent, departed for "sunny" California recently on a business trip.

Engineer Paul Busch decided that the weather man had forgotten all about this part of the country. Consequently Paul is taking a trip to Arizona and California and intends to be away about two months.

The division associate editor requests the co-operation of all employees, and would like to receive news items, both of local and general interest and personal items, to be published under the Dakota Division news items in the Semaphore each month. Come on, old gang. Snap into it. Let's hear from you.

We notice in the January issue of the Semaphore that chapters of the Great Northern Railway Club were formed at Great Falls and Havre. Why not organize a chapter at Grand Forks? Suggestions will be welcome from all of those interested in forming a chapter for this Division.

KALISPELL DIVISION

Associate Editor

IRVINE T. DUGGAN

Whitefish, Mont.

Our Motto: "Over the top and give 'em hell."

In explanation of this slogan, wish to say that it's in self defense and reciprocity. Another reason for it is that the Editor does not give us enough "I." He allowed us only one "I" in the last issue. Come again, Mister Ed. We are used to it.

As usual we were wired to be sure and send in the dope by the 5th—we will start sooner next month.

Do you know we have two "Shannys" on our pike? When we first came here we got in wrong with both of them by asking was their relations. Each one accuses the other of being way down in the Irish scale and working under a flag. However, in passing, we might remark that Sully, engineer on the Hill, says that when the Snow King's car blew up he got the overflow and has his doubts about it being the Baker Heater. Keep a little more water in the coils, Jim.

Old Man Dugan's boy Dick took a hike Sunday. He didn't show up that night or the next morning so it was up to the old man to chase him. Found him about six miles up the lake. Had camped out in a cabin and was having a good time. Dugan says that 14 miles on skis that don't understand Irish is too much. Most of the town was turning out that afternoon to find them when they returned.

Yes we have had enough snow—also enough rain. The weather man predicted a cold snap last week, but a chinook on the east slope beat us out of it. More power to the chinooks.

"Monty," at Kalispell, says everything is fine since his office force have figured out how Bob lost out in New York and 19 other Progressive states last election. He, the office boy, says its because the other I. W. W.'s and Democrats didn't vote.

Mr. and Mrs. R. E. Watson, veteran operators at Stryker, are taking a six-month leave of absence, and are spending the winter in California. They

Division News

CONTINUED

have both been handling train orders since 1906 on the Kalispell Division and are entitled to a good rest.

The new rotary has arrived at Essex, and "Shanny" is like a boy with a new toy. It would be a hard matter to get it away from the "Hill," and it has been reported that "Shanny" is sleeping in it.

Esther Nelson, check girl in the relay office, is contemplating a trip to the Coast shortly. It is reported that we have to "say it with flowers."

G. A. Scanlon, car distributor, ambled down to Great Falls last August to attend the convention of the Montana State Firemen's Association, as delegate from Whitefish, and was able to secure the convention for Whitefish this year. This means that he secured between 200 and 250 cash fares from different points in the state. Good work, G. A.

MESABI DIVISION

Associate Editor

A. M. HALVERSON

Superior, Wis.

No doubt many of the organization have heretofore failed to realize that the SEMAPHORE was actually to become successful system magazine, but

after giving the January issue "the once over" all question or doubt will have been erased from our minds and the editor can look forward to immediate and permanent co-operation from all employees.

Plans are now under way for the organization of a Great Northern Railway Club at Superior, and a meeting of employees representing various organizations



as well as different departments will get together within a short time with the end in view of formulating a club which will be a hundred per cent Great Northern.

We were recently favored with a short visit by Mr. J. H. Boyd, assistant comptroller; H. F. Bayer, auditor capital expenditures and Messrs. Blinkham and Mitchell of the engineering department, the object of which was to discuss the possible elimination of any unnecessary detail work in connection with compilation of consolidated statements. This surely is a step in the right direction, and will eventually lead not only to the reduction in clerical work but in stationery as well.

Our bowling team rather extended themselves in a series of games against Havre at the Elks bowling alleys, January 30th, hitting the maples for scores of 992, 937, and 958 or a total of 2,887, which, we understand, is a high total for the league since it was organized, and will give some of the other teams something to shoot at. Naturally our boys feel quite chesty about it.

