



Minnesota War Records Commission. World War I Military Service Lists.

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PARTIAL DISTRIBUTION, BY COUNTIES,
of men in the military and naval service
from MINNESOTA during the WORLD WAR.

NOTE: The first column of figures indicates numbers of men inducted and sent to camp under Selective Service Law (from Biennial Report of Adjutant General of Minnesota for 1917-1918). The second column indicates numbers in the Navy and Naval Reserve Force (from Report of Bureau of Navigation for 1919). There are no present means for determining distribution of other groups including volunteers in the army and marine corps.

County	Drafted	Navy	Totals	County	Drafted	Navy	Totals
Aitkin	471	50	521	Mower	690	88	778
Anoka	369	45	414	Murray	510	45	555
Becker	651	84	735	Nicollet	438	40	478
Beltrami	983	127	1,110	Nobles	514	50	564
Benton	440	27	467	Norman	533	31	564
Big Stone	315	59	374	Olmsted	844	60	904
Blue Earth	786	153	944	Ottertail	1,532	194	1,726
Brown	602	46	648	Pennington	374	31	405
Cass	471	60	531	Pine	539	95	634
Carlton	588	57	645	Pipestone	354	35	389
Carver	600	54	654	Polk	1,175	123	1,306
Chippewa	489	75	562	Pope	360	51	411
Chisago	508	92	600	Ramsey	8,925	1,592	10,517
Clay	822	101	923	Red Lake	185	16	201
Clearwater	274	30	304	Redwood	672	68	740
Cook	73	5	78	Renville	767	67	835
Cottonwood	465	42	507	Rice	642	79	721
Crow Wing	567	122	689	Rock	313	19	332
Dakota	854	67	921	Roseau	412	35	447
Dodge	521	47	368	Scott	388	90	478
Douglas	559	78	617	Sherburne	272	40	312
Faribault	785	72	857	Sibley	372	23	395
Fillmore	797	81	878	Stearns	1,414	231	1,645
Freeborn	972	76	1,048	Steele	665	45	710
Goodhue	939	127	1,066	Stevens	244	27	271
Grant	306	48	354	Swift	477	68	545
Hennepin	15,321	2,883	18,204	St. Louis	6,133	782	6,915
Houston	386	25	411	Todd	713	129	842
Hubbard	299	73	372	Traverse	250	33	283
Isanti	430	53	483	Wabasha	598	115	713
Itasca	714	66	780	Wadena	375	74	449
Jackson	440	47	487	Waseca	501	34	535
Kanabec	297	28	325	Washington	695	89	784
Kandiyohi	785	53	838	Watonwan	397	36	433
Kittson	332	41	373	Wilkin	291	45	334
Koochiching	641	47	688	Winona	917	140	1,057
Lac qui Parle	503	47	550	Wright	885	128	1,013
Lake	271	36	307	Yellow Medicine	657	67	724
Le Sueur	841	79	940	Totals	67,164	10,863	78,027
Lincoln	469	30	499				
Lyon	736	95	831				
McLeod	545	101	646				
Mahnomen	190	19	209				
Marshall	698	66	764				
Martin	655	71	726				
Meeker	607	65	672				
Mille Lacs	316	74?	316				
Morrison	734	113	847				

First
Minnesota Men to Fall
in the World War.

So far as our records show, Lucien W. Wetherby of Minneapolis was the first Minnesota man to die on a European battle field in the World War. In April, 1915, he enlisted in the Australian infantry and on August 8, 1915, he was killed at Gallipoli and now lies buried within sound of the Aegean Sea.

Harold M. Luxton, Minneapolis, enlisted in Canada August, 1915, and at the time of his death was serving with the 2d Princess Pat's Regiment. He was killed December 10, 1915, near Kemmel, Belgium, while trying to procure food for a wounded buddy.

Albert F. Welck of Minneapolis entered the Canadian Army at Ottawa and served with the Canadian Mounted Rifles. He was killed in France September, 1916.

Henry J. Wilson of Northcote, a member of the Canadian Expeditionary Force, was killed in action at Courcelette, France, September 15, 1916.

