



The Semaphore

Official Organ of the Great Northern Railway Club



Volume 1

MAY 1924

Number 5

"The Pioneer" and "The Thoroughbred"

The Club was doubly fortunate April 2nd in having two addresses—the talk by Col. Mears, reported in another column, and a discourse on "The Pioneer" and "The Thoroughbred," given by Judge V. H. Stone of Lander, Wyoming.

Judge Stone had a message, and he delivered it in a way that kept his audience in breathless attention throughout. Swinging in a breath from earnest exhortation to pointed sarcasm; delivering a glowing tribute to the pioneer and praising the worker, and the next instant denouncing the drone with deadly parallels of comparison, he had his audience with him every moment.

The judge says he is no orator—simply a plain "sour dough." Sour dough he may be, if you know what that is, but that he is no orator every mother's son who heard him will strenuously deny.

He began with a eulogy of the Pioneer whose word was his bond, his honesty his religion and the honor of his women the very blood of his heart—the man who contested with the red man and the buffalo for possession of the West and made of a trackless wilderness a land abounding in peace, happiness and prosperity. But the early settlers of the hinterland, he said, were not the only pioneers. There are pioneers in thought, in ideas and in ideals—Gallileo, Columbus, Drake, were pioneers—Washington and Lincoln also, and he wished to offer a toast to another pioneer whose work we are carrying on, the late James J. Hill, "the greatest pioneer of railroading the world has ever known."

Your pioneer was and is a worker. He sets himself to accomplishment, and never rests till a thing is done. He is a thoroughbred who takes the barrier no matter how high, and if he fails to clear it at first trial and comes a cropper, he goes back and

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Father Dunphy on Team Work

The April program of talks to the Club closed with a fine address on "Team Work," by Rev. John Dunphy, pastor of St. Mary's Catholic Church, St. Paul. President Maher introduced the speaker as one who, when encountered in the lobby of the Athletic Club not long ago and asked if he had time for about four rounds up in the "gym" was suspiciously willing; whereupon, remembering that discretion is the better part of valor, James sought refuge in a challenge to a game of hand ball, in which, it seems, Rev. Dunphy carried off the honors.

Father Dunphy rather questioned the strict exactitude of this last assertion; but, while disclaiming any unusual fistic prowess or agility in the walled court, he said he was never happier than when he has a good fight ahead of him. His thought was that a good fight—a battle hardly won—a struggle against odds, makes men of us, and that when we have "put over" something big that was a fight to achieve, the joy of victory is doubly sweet.

The speaker said that he liked to meet organizations such as ours; he believed that in organizations of the kind will be found the salvation of our social order. The contact with others, the acquaintanceships made and friendships formed were powerful factors in the weal of us all. Organization, he held, first of all spells success for the individual. In acquaintance with the other fellow and realization of his troubles, we are bound to forget our own, for the time at least, and so are better able to conquer or surmount them. You can confide in your friend the troubles that you will not lay on the shoulders of the tired wife and mother at home. And he can do the same with you. When you have done this—when you are working shoulder

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Colonel Mears Tells of Alaska

On April 2nd, the Club listened to a most informing talk on Alaska by Colonel Frederick Mears, Chief Engineer of the St. Paul Union Depot Company. He described our far distant possession as offering great trade possibilities and unrivalled scenic wonders and said that Seattle has grown to a great city by reason of being the gateway to Alaska; and that the other coast cities are awakening to the opportunities of that trade.

Col. Mears at the outset wished to correct the generally accepted idea—an erroneous one, that Alaska is a frigid, ice-bound region. Juneau at 58°, Seward at 60°, and Cordova and Valdez at practically the same latitude, have no ice the year around. This unique condition is due to the Japan Current. Indeed, he said, the region south of the mountains has a climate comparable to that of Minnesota—probably slightly more moderate. North of the mountains, which constitute a barrier to the ameliorating Japan Stream, the winter temperatures drop to as low as 70° below zero.

The first railroad in Alaska, said Col Mears, was a result of the Klondike gold discovery in 1897. It extends from Skagway to White Horse, 110 miles, and was built by private capital. Prior thereto the gold seekers went into the Klondike by way of Skagway over Chilcoot Pass and down the Yukon river to Dawson.

The discovery of copper around Kennicott about 1906 brought the Guggenheim interests, who bought up the prospect, and built 210 miles of line from Kennicott to Cordova to transport the copper concentrates to tidewater, whence they are carried in their vessels to the smelters at Tacoma.

Shortly afterward the Government had Col. Richardson survey and construct a wagon road from Valdez to Fairbanks, 325 miles. It was com-

pleted as a dirt road in 1914, and gradually is being gravel surfaced. This road afforded a freight and express route that shortened by more than a thousand miles the only other route to the Fairbanks district—that up the Yukon river from St. Michael's. The rate for transport over the wagon road was 25 cents per pound; but the residents were glad to pay it to have the shorter and quicker service.

The Government undertook to build a railroad from Seward to Fairbanks, and selected a route farther west than the wagon road, because it traverses a very considerable agricultural area. Surveys were made in 1914, construction started in 1915, and 71 miles built from Seward to Kern Creek. The line was completed in 1923, and has now about 550 miles under operation, being the main constructed line and branch lines previously constructed by private capital and purchased by the government. These were the line into the Matanuska coal fields and the narrow gauge line from Fairbanks to the Chatanika gold fields.

The railroad cost some \$49,000,000, or approximately \$90,000 per mile. The heaviest grade against traffic is 2.2 per cent.

Col. Mears, in discussing the Government conservation policy which resulted in the withdrawal from entry of all mineral, coal and oil lands, told of the storm of protest aroused in Alaska and among the coast cities, which resulted in a second Boston tea party—when a shipment of coal delivered on the docks at Cordova was shoveled into the bay by the enraged citizenry.

In 1923 the Government put on a small fleet of paddle wheel boats on the Yukon between Nenana and Holy Cross and now proposes to supplement them with motor boats running from Holy Cross down the river to St. Michaels and across Norton Sound to Nome.

The railroad operates passenger trains twice weekly and freight trains as occasion demands—the amount of tonnage out being comparatively very light, composed largely as it is of precious metals.

The line touches McKinley National Park—2,600 miles in extent, with Mt. McKinley 20,400 feet high and many lesser peaks reaching from 14,000 to 15,000 feet, and presenting

the most stupendous mountain scenery on the continent.

Commenting on the agricultural possibilities, Col. Mears said that in the two main agricultural districts, grains and garden produce and berries are raised in abundance. The growing season is short, but this is compensated by long hours of sunshine. At Fairbanks, for instance, at the end of June, the sun shines 22 hours a day.

Concluding, Col. Mears said he wished to remove from our minds the idea that Alaska is a land of perpetual winter—of snow and ice and bitter cold. The average temperature of southern Alaska is about that of Minnesota with none of the intense heat we have here in summer. He said the one great disadvantage it labored under is its great distance from "back home."

RAIROAD VS. STAGE

Mr. Charles S. Albert, Attorney for Idaho and Eastern Washington, writes in to the Semaphore:

"The efficiency of the Great Northern operation and the good results from our public relations work were shown in the stage hearing April 3rd at Chelan. Under the Washington law it is necessary for any stage line desiring to institute or extend its service to get from the Department of Public Works a certificate showing that public convenience and necessity require it. The Wenatchee-Ellensburg-Chelan Transportation Company applied for an extension of their certificate from Chelan to Omak and intermediate points. This service was competitive to the Great Northern and the Railway Company objected to it.