In addition to the team that we have in the Semaphore League there has been recently organized a second team, and both teams are scheduled to play a series of games with teams representing the auditor disbursements office at St. Paul, games to be rolled on Sunday, February 22nd. Captains Kuehlthau and Mungavin are rather anxious to expressing an opinion as to the probable outcome, but from the dope that is going the rounds the less said the better until the match is over.



MINOT DIVISION

Associate Editor

CARL CARLSON

Under the auspices of the B. of R. T., a dance was given Friday night, January 30th, for the benefit of the Minot Great Northern Band. The affair was



a big success from every standpoint, and much credit is due E. M. Thompson, assistant chief clerk in the superintendent's office, who is the local secretary of the Brotherhood. Music for the dance was furnished by the first part of the evening by the band, and the Great Northern Orchestra did themselves proud during the remainder of the

evening. The members of the orchestra are: John Hinshaw, piano; E. Osborne, violin; F. H. Holden, saxophone; William Vandersluis, clarinet; H. Leiberger, cornet; V. Leiberger, trombone; Alex Guimot, bass; Herb Keilhack, traps.

The Minot Great Northern Band has been rehearsing regularly all winter, and under the direction of Alex Guimot, chief clerk at the storehouse, has been making rapid progress. They are now in shape to play any kind of a program. Minot Division people are very proud of our band, as we all believe that it is the only railroad band in the Northwest. The organization now consists of twenty-seven members, nearly all of whom are old players.

We understand that Conductor Harry Tibbs has purchased an interest in Brakeman "Dutch" Bartell's poultry ranch, and that "Dutch," as president of the organization, has consented to name their finest bird after Harry.

Chief Dispatcher L. M. Davis has just installed a new radio, and has been losing a lot of beauty sleep lately.

Conductor Andy Freemore, who has been laid up for some time on account of illness, has recovered sufficiently to be able to go south to recuperate.

Elmer S. Brynjolfson has been permanently assigned on the bulletin to cashier's position at Williston, replacing former cashier, Leonard Irving, who resigned some time ago and moved to California. Mr. Brynjolfson is a very capable accountant and will make things hum in station service at Williston.

William Tecumseh Benton, veteran passenger conductor, who has been spending the winter in St. Cloud, Florida, is expected to return and resume his duties as passenger conductor on the Stanley-Grenora Line in the near future.

Thomas Redshaw has been assigned position of delivery clerk and checker at Williston, replacing Rasmus Olson, who has been assigned to other duties.

Passenger Conductor F. A. Craghill, who usually spends each winter sojourning amongst his orange groves in Sunny California, has again departed for that clime, and expects to remain there until early spring.

Lawrence W. Bonawitz, old time agent, now assigned to regular position as agent at Wildrose, who has been spending the holiday season with his family in Portland, Oregon, is expected to return to service shortly.

The Minot bowling team in the Semaphore League started out in the cellar, but has started to climb, and from now on the rest of the League had better watch out or they are liable to hit the top.

Richard F. Mills, our genial general agent, who attended the Passenger Solicitors' convention in Chicago, reports a very enjoyable and interesting time at the convention.

Junior Bleats

(Continued from Page 28)

on the offense, getting 6 baskets; and while the score does not indicate the strong defense put up by the Glaciers, it was the best they have put up this year. The starting lineup was: Schultz and Brown, forwards; Lind, center; Carlson and Savage, guards.

Some girls seem to think that as soon as they begin to paint, they can draw a man.—Exchange.



Division News

CONTINUED

MONTANA DIVISION

E. B. Smith, relief agent, has been called east by the serious illness of his mother. His place is being filled by K. J. Holmes, agent Rudyard, and the Rudyard agency is being taken care of by M. A. Keeley.

We wish that some of the people who think of Havre as the coldest place in the United States, might see the weather we have been enjoying for some little time, with the thermometer registering from forty to seventy above, clear skies and no wind. The kids are all playing marbles. Claim Agent Chauncey yesterday reported seeing the first robin, and we understand Roadmaster Mitgard has sent notices to all in his department to be on the lookout for sun kinks.