Roy W. Remick, Minneapolis, enlisted in the Canadian Army at Winnipeg November 1, 1915. He was killed in action November 19, 1916, somewhere along the Somme front.

Lieutenant Frederick B. Vogel, Company D Snipers of the 103 Bat of the Canadian Army enlisted in December 1915. He was killed at Vimy Ridge April 9, 1917.

Joseph M. Mailhiot, Maple Lake, 52d Overseas Battalion, Canadian Army, enlisted February 15, 1915, at Port Arthur. He was killed in action at Vimy Ridge on April 17, 1917.

Harold A. Tuve, formerly of Detroit, Minnesota, enlisted in the 10th Canadians on May 30, 1916. He was killed in the fighting around

With June the American participation on the battle front became more marked and the daily casualty lists from that time were heavy.

I have given only names of men killed in action and of those who died of wounds. Of the large number of Minnesota men who, during the first months of the war, fell in camp and field facing an enemy against whom no barrage was effective, and before whom no retreat could be sounded, I have not spoken.

Vimy Ridge on April 27, 1917.

Dwight R. Smithson, Stillwater, enlisted in the 15th Canadian Battalion in December, 1915; was killed in action near Malincourt June 30, 1917.

Robert P. Hall, Minneapolis, volunteered for service with the Norton-Harjes Ambulance Corps, sailed for France May, 1917; was killed September 12, 1917 in the woods of Avacourt.

Albert P. Shay, Polk County, enlisted in the Canadian Army June 15, 1916. He was killed while serving with the 47th Battalion at Paeschendale, Belgium, October 26, 1917.

Lt. Walter A. Jones, killed in an airplane accident in Texas November 10, 1917, was the first University of Minnesota man to lose his life during the war.

James Kennedy, Minneapolis, enlisted in the Canadian Army January 6, 1917; was killed in action November 10, 1917 at Paeschendale Ridge.

Walter H. Buckley, Delano, killed in France January 24, 1918.

Erwin March, Slayton, enlisted April 27, 1917, in the 18th Infantry U.S.A.; was killed in the Sachepréy Sector January 30, 1918.

Alwyn S. Abbott, Minneapolis, enlisted October 1914, serving with the First Canadian Division. After three years of almost constant fighting, he volunteered on February 2, 1918, at Toul ~~km~~ with six others to replace a trestle of a bridge which was a link in the line of communication. He knew that it meant certain death. All were killed.

On February 5, 1918, the following men lost their lives on the ~~km~~ coast of Ireland. The War Department lists them as "killed in action".

William J. Trageser, Cottonwood
Fred K. Allen, Ada
Gunder G. Austad, Red Lake County
Edwin H. Berkey, Bemidji
Raymond C. Butler, Minneapolis

James J. Buckley, Minneapolis
Frank Drahota, Jackson
Dale M. Fish, Wheaton
John C. Johnson, Big Falls
Homer L. Anderson, Minneapolis

Lieutenant Lester L. Brennan, Minneapolis, a member of the British Flying Corps was killed in action February 24, 1918.

H.

Glen Campbell, first lieutenant in the First Division Ammunition Train, was killed by the shelling of the train on February 27, 1918 at Beaumont, France.

Theodore Peterson, Minneapolis, killed in action March 5, 1918.

Lawrence Weinell, Minneapolis, died March 8, 1918 of wounds received in action.

Elmer J. McDonough, Kellogg, killed in action March 5, 1918

Floyd C. Freeman, Minneapolis, killed in action with the Canadian Army March 12, 1918.

George H. Hardy, Minneapolis, killed in action with the Canadian Air Force, March 22, 1918.

Nels C. Howes, Hendricks, killed in action with Canadian Army March 30, 1918.

Clarence C. Carlson, Minneapolis, killed in action with the Canadian Mounted Rifles April 9, 1898.

Herman Bjornhang, Proctor, killed in action April 31, 1898.

Lieutenant Arthur R. Gaylord, Minneapolis, killed in action at Villers-Tournelle, April 28, 1918.

Marcus Jones, Minneapolis, killed in action April 26, 1918.