"Upon the hearing the most substantial citizens of Okanogan, Omak, Tonasket, Brewster, and Oroville, including some of the town mayors and officers of their commercial clubs, as well as the Board of County Commissioners of Okanogan County, testified strongly against the application. Resolutions were passed by the commercial clubs of Okanogan, Omak, and Tonasket, protesting against the stage line. The witnesses said that the service given by the Railway Company was adequate and sufficient; no more could be expected in a newly developed country than was furnished; the railway had come in there and developed the Okanogan Valley by furnishing transportation

and encouraging agriculture in building up orchards and had developed the live stock industry; it had been of great assistance in the carrying out of irrigation projects; the life of the community was dependent upon the efficiency of the railway service, and the railway had given in 1923 plenty of cars, quick movements of freight, had handled the passenger business in a very satisfactory manner; whatever hurt the railway hurt the community; the railway's interests were theirs; it was entitled to a fair return on the money it had invested with them; the passenger trains were run at a loss and there was no reason why this loss should be further increased by permitting a stage line to take away passengers from the railway, and that they wanted the train service kept on and the stage service kept out. As Clay Fruit, one of the old pioneers of Tonasket, put it: 'This stage may be a little convenience to some people. But it is a luxury. We don't want luxuries up here. We want pork and beans.'

"This hearing demonstrates that the people along our line in Washington state have become fully alive to the fact that they have been served by a very efficient railway in a very satisfactory manner, and are appreciative of the work of the operating department. Their conception of the interdependency of the community and the carrier shows that the public relations department has achieved great results. The attitude of the entire valley was very sympathetic towards the Great Northern's difficulties and with a fine understanding of the discharge of its duties."

The chief probation officer of the Third Utah Judicial District, including Salt Lake City and an area larger than the entire state of New Hampshire, has discovered from his records that no Boy Scout who has attended troop meetings regularly has ever been brought into his court.

OLD STUFF

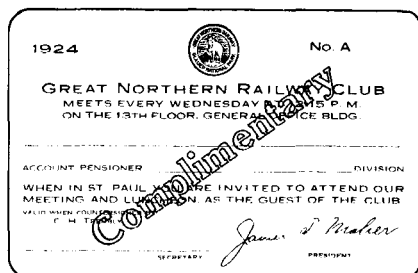
Villain—Ah, ha! You are helpless; the old homestead belongs to muh!

Hero—And where are the papers?

Villain—At the blacksmith's.

Hero—Oh, being forged.

Villain—Nay, nay, I am having them filed.—*Prairie Farmer.*



A few weeks ago, the Club sent out to the pensioned veterans the complimentary card illustrated above. At one of the meetings in April, Ex-Paymaster Frank A. Davis was present, and when asked by the president for a little talk, delivered the following address:

"Mr. President and gentlemen of the Club: A few weeks ago by the hand of Paymaster Smith I received this little card. I wonder whether, when you so kindly granted this courtesy to the old pensioners, you considered the possibilities of what might or might not happen. Suppose, for instance, you should come up here some Wednesday noon and find 198 of these chairs occupied. Some of you would probably go without your lunch or get it at a second table. I am not authorized to speak for the Pensioners as a body and will only speak for one. If I were to comply with the terms of the contract as shown 'When in town,' it rather looks as though I would occupy one of these chairs every Wednesday noon.

"In the possession of this card, for which I thank you, I anticipate a great deal of pleasure in the days to come. I usually come down town two or three or four times each week, and I do not know of any reason why some of these trips cannot be made on Wednesday. I have looked over the calendar hoping to find two or three Wednesdays in each week. The disappointment was somewhat offset, however, when I discovered that there were fifty-two of them during the year.

"Some eleven years ago I had the misfortune to get into a hospital, and when the Doctor sent me home, he said I was good for twenty years. Nine years yet to go! Let us see how that figures out: fifty-two Wednesday noon lunches each year for nine years. See where my pleasure comes in?

"I presume most of you, probably all of you, received a copy of the February Semaphore enclosing a

Great Northern Railway Employees' Creed. There is one sentence or clause that to me covers the sentiment of the whole creed: 'I believe in the Great Northern Railway.' Several years ago, Dr. Meldrum was pastor of the Central Presbyterian Church and whenever he had a point in his sermon that he wanted to impress on the congregation, he would say, 'Let me say that again and let it soak in.' 'I believe in the Great Northern Railway!' Soak!

"For forty-two years the Great Northern Railway has been contributing towards the expense of my bread and butter. True, the contributions have not been at times as much as I thought they ought to be. Still I have always had an ample supply of bread and butter for which I am truly grateful.

"I just wish to say to the younger generation, the thoroughbreds that are coming up to take the places of some of us silver threads, that if you are loyal and true to the hand that feeds you, you too some time will come into possession of one of these little cards that says fifty-two Wednesday noon lunches each year for nine years, more or less. Oh! you darling. Again I thank you."

WE BROADCAST

The Great Northern program broadcast by W. L. A. G. (Twin City Radiophone Central) the evening of April 19th was a great success. Mr. E. F. Flynn made a short and snappy address, which was followed by singing by both the men's and women's Glee clubs, the Great Northern quartette and vocal numbers by several of our soloists.

We are in receipt of a great number of applause cards from all parts of the country—from New York, New Jersey, Ohio, Illinois, Texas, Montana, British Columbia and from a train on the Canadian National between Saskatoon and Winnipeg.

Our performers surely had a large and enthusiastic audience.

The chimes of the ancient church of St. Ulrich at Augsburg, Germany, no longer mark the hours. After working steadily for fifty years, the sacristan went on strike because he had been paid but 4,000,000 marks from April to September—not enough to pay for the shoe leather he wore out climbing daily the 163 rough stair steps to wind the clock.

BREVITIES

The originals of the Declaration of Independence and the Constitution have been placed on public view in a specially constructed shrine in the Library of Congress. The shrine is of marble and the papers are in cases with specially prepared gelatine films to exclude all light rays that might fade the historic documents.

The human voice is transmitted clearly only when the speaker's mouth is close to the microphone. A distance of four inches from the mouthpiece is equivalent to lengthening the line 200 miles; two inches away, 128 miles. Low pitched tones are transmitted better than those of a high pitch. The latter is also true of radio, as many of our readers will testify.

THE TEST

The test of a man is not the way
He smiles on his victorious day,
It's how he stands to pay the cost
When he has made his fight and lost.
In failure's hour he merits fame
Who does not seek to dodge the blame.

Oh, boy of mine, whate'er you do,
Whate'er of failure comes to you,
Blame not the other man, but take
The censure just for Manhood's sake.

—Exchange.

A block of coal nine feet high and four feet square was shipped from near Elkhart, Maryland, to Milan, Italy, recently, where it is to be put on display in an industrial exhibition.

The world's largest ball, measuring seven feet in diameter, is being pushed northwest from Chicago to the seaboard, south on the coast, across the continent and then back to Chicago to advertise and arouse interest in the citizens' military training camps. Army officials have said that the idea is to have the ball pushed along the route by students and their friends. It is expected that eighteen months will be required for the trip.