HAVRE SHOPS

On January 28th, the supervisors of the Havre Shops gave a banquet and dance for their wives and local officials who come in direct contact with the Mechanical Department.

Those invited with their wives were Messrs. A. E. Knights, Dan O'Neil, Donald McGougan, S. E. Coleman, Robt. Schule, Sam Clark, A. Lundberg, T. J. Clancy, Mrs. F. May, Misses Ann Sowa, Amy Dexter, Emma Anderson and Winifred Murphy.

After dinner we repaired to the Odd Fellows Hall where dancing, cards and singing were indulged in to the delight of every one, especially some of the older ones.

ST. CLOUD DIVISION

Associate Editor

G. G. TERRELL
Minneapolis

A. E. Olson, agent at Sebeka, recently received word of the serious illness of his mother at Upland, Indiana.

Clerks at Minneapolis freight office were wondering why George Heath was so careless with the cigars Jan. 26th—It's a boy.

When Section Foreman Hanson at Sebeka received orders to reduce force, he had to hide Veteran Laborer Wirtanen's shovel to make his order effective.

Edward F. Mulcahy, the genial St. Cloud Division claim agent, has returned to his duties after a short sojourn at Hot Springs, Arkansas, where he underwent treatment as result of a recent case of illness.

Veteran Claim Clerk O. B. Carlson at Minneapolis freight office is now justice of the peace at Phelps Island. Speeders take notice and keep foot near the brake while passing through his jurisdiction.

The shortage of water at Barnesville and other points has been the source of considerable trouble recently. The Red Eye river at Sebeka is lower than for years. It is a branch of Whiskey creek at Barnesville and there is no water in either.

H. F. Greeley, agent at Osakis, has taken a leave of absence which he is spending in an extended trip to the Coast and California points.



Virgil Neal, clerk at Sauk Center, was recently displaced by an older employe and on his arrival at home in the evening found that an eight-pound boy had arrived, making it necessary for Virgil to do some "bumping" himself to provide for the "family."

As a suggestion—Why not run a "Way Back When" column? The reminiscences of the old timers should be interesting to the younger generation.

To correspondents—Get your contributions in early and make them "snappy."

Passenger Conductor Charles H. Graceson has taken an extended vacation which he is spending in California and the Sunny South.

Mr. S. W. Eastman, retired passenger conductor, was a Minneapolis caller recently. He is spending the winter in Florida.

Miss Martha Rahn, expense clerk, St. Paul local freight office, has returned to duty after a seven months' leave of absence on account of illness.

Through information furnished by Frank Gray, clerk at Como yard, we were able to secure a shipment of twelve cars of lumber moving from the coast over our line to St. Paul. This is appreciated and Mr. Gray is complimented.

Recent improvements at Alexandria—the construction of a new 100,000-gallon steel water tank, the new steel overhead bridge at Nokomis Street crossing and the installation of new lighting fixtures in our passenger station—have improved appearances and added to efficiency at that point.

Mr. Daniel Willard of the law department, gave a very interesting talk at the Douglas County Poultry Show held at the Alexandria Armory, Jan. 9-10-11.

Several of the local Great Northern employes lost their money when an Alexandria bank closed its doors January 7th, 1925, and were hard pressed for cash until pay day came around. Do your best to hold your jobs as the Great Northern doesn't close its doors.

W. C. Bendert, affectionately known as "Bill," relief agent on the Sioux City line, secured a leave of absence last December, ostensibly for a rest. It develops, however, that it was "object matrimony." Miss Ida Nuremburg of Parker, S. D., having consented to take charge of Bill's heart, hand and home henceforth. We all wish them a world of happiness.

Veteran Engineer Charles McCumber, who has been out of service since last fall because of sickness, is now visiting on the Coast, and reports his health greatly improved and that he expects to return to work soon.

Engineer Walter Pratt, also, has been off for about two months on account of sickness. He is improving, and is expected back before long.