Lieutenant John P. Rosenwald, Minneapolis, died May 1, 1918 of wounds received in action.

Leo M. Carey, Albert Lea, killed in the torpedoing of the Tyler May 2, 1918.

Melvin T. Johnson, Hawley, killed in action May 1, 1918

Paul C. Davis, Elk River, died May 6, 1918, of wounds received in action.

Christ Koth, Minneapolis, killed in action May 7, 1918.

Ezra Barrows, Chandler, killed in action May 8, 1918.

Thorvald Brendon, Kerkhoven, killed in action May 10, 1918

Vernon Bailey, Lake Park, killed in action May 10, 1918

Sidney Hanson, Brainerd, killed in action with the Canadian forces May 14, 1918.

Sanford C. Eichorn, Elmore, died May 23, 1918 of wounds received in action,

Kenneth E. Counter, Alden, killed in action May 27, 1918 in Alsace; the first American to fall on German soil.

Nasseb Shaheen, Moorhead }
Ivan Stringer, Stewartville, } killed in action May 28, 1918.
Leigh E. Wilson

Anthony Snider, Tower, killed in action May 30, 1918.

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List of

Name	deserters + dropped through Q.C.M. enemy Discharge alias & Deserted For the good of the service.
Adams, Charles W.	Cause not shown.
Adnovich, Louis	Enemy Alien
Akerstrom, Hjalmar.	Cause not shown.
Aleksich, George	Deserted.
Allay, Chester	Alien Enemy.
Alquist, John	Neutral Alienage.
Amow, Peter	Deserted.
Anderson, Anders G.	General Court Martial
Anderson, Arthur M.	Austrian
Anderson, Carl E.	Deserted
Andrews, Attilio	Deserted
Androsuk, Ostaps	Deserted
Antonios, Charalampos	Deserted
Arganian, Mihran	Turkish Alien.
Arvidson, John A.	Alien.
Austin, James S.	Fraudulent Enlistment.
Axelson, Walfrid M	Not recommended for re-enlistment.
Babich, Joseph	Alien Enemy.
Babulia, George	Not recommended for re-enlistment (alien)
Backman, Carl A	Cause not shown.
Baker, Leslie E	Deserted.
Bakken, Nels	General Court Martial Order
Barbeau, Victor	Deserted
Bareikis, Peter	Deserted
Batchelder, Everett	Inaptitude and physical unfitness

Name	Discharge
Bauer, Raymond Herman	Deserted
Baur, Frank J	S. C. D.
Bearling, Charles C.	Deserted
Becker, John	Fraudulent Enlistment
Beckman, August F	Alien Enemy
Bellucci, Paolo	S C D
Benson, John C	Neutral Alien
Berg, Axel J	G.C.M.O.
Bex, Frank	G.C.M.
Beyer, Albin B	Deserted
Bifulti, Joseph	Physically Disqualified
Bingaman, Burdick A	Deserted
Bjornstad, Alfred	Not recommended for re-enlistment
Blackwell, Arthur	G. C. M. O.
Blair, William	Dishonorably discharged
Blomberg, Evar H	By reason of being conscientious objector
Boggan, Coston	Alien Enemy
Bolich, Joe	Alien Enemy
Bollen, Martin	Alien Enemy
Bolst, Carl	Alien Enemy
Bosanich, Steve	Alien Enemy
Bosanko William D.	G. C. M. O.
Boyko, John	Alien Enemy
Brandborg, Sten Stura	G. C. M. O.

Name	Discharge
Brands, Evert O	G.C.M.
Brawley, Malcolm G.	Deserted
Bremer, Bernard J	Physical Disability
Brettnai, John	Alien Enemy
Browns, Allen S.	Dishonorably Discharged
Brown, John H.	Deserted
Brown, Ole	S.C.D. not recommended for enrollment
Bruekhauser, William	Deserted
Bruegel, William	G.C.M.O.
Bugger, Joe	Enemy Alien
Burns, Edward J.	Deserted
Burns, Francis J	G.C.M.O.
Burns, John F	Deserted
Burns, Thomas J	G.C.M.O.
Burris, Orvel	Dishonorably Discharged
Byersdorff, Edward Carl	G.C.M.O.
Cadutto, Frank	Deserted
Caldwell, Charlie	G.C.M.O.
Callahan, Louis J.	Cause not shown
Cameron, William H.	Deserted
Carlson, Axel W	Dishonorably Discharged