NOVEL EXHIBIT

The Company is planning a novel and interesting exhibit which will bring home forcibly to the traveling public the remarkable growth and improvement in railway equipment since the hey day of our grandfathers. The Company's first locomotive, the William Crooks, and old cars of the St. Paul and Pacific have been dragged forth from innocuous desuetude and refurbished with paint and varnish. The Crooks has been equipped to move under its own steam.

A train consisting of the old locomotive and combination car, coach and the Pullman Company's sleeper No. 9 will be put on the rails and sent over the system to be exhibited beside a train consisting of the new locomotive 2500 and a complete set of the new *de luxe* equipment.

The two trains will be on exhibition at the depots of the following cities on the dates named:

Chicago	May 14-15
St. Paul	May 16-17
Minneapolis	May 18-19
Fargo	May 20
Grand Forks	May 21
Spokane	May 24
Portland	May 25-26
Seattle	May 27-28

A MUSICAL TREAT

During the luncheon April 16th, the Club listened to several numbers by the St. Paul Gas Light Company's Orchestra. To say that our members were delighted is to express it mildly. The enthusiastic and sustained applause after each selection told the story better than we can. The Gas Light Company is to be congratulated on the possession of such an orchestra in its organization. Rarely have we heard a group of amateur musicians whose time for practice and rehearsal must be found outside of that devoted to their regular duties who equaled these young men's performance. Their program was composed of some of the best and most melodious of the recent dance compositions, and their rendition of them was a sure enough treat. These boys can play.

The Club members are fortunate to have heard them and we feel very much indebted to the orchestra and to the Gas Light Company for a half hour of very real enjoyment.

BILLIARD TOURNAMENT

The billiard room of the St. Paul Athletic Club was the scene of an eventful occasion on Monday and Wednesday evenings, April 14th and 16th, when Auditor Freight Receipts Willis trotted out his hand picked galaxy of G. N. Billiard stars for a "foursome" match at the "straight rail" game. Twenty knights of the cue cavorted about the tables in an exhibition of caroms, draws and masse shots that would make Willie Hoppe hunt for cover.

Our "impresario" Willis, and Semaphore Ivins tied for first place. The dice were called in and in the shake-off Ivins went down to inglorious defeat. Thereupon Willis magnanimously passed the first prize to the next high man, Ass't. Gen'l. Counsel Janes—a regular humdinger of a billiard cue with a joint in the middle, a tip and butt and everything.

The second prize was a leather backed clothes brush. General Auditor Fisher and Valuation Accountant Haley were tied for this and in the shake-off, Haley eloped with the brush.

Ass't. Gen'l. Auditor Tilton is a regular billiard player, but the balls were crooked when he shot. He was jinxed from the start. His hard luck was equaled only by that of Club President Maher, General Freight Agent Burnham and Auditor of Capital Expenditures Bayer. Those four "missed by a hair" more shots than ever were missed before by the same number of cueists in the same given time.

Those engaged in the match, including substitutes, were: O. Austin, H. F. Bayer, P. B. Beidelman, P. H. Burnham, A. B. Fisher, O. W. Foerster, R. J. Hagman, Geo. H. Hess, Jr., W. N. S. Ivins, J. H. Kaufmann, R. L. Knebel, H. J. Lappin, J. T. Maher, L. A. Malmgren, F. L. Paetzold, F. I. Plechner, H. J. Sturner, V. N. Wahlberg, W. R. Wood.

Following the distribution of prizes, the party adjourned to a "Fourth floor back" private dining room for a royal feast, accompanied by a choice assortment of alibis and explanations, songs and good stories.

2,452 men were killed by accidents in coal mines in the United States in 1923.



What I want to know is when's the next billiard match to be pulled off. I sure am glad I butted in on the first one, and I'm open for a return engagement at any old time. I may be poor shakes at billiards but I'm sure strong for those "cats."

For the love of Mike! You fellers out on the line be careful. Ever since Ed found out that "Out Fishin'" wasn't a "pome" writ by one of our guys, he's been goin' around with a face like a totem pole and blood pressure liftin' the safety valve. No more "a-non-e-muss" verses for Ed. He's off 'em for life. I got myself in a sling 'cause I told him he ought to have "guest" it. I wouldn't say that Ed. was safe these days—not exactly. It ain't nowise healthy in his vicinity. No, sir, none whatever.

You know? When Lewis was makin' his talk about freight claims and had those raw steaks set down in front of Ed., I sez to m' self, "If they're goin' to feed that guy raw meat, I'm goin' to climb back on a box car."

"Be a man; be a fighter; be a team-worker," says Father Dunphy. "Ay, Ay, Captain," sez I. "Them's my sentiments likewise and accordingly. But bein' a man and a fighter and a team all to oncet is a man's job. I'll tell the world. That's what makes it so blamed worth while, may be. Yes?"

The quartette has gone out on the line with Easy Fluent Flynn. Ed. asks 'em, the Rotarians and Kiwanians and the Commercial Clubs and sich, what's to become of the railroads, and then the quartette renders, *Andante con agitazione*, "Nobody Knows." Last time I heard 'em—radio—I darn near cried. Me—I'm pretty hard boiled—but they got my "Bill E." alright.

What I want to know is how many goats can a Glacier Park? That'll be all! Station B. E. G. signing off at exactly at 11:59 post mortem.

Pioneer and Thoroughbred

(From Page 1)

trains and fits himself till he can take it with daylight between. He is an individualist first, last and all the time, to whom achievement is a joy, and on whom fortune smiles because of intelligent effort persistently applied.

We don't want socialists, communists, bolsheviki, said Judge Stone. We want pioneers, thoroughbreds, men who will achieve, and will burn the midnight oil, if need be, to do it. We don't want a lot of time servers who grow cross-eyed trying to keep one eye on their job and the other on the clock. "If I want to work twelve hours a day, that's none of your business," said the Judge to Vice-President Martin on one side of him. "If you want to work only six hours a day, that's none of *my* business," to Club President Maher on the other side of him. "But if my wife and children" (to Mr. Maher) "live in a better house and wear better clothes than your wife and children, because I work twice as long, that's none of your business." (And we always believed Maher was a bachelor.)

You can't get anywhere in this world on the other fellow's labor, and the other fellow isn't going to get anywhere on yours if you can help it.

Then we have the socialist. He isn't a pioneer in anything. He never discovered anything useful, never invented anything, never achieved anything. He goes up to the barrier and turns back to the lean pasture where he lies down with the saddle on. He's a scrub that grows gaunt with hunger and rancorous with envy. He will not struggle to get into the rich pasture beyond, but rails at the wrong, the injustice of the thoroughbred's luck. He won't take the barrier; but would break it down, or if not that, destroy the rich pasture enjoyed by the thoroughbred. The socialist and the communist, said Judge Stone, reminded him of the two Irishmen. Pat, a socialist, was seeking to convert his friend Mike to the communistic theory. "But," said Pat, "does yer mane to tell me if yez had two farrums ye'd be givin' one of them to me?" "I would," said Pat. "And' if yez had a couple of thousand dollars, ye'd be givin' a thousand to me?" "Sure,"

said Pat. "An' if yez had a couple of pigs, would yez be givin' one of them—?" "Go to hell," said Pat. "I've got the pigs."