The new accident "clocks" furnished by the safety department to be placed at shops and other places where there are large forces, and which are designed to keep the accident record before the employes, will all be placed within a few days. They already are installed at the St. Cloud shops, and all departments are making an effort to better their record for 1924. The machinists have a clear record for last year—one they will find it difficult to beat.

One of our firemen, Arthur Delmore, is the proud father of twin girls who arrived January 18th. All are doing well, especially Arthur.

Veteran Engineer Robert Johnson went on the retired roll January 13th after forty-four years' service. Mr. Johnson has been in poor health for some time, which finally made it necessary for him to give up active work.

Mr. Ole A. Hanson, car foreman at Minneapolis, died February 6th after an illness of about three weeks. He was reported to be improving, and the announcement of his death came as a surprise to his many friends who ad-

mired him not only for his ability in his chosen vocation, but for his excellent type of manhood which all of us will do well to emulate. His death is a great loss, not only to his family, but to the Great Northern Railway and his subordinates, who held him in high esteem.

Local Freight Agent Kyle of Minneapolis says that he lost a good man when Merritt Ribble resigned recently to become associated with the traffic department of the Ford Motor Company. While Mr. Kyle may miss his services, Mr. Ribble remains a Great Northern asset, being a booster for our line all the time and helping in the routing of shipments our way.

ST. CLOUD SHOPS.

Anton-Roeder is laid up with tonsillitis, but considering the present epidemic, we can boast that our crew in the machine shop is in very good health.

The Grand Lodge convention took place on February 9th. The delegates representing St. Cloud Shops were Edward Pull, machinists; Hub Theleny, carmen; John Lembcke, blacksmiths; and Barney Kandel, laborers.

August Schwartz, blacksmith, is still confined to his bed with rheumatism.

Carmen Local No. 3 gave a card party and dance Tuesday evening, January 27th, at St. Cloud. A large crowd attended, and all report a good time.

Just before sending in this report, we heard of the unfortunate affliction of our brother, Albert Buelow. He was stricken with paralysis the morning of January 30th, and is reported to be in a very serious condition.

Ervin Davis, president of the carmen, is seriously ill, and undoubtedly will be for some time, as he is suffering from blood poisoning.

Edward Vesper, wood machinist, is still confined to the hospital.

Roman Reichensperger is back on the job after a two weeks' visit in Jefferson City, Missouri.

The wood mill is to have a new oiler in a few years. A son was born recently to Mr. and Mrs. Peter (Archibald) Clour.

The employes of the Great Northern shops have organized a dramatic club, and will give their first performance on February 22nd.

"A Pair Of Sixes," a very popular comedy, was selected for the opening play.

After the business session the machinists and blacksmiths entertained members and their families. Invitations were extended to Superintendent Lindt and the foremen of the respective departments.

The Superior Supervisors' Organization hold their second employes' social evening and dance February 21st, 1925.

Messrs. F. Bell, general manager, and H. Yoerg, superintendent motive power, both of St. Paul, will be the principal speakers of the evening.

The Great Northern Supervisors' Orchestra composed of employes from the different departments will furnish the music.

Mrs. C. Helmer, soloist, Miss Skovall and Mr. J. McKenna will furnish the entertainment for the evening and Mrs. A. Miller will lead the community singing.

Members on the Entertainment Committee are J. Grant, R. Matushak, S. Hyett, J. Gordon and W. Milon and they assure all guests a good time.

ST. PAUL

Associate Editor

CLIFFORD H. TREMBLY

After three months' serious illness, Mrs. Sarah McCarthy, the mother of our genial freight claim accountant, Joseph McCarthy, was laid to rest, Monday, February 9th, in Calvary Cemetery. The sympathy of the members of both Great Northern clubs is extended to the family.

Miss June Peterson, stenographer, freight receipts office, had the misfortune to slip on the icy pavement and break her leg.

Division News

CONCLUDED

Miss Edna Gille, local force, freight receipts office, is recovering at St. Joseph's hospital from a very serious operation.

Miss Lea Welter, comptometer operator is at St. Joseph's hospital. Miss Welter is recovering from an operation.

It is with deep regret that we record the recent bereavement suffered by Mr. Henry J. Flynn, freight clerk in the office of the assistant general superintendent of transportation, in the death of his wife February first. The heartfelt sympathy of his friends is his in full measure.