Name	Discharge
Carlson, Bernard J.	Convenience of Government
Carlson, Carl W.	Mental Alien
Carlson, Hans Gunnar	Mental Alien
Carlson, Harold G.O.	Deserted
Carlson, Richard A	G.C.M.
Carlson, Ronald C	Deserted
Carrol, Libern C	Fraudulent Enlistment
Castle, Ralph	Deserted
Cavich, Marcus	Alien Enemy
Crvenka, Rudolph J	Convenience of Government
Chambers, Claude F	Fraudulent Enlistment
Chapek, Louis	Alien Enemy
Chiveler, John	Deserted
Chmura, Andrew	Alien Enemy
Choban, Mitchell V	For the good of the service
Christ, Albert	Dishonorably discharged
Churlik, John	Alien Enemy
Comegys, Marion A	G.C.M.O.
Conner, Boyd J	Deserted
Cosgrove, Frank M.	G.C.M.O.
Coyle, Richard	Physical disability
Crawford, Jack C	Deserted
Cunningham, Harry W.	Deserted

Name	Discharge
Dahl, David J	Neutral Alien
Dahrendorf, Frederick	Alien Enemy
Daly, Raymond J	Deserted
Danielson, Axel Robert	Neutral Alien
Davis, John	Deserted
Defouche, Eugene	Dishonorably discharged
Deroch, Albert S	G. C. M
Derthick, William E	G.C.M.O.
Devitt, Emmett J.	Deserted
Diaz, Bentura	Convenience of Government
Dinzeo, Ralph	Alien
Dorsey, Thomas E	Deserted
Doughty, Richard C	Fraudulent Enlistment
Dowmille, George	Dishonorably discharged
Dubuque, Raymond	Deserted
Dundjer, Theodore	Alien Enemy
Dutthe, Albert H.	Deserted
Dvorak, Charles J.	Alien Enemy
Dypdal, Ingebrigt	non-Declarant, Neutral
Edgerly, Robert E	G. C. M.O.
Edholm, Leo	Fraudulent Enlistment
Edstrom, Alfred E	Fraudulent Enlistment
Effenberger, George	Alien Enemy

Name	Discharge
Efstow, Gust	Deserted
Egge, Alfred	G.C.M.O.
Eide, John	Alien
Eipsherry, Cecil	Fraudulent Enlistment
Elich, Peter	Erroneous induction
Emmons, Arthur F	S.C.D. not recommended pre-arr.
Eresvets, Raymond	Mental Alien
Erickson, John E	Subject of Sweden
Epps, William P.	G.C.M.O.
Ekatom, Bernhard J.	Deserted
Elliott, Fayette M.	G.C.M.O.
Ellis, George	Deserted
Erickson, Gustaf	Deserted
Fairfax, Albert J	Deserted
Fehlin, Adam	Alien Enemy, not recommended pre-arr.
Ferris, Harry Claud	Deserted
Filiman, Aurel	Alien Enemy
Flam, Max H.	Conscientious object
Fodderin, Albin J.	Deserted
Fodchuk, Peter	For good of service
Fogelberg, Tyko Sven	Cause not shown

Name	Discharge
Folman, Raymond	Deserted
Foystek, George	Alien Enemy
Foss, Clarence A.	Deserted
Foster, Arthur J.	Deserted
Fremling, Charles Lester	Deserted
Friedman, Max M.	Deserted
Fuller, Harry	G.C. M. O.
Gakovich, Theodor	Alien Enemy
Gallo, Frank	Deserted
Genza, Joseph J.	Alien Enemy
Gildea, Paul	G.C. M. O.
Gislason, Carl J.	Not recommended for re-enl. for fraud.
Gordin, Louis	Deserted
Golather, Travis R.	G.C. M. O.
Goodman, John C.	Neutral Alien
Gow, Millard J.	Deserted
Gratz, Edward	Fraudulent Enrollment
Grondahl, Eric	G.C. M. O.
Gruntmann, Henry	Physical Disability
Gunday, Alvin	Not recommended for re-enlistment