It's easy for the socialist to divide up the other fellow's property—but he wants to hang on to his own. Don't be a "scrub," cried the Judge, be a "thoroughbred."

Father Dunphy on "Teamwork"

(From Page 1)

to shoulder toward a common goal—you will make the grade. You have discovered the efficacy of Team-Work. Get acquainted then, he urged, organize, co-operate, get friendly, wear your smile gently each day. Be serious, yes, for life is a serious business; but that does not mean that it is gloomy. It is not. It is bright and splendid and wonderful, if we only choose to make it so. Above all, be a man, he pleaded; carry your heart in the right place. No matter who or where or what you are, what your calling, your creed or your garb, you came into the world for a purpose; from God you came, and by all the verities to God you will return. You may prefer one path, I choose another, but it makes no difference, so long as the path leads back to Him, and it will if your heart is right and you're a man. You may wear the garb of fashion and I may tie my collar in the back, and indulge in a broad black tie; but those who have known me long and hail me across wide streets, they do it, as they do the same with you, because they have found that beneath the outer husk, the heart beats true, and be you layman and I a priest, we both are *men*.

No better exemplification, said Father Dunphy, can be found of the need of and the benefits in team-work than on the gridiron or the diamond. We call them teams, whether it be nine men or eleven, as the case may be. They may be an aggregation of stars, but if team work be wanting they will go down to defeat. When the college youth at last has made the practice squad, the first thing he encounters is a coach. He is taught to run and dodge and tackle and follow the ball; and morning, noon and night he hears the admonition "team work." He learns a few signals—a few plays—but through all runs the caution, "team work." And when at

last he makes the team, and on the eventful day trots out on the field, above all else in his mind is "team work" if they are to win. And though he become the greatest star of his day, if ever he comes to play with one eye on the ball and the other on the stand, one thought on the game and another on the plaudits of the multitudes, he will be whistled off the field, and indeed he should be. But when he has caught the ball and made a record run, and placed the ball between the goal posts, if he is *right*, he doesn't say, "I made the goal." Oh, no! He turns his grimy face to the happy, grinning captain, walking beside him up the field, and says, "*We* put it over. *WE* put it over." There's a man. When you can forget your own achievement as being yours alone and realize that without the other fellow's help, it probably wouldn't have been, then you're a man. The forty-five yard dash is a great thing; but without "interference," the fastest half back that ever lived couldn't do it unless a miracle befell. "Be a man," concluded Father Dunphy. "Be a man. Be a fighter. Go in for Team-work. These are the things that spell success. These are the things that will win you the respect and friendship and willing aid of your fellow men."

THE CODE OF A GOOD SPORT.

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

The Semaphore

Official Publication of the
GREAT NORTHERN RAILWAY CLUB

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

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

Editorial

In a recent editorial, *The New York Commercial* says that the attitude of our employees before the public may be an important element in the task to give good service, improve the property and pay even a small return on the capital invested. This is to express it mildly indeed. It not only may be an important element but it is a most vital one in the successful carrying on of the railroad. The individual patron is bound to judge a railroad by the treatment he receives from those representatives with whom he deals. The employee, whether he be conductor, freight agent, station agent, or baggage master, is the point of contact between the railroad and its patron. The patron differentiates not at all between the agent who delivers his freight, or sells him a ticket, and the management situated in some distant office. How high soever the management's ideals of service may be, they mean nothing to the patron who meets the road through indifferent or discourteous employees. It is of the utmost importance then that the employee be imbued with the idea of loyalty, integrity and personification

of courtesy. Many a road has gained immense prestige through its employees with whom the company has found it a pleasure to do business.

GOOD NEWS

The Club has amended its by-laws so that we now can take in non-resident members. Take your turn, gentlemen. Don't crowd. There's room for all. Just send in your name, your employment, and one simoleon to the Club's Secretary, Mr. C. H. Trembly, 10th Floor, General Office Building, St. Paul, and get your membership card.

AN APOLOGY

The Semaphore is in sackcloth and ashes. One of our agents sent in to us for publication the verses entitled "Out Fishin'" which appeared in the April number. It now transpires that these verses were not written by the individual sending them in, as we supposed, but by Edgar A. Guest, who owns the copyright.

Our feelings can be better imagined than described. Naturally we wrote to our correspondent asking how it came about. He has replied that a local concern got them out on a card as an advertisement some time ago; and he thought them so good that he sent them in to the Semaphore, not dreaming that he or we would be transgressing the proprieties. We accept the apology. If Mr. Guest will be generous with us, the sun will shine again.

OUR CREED WINS PRAISE

The Ocean Ferry, published monthly by the International Mercantile Marine Company, reprints in its columns the creed recently sent out with the Semaphore. Under the caption, "'Creed' of Railway Men That Will Fit Anywhere," it has this to say about it. "The following from the magazine of the Great Northern Railway Company is good enough for use in any business concern. It carries a real message."

All the Club members know that this Creed was written by Mr. E. F. Flynn, in charge of the Public Relations Bureau. The employees all over the system should know its authorship. Incidentally they should know its author—the genial "Ed." His enthusiasm for anything and everything labeled "Great Northern" is an inspiration to everyone who comes in contact with him.

SOME PERFORMANCE

All readers of the Semaphore will be at once interested and pleased to learn of the performance of our time freights on the Spokane Division. Seattle time freight (No. 401) and the Twin City fast freight (No. 402) have made schedule time, since February 1st.

Performance of our transcontinental fast freights over the entire lines or better, on that division every day has been first-class during the past year, and is the subject of favorable comment by patrons of the line throughout the country.

Since writing the above, the Editor came across a record of our passenger trains for the month of March and the comments of our executives, which are entirely too good not to be shared with our readers. The report shows the following:

Train No. 1:

Made running time 29 times
Made up time 2 times
Lost time 0 times

Train No. 2:

Made running time 29 times
Made up time 0 times
Lost time 2 times

Train No. 2:

Made running time 31 times

Train No. 4:

Made running time 29 times
Made up time 0 times
Lost time 2 times

Train No. 27:

Made running time 22 times
Made up time 7 times
Lost time 2 times

Train No. 28:

Made running time 25 times
Made up time 4 times
Lost time 2 times

On April 5th, Mr. J. H. O'Neill writes Mr. Jenks: "I enclose herewith statement showing performance of Trains 1, 2, 3, 4, 27 and 28 for the month of March. You will note the performance is not at all bad considering the month of March."

Mr. Budd to note. C. O. J. Mr. Jenks: "Not bad." Hell, it's perfect!!" R. B.

We'll say it's perfect. If they run 'em any better on any old railroad out of doors, we want to know it.

A VAIN WISH

A writer in one of the motor journals says that motorists in this country run into millions. We know it. We wish they wouldn't.—*The Passing Show* (London).

THE SUPERVISING CUSS

The Labor Board has long decreed
 The boys should get more dough,
 And parcelled out a nice round sum
 To still their shouts of woe.
 Some will get more and others less
 As lumps are cast about,
 And maybe just a few will be
 Left altogether out.
 No doubt that they, in sorrowing,
 Will make complaint most just;
 But they are in the same boat with
 The Supervising Cuss.