Mr. E. F. Flynn has returned from his "swing around the circle." For several weeks he and the Quartette have been traveling over the western lines helping in the joyous work of organizing chapters of the Great Northern Railway Club. There seems to be no limit to Ed's enthusiasm when it comes to these clubs, and by the same token, the clubs are as strong for Ed.

We heard the other day that one of our employes was guilty of writing light opera that is suitable for amateur performance. With our Choral Society and Players "hitting on all six" as they are, we ought to be able to do this or any old opera (or new) in great style. How about it? Director Thornton could train the choruses and J. Jos. Brown could handle the matter of stage management to the queen's taste.

E. J. Willis, auditor of freight receipts, is convalescing at Mounds Park sanitarium. Ernest has a private phone at his bedside, Tower 0379, and would be glad to have a call from his friends.

We hardly recognized the new magazine as an outgrowth of the Semaphore of last year. The only thing left to remind us is the name. It was a complete surprise, and a most happy one. We enjoyed its predecessor, but the magazine is a great improvement.

The many friends of Mr. J. A. Lengby are congratulating him on his promotion to the position of executive assistant, effective February first.

Those who missed seeing the Great Northern Players in "Dulcy" last month were afforded another chance to recoup their lost opportunity when a return engagement was played at the Orpheum Theater the evening of February nineteenth.

The class in public speaking organized by Mr. J. Jos. Brown of the freight overcharge office is "off to a good start" with seventy-five "students" taking the course. Ought to be a lot of latent oratorical ability developed. Good thing, too. Our own fellows will not be so diffident about telling the St. Paul club about this and that technical business of their offices.

Haven't heard a word about dances. No, nor seen a bulletin in the lobby saying as how we would have an opportunity to woo Terpsichore in the near future. Whassamatter! Is every one playing basketball, bowling or skating? Apparently, everybody is bowling, and we've heard of several skating parties that were greatly enjoyed by those attending.

DALE STREET SHOPS

William Fowler, erecting foreman, who underwent a serious operation at the Miller hospital recently, is now at home doing nicely.

New rotary snow plow 95009, recently purchased, was set up and made ready for service at Dale Street shops, and in order to be sure that this machine would meet the severe requirements of the Kalispell division Wm. ("Bill") Morrison was imported from Whitefish to give her the "once over" and arrange to have all the modern de-

vices of comfort installed for the snow fighting crew on the west end.

Of course Bill had us step around while he was here, but nevertheless he made lots of friends, among the shop force, to say nothing of the ladies in the office. (You know Bill had to come to the office on business once in a while). Well Agnes and Violet gave him a lot of help at that.

C. M. Jacobson tried to sell Bill a locomotive booster to apply to the rotary but somehow Bill could not see it at all.

As trains from the coast have been on time since Bill got back in his own territory, we take it that both he and the new rotary are in working order.

SPOKANE AND MARCUS DIVISION

Associate Editor

CHARLES S. ALBERT

Spokane, Wash.

The Spokane Chapter has an orchestra which is already in great demand, composed of Charles Ferg, violinist and director, who is the contracting freight agent in the city ticket office; David Marsten, pianist, undercharge clerk in the freight office; R. L. Richardson, banjo, ticket clerk, city ticket office; A. Sheridan, trumpet, engine inspector, Hillyard roundhouse; Richard Hamblin, clarinet, abstract clerk, freight office; Hubert Hamblin, trumpet, tracing clerk, city ticket office; William De Long, drums, manifest clerk, Hillyard yard office, and F. G. Christian, slide trombone, photographer.

HILLYARD SHOPS.

Roundhouse Foreman Jas. Davis is again stepping lively after being confined to his home for a week with the grip.

Ernest Anderson, machinist's helper, at the roundhouse, was taken to the hospital January 19th with acute appendicitis. An operation was necessary, but he is recovering very nicely.

Many sad faces were seen among the engine men as the coal burning 1700 engine arrived for service on the Spokane division.

Mr. Wm. Kelly, general superintendent of motive power, paid us a short visit last week. Judging from the usual smile, we believe that all is going well.