Name	Discharge
Haga, John	G.C.M.O.
Hannack, Josef	Deserted
Hammell, Matthew	G.C.M.O.
Hansen, Carl	Deserted
Harpuck, Willie	Deserted
Harrington, Joseph W	Physical unfitness, desertion
Hart, Frank	Deserted
Hartfill, Christopher Albut.	Deserted.
Hartmann, Mick	Deserted
Hayes, Sam	Deserted
Haynes, Dean C	Cause not shown
Hast, Paul	Subject of Switzerland
Hojnacki, Walter	G.C.M.O.
Homsley, Tom	Convenience of Government
Hosmer, J Worth	Conscientious objector
Hoyland, John	Deserted.
Ingvalson, Ole	Subject of Norway.
Isakson, Thorolf	Norwegian citizen
Ives, Charles A.	Deserted.
Jacobson, Alfred O	Fraudulent Enlistment
Jacobson, Carl	G.M.C.O.
Jacobson, Edward O	Deserted.

Name	Discharge
Jammieh, Frank	Eroneous induction (alien)
Janezich, Louis	Alien Enemy.
Janke, Harvey W	G.C.M.O.
Januszewski, Robert E	Physical Disability.
Jeloff, Mike	G.C.M.O.
Jellovich, Mille	Alien Enemy.
Joaljim, Todie	Alien
John, Joseph	Cause not shown.
Johnson, Arthur Gustav	Alien
Johnson, Carl Oscar	Deserted
Johnson, Carl W	G.C.M.O.
Johnson, Frank A.	Cause Unknown
Johnson, Frederick R.	For convenience of Government.
Johnson, Gunnard	G.M.C.O.
Johnson, Gust.	Deserted
Johnson, Gustaf Adolph B	Conscientious objector
Johnson, Hjalmar	G.C.M.O.
Johnson, Hugo	Deserted
Johnson, Ole Christoffer	Per request of Sec. of State under President enthusiasm of April 18.
Johnson, Oscar	By request of Swedish Legation
Johnson, Ray	Deserted
Johnson, Roy	G.C.M.O.
Jordan, Thomas J	G.C.M.O.
Joy, Albin D	Deserted

Name	Discharge
Plummer, Morris	G.C.M.O.
Karovich, John	Alien Enemy
Kastner, Edward L.	G.C.M.O.
Kaymik, Joe	Alien Enemy
Lee, Walth.	Deserted
Keith, Christ S.	By order of Sec. of War.
O'elderhouse, Frank	G.C.M.O.
O'Kelly, William S.	G.C.M.O.
O'Kerbel, Cletus C	G.C.M.O.
O'Kinnin, Eugene J.	Deserted
O'Klyn, Frank	Alien Enemy
O'Knudson, Benjamin	G.C.M.O.
O'Kivoisto, Solomon F	Deserted
O'Koria, Mike	Alien Enemy
O'Kraft, George Joseph	G.C.M.O.
O'Kunjais, Milan	Cravenous Induction
O'Krow, Ruben A.	Deserted
O'Dudras, Adolph A.	Deserted
O'Durrelmer, Edwin J	Deserted
O'agerquist, John W.	G.C.M.O.
O'ayser, Jack	G.C.M.O.
O'anson, Carl Erick	Neutral Alien

Name	Discharge
La Valle, Walter A	Deserted
Lawson, Harry	G.C.M.O.
Legler, Fred M	Deserted
Leighton, Eugene	Deserted
Leznieux, Audley M	Fraudulent Enlistment
Lewis, John	Deserted
Signel, Jules	Deserted
Sindquist, George	Deserted
Sinnenkohl, Ernest	To serve imprisonment sentence given by court
Sochapp, Vasil P	Alien Enemy
Sohring, Jack F	Deserted
Sosko, Daniel	Alien Enemy
Mc Caskley Vine	Deserted
Mc Connell, Clarence M	Deserted
Mc Donald, John F	Fraudulent Enlistment
Mc Farland, Fred Martin	G.C.M.O.
Mc Kenzie, Milton	Order of Secretary of War
Mc Kinney, David Hubert	G.C.M.O.
Mc Martin, James C	Fraudulent Enlistment
Mc Michael, Harry	Deserted
Mc Mea, Percy L	Fraudulent E
Mc Taggart, Sidney G.	Deserted