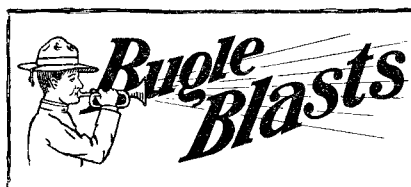
The trainmen and the yardmen, too,
 And many other craft,
 Are slated for a nice increase;
 The S. C. gets the laugh.
 The cry again is in the air,
 "When will we get back pay?"
 And these fond thoughts are in their
 minds
 Until they "hit the hay."
 But there's one place where no back
 pay
 Will get a chance to rust,
 And that is in the pocket of
 The Supervising Cuss.

He has no organization
 To argue for his right,
 Takes what he gets, looks satisfied—
 No chance for him to fight.
 The Labor Board should worry if
 He gets a slice or no—
 If he depended on the Board
 His steaks would all be "crow."

And if perchance the S. C. e'er
 Should reach the Pearly Gate
 And stand there trembling in the mob
 That wait to learn their fate,
 We hope he'll not be led aside
 While others make a fuss,
 Of all to be considered, last,
 The Supervising Cuss.

The above was sent in by a poet
 who does not give his name. It is
 the last verse we shall publish which
 comes to us unsigned. We will re-
 frain from publishing the author's
 name, if he so desires, but the un-
 fortunate occurrence reported in
 another column is surely sufficient
 reason for being careful in the fu-
 ture, to *know* who wrote what we
 may publish.

A cow was on a railroad track,
 It was just going around the bend,
 The cow had never been struck be-
 fore,
 But it got it in the end.



THE AMERICAN LEGION

To Serve our God and Country.

One of the numerous American Legion Posts still rendering "Service" to our Country is Railroad Post No. 416, comprising world war veterans employed in the Railroad Building, a leader in Legion activities.

The Post in past years has taken over the decorating of one of the city's largest cemeteries as well as the Memorial Day ceremonies, and will continue the work this coming Memorial Day.

This Post has gone on record on rehabilitation, veteran as well as railroad legislation, has carried on Americanization work in our schools and social welfare work amongst the ex-service men—all without personal gain to its members. If you are an ex-service man and do not belong to the Legion, why not take advantage of the opportunity to serve? Join Now!

Railroad Post No. 416 meets on the 2nd and 4th Tuesdays of each month at 355 Robert street.

JUDGE CONRAD OLSON
TALKS ON POLICE COURT

At the meeting on April 23rd, Judge Conrad Olson was the guest of the club and delivered a short talk. On account of the weather being so Springlike he said he felt guilty in keeping the men indoors and for that reason made his talk brief. He told a number of stories, gathered principally from his court room experience, and soon had the men laughing with him. He mentioned, in particular, one old colored man whom he had sentenced to thirty days at the workhouse and who, when leaving the room, paused and said: "Judge, you sure is mighty liberal with other people's time."

He stated that, during the year 1923, the court had disposed of over 20,000 cases, and had collected fines totaling \$70,000. Some days, the number of cases handled totaled 140. He made a special plea for the consideration of the traffic laws in the

interest of everybody concerned, and had a special condemnation for the intoxicated automobile driver. He said he felt that such cases should be handled severely and without any sentimental consideration.

He made a plea for the establishment of a state institution for the handling and possible cure of the drug addict. It is not only on account of the addict himself, he felt, that such an institution should be established, but rather in the interest of others as well. He stated that the drug addict, in order to get money for his drugs, often encouraged others to become users of narcotics in order to effect a sale or act as an agent for the sale of drugs.

In conclusion he promised consideration for the men present when they appeared before him. Mr. Flynn and Mr. Hagman were especially pleased with this portion of his remarks.

DIMES DID IT

The *Literary Digest* says that no chapter of the romantic story of American business reads more like a tale from Arabian Nights than that of the five-and-ten-cent stores.

Forty-five years ago Frank W. Woolworth opened his first "five-cent store" with five dollars in cash capital. Last year the four leading five-and-ten-cent store companies in the country sold \$331,000,000 worth of goods—an average expenditure of thirty dimes for each person in the country. Mr. Woolworth himself saw the business he started grow from sales of \$6,750 a year to sales of \$107,000,000, and in 1923 the Woolworth sales amounted to \$193,000,000.

The sales of the four leading five-and-ten-cent store companies—Woolworth, Kresge, Kress and McCrory—were 13 per cent greater in 1923 than in 1922. Boom year or depression year the sales increase just the same. In no year since 1914 have these stores failed to show a substantial gain in sales over the year before. Not only is this true of the four companies combined but of each of them. Nor is this the result merely of the constant opening of new stores. In all of the years since 1914 the average sales of every store of each company has shown a substantial advance. The aggregate sales of the four companies named were 245 per cent greater in 1923 than in 1913.

LEWIS DISCUSSES

FREIGHT CLAIMS

At the Club meeting on April 16th, Mr. E. C. Lewis, Freight Claim Agent, gave an instructive talk on freight claims. As the allotted time was insufficient to cover but a part of the subject, he quoted some general statistics and then developed a few points relative to the handling of livestock and claims presented thereon.

In 1919, the railroads of the country paid out in loss and damage to freight \$104,000,000. The Freight Claim Association, now a division of the American Railway Association, inaugurated a campaign to improve the situation, with the result that in 1923 the total annual payments were under \$50,000,000. A reduction of more than fifty per cent in five years is something of a record for both the Operating and Claim departments of the railroads. The Association, however, is convinced that this total can be further reduced and is bending every energy to accomplish such a result.

The 1923 freight claim dollar was divided up as follows: Fresh fruits and vegetables 20 cents, clothing 5 cents, grain 6 cents, coal and coke 7 cents, livestock 6 cents, tobacco products 2 cents, automobiles and accessories 4 cents, furniture (new) 4 cents, meats and packing house products, 3 cents; flour and mill products 3 cents, machinery and hardware 3 cents, boots and shoes 2 cents, glass and crockery 2 cents, sugar 2 cents, groceries 2 cents, all other products 29 cents.

As to causes, the claim dollar was expended for the following: Rough handling of cars 18 cents, improper handling, loading, etc. 2 cents, concealed damage 4 cents, improper refrigeration 3 cents, freezing 2 cents, defective or unfit equipment 11 cents, delay 13 cents, wreck 7 cents, fire or marine 1 cent, error of employe 2 cents, unlocated loss, entire package, 8 cents, same, less than entire package 6 cents, robbery, entire package 3 cents, same, less than entire package 3 cents, concealed loss 1 cent, unlocated damage 16 cents.

To indicate the growth of the livestock industry, figures were quoted showing approximately one and a half million head of livestock received at the Chicago market during the year 1866 valued at about

\$43,000,000, as compared with eighteen and a half million head during the year 1923 valued at \$504,000,000. The receipts at the Sioux City market increased from 22,914 cars of stock during the year 1900 to 66,461 cars in 1923, and at South St. Paul from 17,185 cars to 75,092 cars. During the year 1923 the Great Northern hauled some 39,000 cars of stock.