Machinists' Local No. 16 held its annual installation ball last month. About 100 couples enjoyed a very pleasant evening.

The N. P. machinists invited the N. boys down to an entertainment and dance in W. O. W. hall, Jan. 27th. A very fine program and a general good time was enjoyed by all. The Hillyard boys figure on retaliating in the near future.

Hillyard shops started January 15th to build the first Class 0-6 engine.

The Great Northern Booster Club gave a free dance and entertainment at Jones Hall, Friday, January 30th, to members of the club and their friends. About 450 were present. The G. N. Booster Club Orchestra furnished the music. Lunch was served and a most enjoyable time was had by everyone present. The Booster Club is gaining a reputation for being royal entertainers.

Harry Gloth, assistant boiler foreman, went to Odessa last Saturday to hunt jack rabbits. Upon his arrival, Mr. Gloth found his hunting ground entirely covered by from one to three feet of water, and says he saw only one jack rabbit which was sailing around on a log raft, singing "This Is the Life For Me."

DID JA EVER

"No sir, I ain't never seen the Catskill mountains," said old Dad Doolittle, "but I sure seen a powerful lot of 'em kill mice."



WILLMAR DIVISION

Associate Editor

EDWIN STENSON

After 42 years continuous, faithful service, H. P. Hanson, veteran air brake inspector at Willmar, surrendered his post to the Grim Reaper.

The obsequies took place January 20th from the residence. The Veteran's organization contributed beautiful floral wreaths. Mr. Hanson was a quiet, unassuming sort of a fellow and his many friends will miss him.

Mrs. Elroy Peterson, stenographer in the superintendent's office, has resigned her position. She had been employed in that capacity since 1913.

Chief Dispatcher Welch and several others are planning the erection of a small cottage at Eagle Lake this season. It is understood Mr. Welch's little old cottonwood tree, which has served for this purpose in the past, is too exposed to the heavily traveled highway, and that it is otherwise inadequate to the demands put upon it.

Roy Nelson, machinist, and Geo. Sanderson, conductor, were the pleasant victims of surprise parties tendered them recently.

Conductor H. S. Phillips and Engineer John Chew have returned from Rochester where they underwent surgical treatment. Mr. Chew has been on the sick list since Oct. 27th. We hope to see them both back in the harness before long. We are also glad to see that Conductor L. E. Gooch is getting along in good shape.

Kermit Sorum of the master mechanic's office is a full fledged member of the Golden Dragon Society Orchestra. Kermit handles the slap-sticks in perfect control as well as harmony.

On Monday evening, January 19th, the Men's Club of the Presbyterian church at Willmar gave a banquet. It was a regular railroad affair, the committee being 14 railroad employes who attended to all the business details and who did the serving. They were attired in regulation G. N. Ry. dining car caps and aprons donated for the occasion through courtesy of the company. There were 103 in attendance. Mr. Geo. H. Otterness in a talk emphasized the fact that Willmar owes its importance to the fact that first of all it is a good railroad town. Let's have more of these kind of meetings.

"The Shop Crafts Agony Six" sextette which was organized some time ago is progressing very nicely. They are scheduled to appear at the Shop Crafts meeting February 5th when they will present their own interpretation of the operetta "Here She Comes, There She Goes." We know they will take up the librettos of La Pagliacci, Il Trovatore and Madame Butterfly with equally fervent avidity.

A pamphlet purporting to be an excerpt from an editorial of the Grand Rapids (Minn.) Herald-Review under date of January 7th has come into our hands under the caption of "Why Pay Tribute to the Railroads", in which the writer attempts to justify the existence of the bus lines as they are being operated at the present time. The article is interesting in a number of ways, especially so, considering that a newspaper is supposed to direct the trend of public opinion. Everybody of course knows what railroad transportation means to the nation, yet the Review states "The transportation of local passengers by rail will some day be as uneconomic as the ox-cart is acknowledged slow and inconvenient!" Some editors do have short foresight. He is frank enough to admit, however, "that some form of motor bus regulation and supervision must come."

GREAT NORTHERN

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