The proper handling of so large a movement of stock requires, where business warrants, in addition to the chutes and local yards, large feeding yards where stock can be unloaded for feed, water and rest as required by the 28-hour law, the principal points where such yards are located being Hillyard, Whitefish, Great Falls, Williston, Minot, New Rockford, Devils Lake, New Brighton and South St. Paul, the last two mentioned not being on the line of the Great Northern Railway.

Carriers Livestock Contract approved by the Interstate Commerce Commission provides that carriers are not bound to transport livestock in any particular train or in time for any particular market or otherwise than with reasonable dispatch. Many shippers and others frequently lose sight of the fact that it is illegal to afford any shipper special service which is not offered to all (see U. S. Supreme Court Decision, Chicago & Alton v. Girby).

Compensation was paid to the Operating Department for the good handling of livestock the last shipping season; and Mr. Lewis was of the opinion that with certain adjustments in the facilities contemplated during the present year the service should be such as to practically eliminate reasonable ground for complaint.

It was stated that some claims were presented solely because the train included dead or perishable freight, although a shipper of five, ten or even thirty cars of stock is not chartering the train in view of our powerful locomotives.

An instance was cited where claims were presented because sheep were unloaded during the night time on the ground that the sheep did not eat or drink in the dark.

He traced the handling of sheep from the time the lambs were born in the early spring, and their movement to the forest reserves in the Washington mountains and thence to

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WILLIS TALKS ON

TRANSIT PRIVILEGES

On April 9th, E. J. Willis, Auditor of Freight Receipts, told us a few things about transit privileges. It is a complicated subject and we want to say at the outset that being a mere Semaphore reporter, we probably shall flounder about quite helplessly in trying to report briefly the substance of his talk.

A transit privilege, it seems, is a privilege granted by the carrier to a shipper to stop a shipment at some intermediate point to undergo some operation. Sounds simple, doesn't it? But when you listen to Willis reel off the maze of terms, rules, regulations, etc., with which the transaction is hedged about, you don't wonder that somebody likened the milling in transit privilege to a dish of stewed bowie-knives. A few of the terms and a brief allusion to a few of the rules and regulations prescribed by the I. C. C. will suffice to show our readers that it is all that somebody said it is—and more.

Shipments are waybilled to the transit station, that is, the intermediate point above referred to, at the tariff rate from point of origin to the transit station. When forwarded from the transit station, the shipment is waybilled at the difference between the first rate and the through rate from point of origin to destination, plus the additional charge for the transit privilege, if any. If the rate from point of origin to transit point and to destination are the same, there is no freight rate charged for the reshipment from transit station to destination. The time limit for transit operation is one year from the date of the freight bill covering the original shipment.

Transit privileges are accorded only to shippers who will give notice in writing of their intention to use the privilege, produce evidence of correct weight, keep a complete and accurate record, acceptable to the carrier, permit the carrier to have access to these records, also produce formulas and other necessary records on mixtures of blended products for the purpose of checking. If demanded, the shipper must make a statement in the manner prescribed by the carrier, and, if required, swear to its correctness.

Freight bills on which transit privilege is desired must be presented to the carrier for recording



OUR QUARTETTE

From Left to Right they are—Louis Schmitt, 1st Tenor; J. H. Haessey, Baritone; Myron Skiff, 2nd Tenor; E. O. Anderson, Basso.

These Great Northern singers have made a "hit" at every appearance—and they have sung frequently of late. They are now on tour with Mr. E. F. Flynn in the West. The trip will consume the better part of May, and the reports coming back to us indicate that the quartette is a great favorite wherever it sings.

within thirty days from issuance. When so presented, the agent stamps thereon "recorded for transit," dates and signs the endorsement and makes a record of the same. If the shipper wishes to retain the original freight bill, a duplicate is made out and stamped as above, and the original is stamped "Not good for transit," and the duplicate stamped "Recorded for transit."

Waybills outbound from transit stations must show the point of origin of the shipment, bureau number, inbound waybill number and date, commodity, freight bill number and date; also separate outbound weights for each inbound shipment if more than one freight bill, or tonnage credit slip is surrendered.

Unexpired inbound freight bills which have been recorded for transit must be surrendered to the carrier and cancelled.

When the weight of an outbound shipment is less than the actual weight as shown by the surrendered freight bill, a tonnage credit slip is given for the difference and is accepted on a future transit shipment. Transit houses are required to make

certain statements semi-annually and at such other times as the carrier may require. These statements must show the number of pounds of each commodity, or product on hand, an itemized list of all freight bills paid and unpaid and tonnage credit slips on hand.

If the unexpired freight bills and tonnage credit slips represent greater tonnage than is actually on hand, freight bills or tonnage credit slips for the difference are canceled. Freight bills dated prior to or on the date of the settlement cannot be recorded for transit after the date of settlement.

For convenience and as a measure of economy and uniformity, the policing of transit privileges is delegated to a bureau. Such business as is necessary to handle with the agent at the transit station is handled with the bureau direct. Freight bills are recorded for transit and the transit records are kept by the bureau. Periodical checks and cancellations of freight bills are made by it. A separate sheet is made by the bureau for each inbound car. When the ton-

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Last January, occurred the 79th birthday of Fred Almy of Minot, and his forty-three years of service were commemorated at a banquet given by the Minot unit of the Brotherhood of Locomotive Engineers.

Mr. Almy started as an engine watchman at Fargo in 1872, next firing on the N. P. out of Fargo. Later he accepted a similar position with the St. Paul and Pacific,—now the Great Northern, working out of St. Paul. In 1878 he was promoted to engineer. He later went to Winnipeg as an engineer on the Canadian Pacific, but returned to the Great Northern in 1887, settling at Minot. He was active as an engineman until 1919, when he was automatically retired, having reached the age limit.

Monday, April 21st, at his home, 1114 Argyle Street, occurred the death of John H. Emerson, engineer, St. Paul. Brother Emerson entered the service October 28th, 1893. He left surviving him his widow and five children, Harold, John, Marion, William and Robert.

As this column has been set aside for the benefit of the Veterans' Association, it is suggested that members who have any news of interest to brother members, kindly notify the Editor of the Semaphore, and it will be printed in this column.

At the meeting of the Board of Directors held in St. Paul on April 11th, 1924, the following brothers, having passed the twenty-fifth year of continuous service, were elected to membership:

L. A. Bruckhauser, Passenger Conductor, Spokane; Paul Gritz, Locomotive Engineer, Glasgow; Harry W. Walsh, Train Baggage-man, St. Paul; Edgar B. Nolan, Conductor, Superior.

The 1924 Annual Meeting of the Veterans will be held at Great Falls, Montana, on June 13th and 14th. Members will receive notification from the Secretary, and it is desired that they advise him promptly if they intend to be present.

TRANSIT PRIVILEGES

(From Page 8)

nage is forwarded from transit station, entry is made on the sheet and when all of the tonnage has been forwarded, the sheet is transferred to closed files.

The Western Weighing & Inspection Bureau polices transit accounts on the Great Northern at stations east of the Montana-Idaho line and the Transcontinental Freight Bureau polices transit at Great Northern stations west of that line. With the exception of commodities peculiar to certain localities, the policing methods are uniform throughout both territories.

FREIGHT CLAIMS

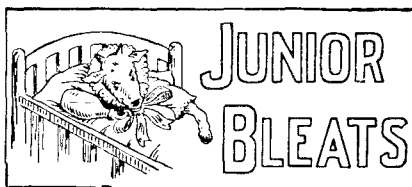
(From Page 9)

market as feeders or killers when about six months old, and similarly with the Montana sheep which are usually moved from thirty to sixty days later, due to the later spring in Montana. Many of the lambs are purchased by feeder buyers who move the sheep to Colorado points, for instance, where they are fed on beet tops, beet pulp, hay and grain and shipped to market as fattened.

Some of the Montana cattle are shipped to Sioux City or South St. Paul for sale but a considerable portion is shipped to Chicago; and the various small shipments are consolidated enroute at stations where loaded, or at such feeding points as Williston, Minot, Devils Lake or New Rockford, with a view to economical operation and also with a view to giving even the small shipments first-class handling.

Mr. Lewis made comparisons showing the improvement in the livestock market, quoting prices of \$14.60 for fat lambs, tops, during the month of April, 1923, with \$16.95 for the same class for corresponding period 1924. He explained that claims are presented including allegations of depreciation in appearance or selling value because certain stock did not bring as good price as other stock. In the connection he exhibited three Porter House steaks, one from a No. 1 prime corn fed steer, another from a No. 2 partially corn fed steer and the third from an animal of ordinary quality. In the one instance the animal shipped was of poor qual-

(Turn to Column 3)



Summer is so near that the mention of basketball is rather quaint, but to omit it would be a great injustice to those players who have brought about such an excellent showing. Second place in the Y. M. C. A. league was gained by defeating the speedy Montgomery Ward team in a hard fought battle.

Captained by Warren King, the Glaciers downed team after team. Their first taste of defeat was at the hands of the Capital Bank team, who won first place in the league. This loss, coupled by another later in the season by the same team, were the only losses.

Our two outstanding stars were William Shubring and Bud Rahilly. Their constantly shifting style of play outguessed that of their opponents. George Brown did exceptionally well and the close guarding of Lawrence Magnusson and Harold Lind was indeed highly commendable. The ever ready substitutes, Bob Cronan and Marvin Strehlow, were always there in the pinch.

In going into slight detail regarding the two games which the Glacier Parks suffered defeat, it might be said they were hectic battles. The first game ended in a score of 5 to 3 and was a hard one to lose. Close guarding was the real feature of the game. The second game was strenuous to watch and was filled with thrills. In the estimation of the writer, the Glacier Parks clearly outplayed the Money Handlers, for they led all through the game up to the last 90 seconds of play, when two sudden, successive baskets turned the Bankers' apparent defeat into victory. The score ended in a 13 to 10 defeat for the Glaciers. Those who witnessed the swift rushes and the close guarding exclaimed that it was a highly exciting game. The team deserves great credit. It is hoped that next year will produce the best team the club has ever had; and it promises to be one, for with all its old players of this year it is sure to be a winner.

The splendid showing of the Basketball team has had a livening effect judging from those who an-

swered the call for Kittenball players. It is reported that the first evening more than enough for two teams appeared. We have been very successful in obtaining Jack Baer as our manager and coach. We believe that under his instructions the team will make an enviable record.

Any one wishing to know anything about the Constitution of the United States can find out by asking any of our members, as they now are well informed, thanks to Mr. A. L. Janes, who talked at our last meeting. He not only talked about our Constitution but told us all about the So v i a t e on in Russia and every old const. in history. We have an idea we should form a Janes for President Club, but are afraid some dumb women mite think we mean them so we will content ourselves with voting for him if he ever runs, etc.

FREIGHT CLAIMS

(From Column 1)

ity and not in good condition as regards flesh, in the other instances the animals had been shipped to market, sold to feeder buyers who moved them from the market point to their home premises where they were corn fed for three or four months and subsequently shipped back to market, involving three separate transportation services and three services on the part of the Commission men in selling, buying and reselling. He also exhibited a photo which graphically showed why the price of beef on the retail block must be considerably in excess of the price on the hoof for the reason that but 50% to 60% of the gross weight of a steer or cow represented beef, a large proportion of the gross weight representing stomach and bowel content.

Range stock is inspected for brands at the several markets and the shipper must satisfy the Brand Inspector as to ownership or produce bill of sale, otherwise proceeds are forwarded to Montana Livestock Commission for payment to the actual owner of the Brand.

He briefly touched upon the post mortem service and the service of Special Agents who ride the trains and report the facts relative to weather conditions, conditions of stock, attention given by attendants to stock enroute, handling by carrier, etc.

Department of
**Great Northern Railway
 Women's Club**

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Editorial

At the last meeting of the Great Northern Railway Women's Club, the question of our relation as a club to the Railway Business Women's Association of the Twin Cities was discussed.

The Association, which is composed of all the different railway clubs or divisions working together, has many advantages, being able to handle educational and social activities more extensively than the smaller clubs working alone, and the wider contact having a beneficially broadening effect upon all members.

It would seem desirable that the Great Northern Railway Women's Club should have as large a representation as possible in the Association, so that this Club may stand as an integral part of the Association and be entitled to all the privileges afforded by such affiliation, one of which is membership in the Midway Club, including use of the club rooms for dinners, parties, lectures and other activities.

The annual membership fee of the Association is only \$1.00 and members of the Great Northern Railway Women's Club, who have not already affiliated with the Railway Business Women's Association of the Twin Cities, are urged to do so.

A word of praise is due our Shop Girls for their splendid attendance at the luncheons, and their co-operation towards making this Club the success it is. That's the spirit, girls, and we are proud and glad to have you with us.

"A FAT CHANCE"

I'd like to be given a chance to run,
 The G. N. Railroad—just for fun.
 I'd make a few changes, here and there,
 If I could but sit in the President's chair.

I'd cut out the smokers and put there instead,
 A parlor for ladies with drapes overhead.
 And have on the windows the finest of lace,
 And rugs most expensive all over the place.

Conductors I'd have — No — they wouldn't be men,
 But the prettiest girls in the country, and then
 The traveling men would flock in a horde,
 To hear these fair maidens call out, "All Aboard."

No porters I'd have to make up my berth,
 For there isn't a slower mortal on earth.
 I'd have a young lady with cap on her head,
 To smooth out my blankets and put me to bed.

I'd have to reform the engineer, too,
 He'd have to chew "Spearmint" instead of "Horse-shoe."
 And wear a white collar and marcel his hair,
 When I get to sit in the President's chair.

I suppose if I'm given a chance to run
 The G. N. Railroad it *wouldn't be* fun.
 So perhaps I'd better just "take the air,"
 And leave MR. BUDD in the President's chair.

NO DISHWASHING FOR HIM

Si Wynkel and his good wife Miranda blew into town from Ekeeko Rapids the other day, and at eventide entered a cafeteria—for the first time. After sitting at a table for some time, they were told they would have to get their order at the counter. This they did—and when finished, Si looked uneasily about and finally whispered "Miranda, let's slip out without washing the dishes."

VACATIONS IN GLACIER PARK

There are nineteen National Parks located within the confines of United States, nineteen playgrounds created by Uncle Sam for the benefit and enjoyment of the people of this country.

Of these nineteen National Parks, only one, *Glacier National Park*, is located on the main transcontinental line of a railroad.

All of the Great Northern's transcontinental trains traverse the southern boundary of Glacier National Park.

The Great Northern Railway skirts the edge of Glacier National Park for nearly sixty miles between Glacier Park Station, the eastern entrance, and Belton Station, the western gateway, but unless one stopped over a few days and took one of the various trips to the interior there would be no hint of the supreme beauty so near at hand.

Glacier Park Station, Montana, is the eastern and principal entrance to the Park. All transcontinental trains stop at the Glacier Park Hotel, the gateway hostelry and starting point for trips farther north.

From Glacier Park Hotel four attractive auto trips may be made, as the automobile highway starts here.

From the front porches of this hotel an inspiring mountain panorama is spread before the tourist, and those who find the walking and horseback trips too strenuous take a deep delight in the ever-changing picture to be seen from the hotel itself.

From here trails radiate in several directions and the question for the tourist to decide is which trip to make first.

The following four-day trip has been prepared especially for stop-over tourists and will give an idea of what may be accomplished in this short space of time.

Every transcontinental traveler by the Great Northern Railway should stop off at Glacier Park. All tickets permit of stopover. Simply tell the Conductor; he will gladly give you detailed information.

Popular Four Day Tour

Via Auto with Side Trip by Boat.

The following itinerary covers 150 miles of intensely interesting and beautiful mountain scenery. Easily accessible to the traveling public. This tour does not provide for any

saddle-horse trips, although a short trip can be made from Many-Glacier Hotel, if desired, to Iceberg or Cracker Lake at additional cost of \$4.00. This four-day tour is particularly adapted to those who have but limited time to stay in the Park and wish to cover the principal points as quickly and comfortably as possible.

The morning of the first day is spent at Glacier Park Hotel, where splendid views of the mountains are to be had from the hotel verandas and permits of short walking trips to the fish hatchery, to Dawson Falls or to Two Medicine Falls.

The auto trip to Two Medicine starts at 1:15 p. m. Two Medicine Lake is only 12 miles from Glacier Park Hotel by auto road. The schedule allows a stop of nearly three hours, sufficient to view Rising Wolf, Mount Rockwell and other mountains surrounding the lake, visit Trick Falls, take a rowboat or launch ride on the lake or fish for the famous Cutthroat Trout.

The second day is spent enroute to Many-Glacier Hotel over the 55-mile scenic mountain road, stopping a few minutes on the top of the Hudson Bay Divide and 15 minutes at St. Mary Chalets, reaching Many-Glacier Hotel for lunch. During the afternoon short walks may be taken to Josephine Lake, where a splendid view of Grinnell Glacier may be had.

Rowboats are available for short trips on Lake McDermott, and the fisherman can try his luck for the game mountain trout. A splendid view of Grinnell, Gould and Wilbur Mountains and the fantastic "Garden Wall" is had from the front porches of the hotel. In the evening there is music and dancing, except Sunday. The night is spent at Many-Glacier Hotel.

The third day leave Many-Glacier Hotel after breakfast by auto for St. Mary Chalets and from there take the boat trip 10 miles up St. Mary Lake to Going-to-the-Sun Chalets. This is probably the most picturesque water trip in America. The mountains rise abruptly from the shore of the lake to a height of a mile above the water. Going-to-the-Sun Mountain is the finest in its classic outline of any in the Park, while Red Eagle, Little Chief, Fusillade, Reynolds, Jackson and Gunsight Mountains comprise a fascinating mountain framing of the entire

St. Mary Valley. Lunch is ready at Going-to-the-Sun Chalets on arrival of the boat. The afternoon affords time for short walks to Baring Falls or up to Sexton Glacier. The Chalets are located picturesquely on a rocky point 100 feet above the lake. World travelers have pronounced the view from the Chalet porches "the finest setting they have ever encountered."

The fourth day is devoted to the return journey from Going-to-the-Sun Chalets to Glacier Park Hotel, arriving in time for dinner and for train connections east and west.

In addition to the four-day trip there are many other combinations of tours available. The standard one to seven-day tours at fixed rates enable one to stop off for a day or two or spend a week in sight-seeing.

The cost of these trips varies according to the class of rooms desired but the minimum cost for rooms without bath, including meals, lodging, auto and launch fare, is as follows:

- 1-Day Tour, \$15.50.
- 2-Day Tour, \$28.50.
- 3-Day Tour, \$34.50.
- 4-Day Tour, \$43.00.
- 5-Day Tour, \$51.50.
- 6-Day Tour, \$57.25.
- 7-Day Tour, \$68.50.

Saddle horses are used extensively in Glacier Park and horseback riding, hiking and fishing are the principal forms of recreation.

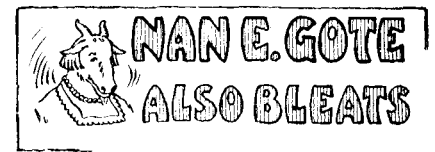
RAILWAY WOMEN'S BANQUET

Railway Business Women of the Twin Cities will hold their spring banquet at the St. Paul Athletic Club, May 24th, at which our President, Mr. Ralph Budd, will be the guest of honor and the speaker of the evening. A large attendance is expected.

The Committee in charge is: Miss Alice Kellar, C. St. P. M. & O. Ry.; Mrs. Olivia Johnson, G. N. Ry.; Miss Eva Laylin, N. P. Ry.

Did you hear that Henry Ford & Heinz are going into business together? Yes, Ma'am! Heinz is going to furnish the beans and Henry the "cans."

One of our "Songsters" is leaving us for the "I WILL" life. Good luck, Rose. Come in and have lunch with us some time.



The little boy said that "to sit on a red hot cinder was a sign of an early spring," but it is now May, in the year of our Lord Nineteen Hundred and Twenty-four, A. D., and we can confidently assert that "Spring has arrived" because it says so on the calendar; and since the calendar wasn't compiled by Senator Fall, we see no reason to doubt its veracity. Besides the rivers are gurgling in gleeful glee, the buds are budding, the crops will soon be cropping and the bees attempting a little light-honey-gathering from the pictures on seed packages. 'Course one or two of the birds come forth in deep basso, but these heavy rains have no doubt super-saturated the poor birdies' nests and spread a little quinzly. However, aside from the way Dame Nature is attempting to burst forth into its glorious program again we'll try to do it honors; so

Hail, Smiling Spring!
 Though our bronchial tubes are
 Wheezing
 Still, in manner most displeasing;
 Tho the mercury's at freezing,
 And our noses busy sneezing;
 Yet we feel constrained to sing—
 Sing, and Sing like anything—
 Hail, smiling Spring.
 Hail, time of love!
 What tho bleak March winds are
 snorting,
 In a style most discomfoting,
 We, our thickest undies sporting,
 Lightly turn to thots of courtin';
 And we pipe, like am'rouse dove
 In the oak tree high above,
 Hail, Time of Love.
 Hail, gentle Spring!
 Waft your balmy zephyrs o'er us!
 We'll forget the plasters porous
 Stuck behind us and before us,
 And your salve! sing in chorus.
 Let the gales our faces sting—
 Let the clouds their deluge fling—
 All we ask is, do not bring
 HAIL,—gentle Spring!