Name	Discharge
Magnuson, Ernest	Deserted
Maki, Sander	G.C.M.O.
Malknecht, Mapoleon	Alien Enemy
Malm, Edward A	Convenience of Government
Malmberg, Carl M	G.C.M.O.
Maloney, William	Deserted
Marchaff, Peter	Alien Enemy
Marka, Tony	Alien Enemy
Marshall, Helmer	Inaptitude for Mil. Service.
Martin, Arthur	Deserted
Masekell, Orville	G.C.M.O.
Mathisen, Walter H.	G.C.M.O.
Matoska, Tony	Deserted
Mattison, Raymond J.	G.C.M.O.
Mechelke, William F.	Deserted
Metzker, Joseph D.	Alien Enemy
Michaels, Theodore	Deserted
Miller, Henry	G.C.M.O.
Mills, Dwane	G.C.M.O.
Minia, Vashle	Alien Enemy
Modic, Tony	Alien Enemy
Magit, Henry	Deserted
Moore, James	Deserted
Mork, Joshua J	G.C.M.O.
Morgan, George	Deserted
Mullany, Thomas J	Deserted
Muller, August M.	Not recommended for re-enlistment

Name

Munoz, Jesus
Murphy, Edward J
Murphy, Frank G
Murray, Lawrence
Mustful, Selim
Myers, Charles L
Myron, Alex

Marewski, Joseph
Megi, Constante
Meketaa, Basil
Melson, Ben
Melson, Eddie
Melson, Elmer
Melson, Harold
Meltz, Joe
Mepsstad, Lars
Mesporos, Albert
Menhauer, Theodore H
Molen, Thurman A
Mygard, Sander M

Ohlund, Alfred Michodemus
Ohlund, John A
Olds, Edward
O'leary, James
Oliver, Frank

Discharge
Mexican Citizen
G.C.M.O.
G.C.M.O.
Fraudulent Enlistment
Deserted
Fraudulent Enlistment
Alien Enemy

Deserted
Alien Enemy
Deserted
Deserted
G.C.M.O.
Deserted
Fraudulent Enlistment
Alien enemy
Deserted
Deserted
Subject of Germany
Deserted
G.C.M.O.
Neutral alien not recommended for re-enlist
alien enemy not recommended for re-enlist
Deserted
G.C.M.O.
Deserted

Name	Discharge
Olson, Elmer M	G.C.M.O.
Olson, Otto	Cause not shown
O'Malley, Walter C	Cause not shown
Ostby, Martin	Deserted
Ostrom, Eric	G.C.M.O.
Palo, Abraham J	G.C.M.O.
Papageorge, Demetrius	G.C.M.O.
Patet, Milton H	Minority concealed at enlistment
Patrick, George	Deserted
Paul, John J	G.C.M.O.
Pawlowski, Max	G.C.M.O.
Pleahl, Oscar E	Fraudulent Enlistment
Pedersen, Eliot O	Subject of a Mental
Penningroth, Walter J	Deserted
Perich, Nick	Alien Enemy
Perkins, William C	Deserted
Peterson, John	Subject of Sweden
Peterson, Joseph Sanfrid	Request of Sec. of State. (Alim)
Peterson, Lawrence V	Deserted
Peterson, Sophus	Physical Deficiency
Phelps, Carl E	Deserted
Pittman, George	Conscientious objector, not recommended for re-enl.
Poland, Edgar D	Conviction by Civil Court
Popara, Sam	For good of Service
Powers, Frank E	Deserted
Prather, Chester A	Deserted

Name	Discharge
Prince, Andrew S	G.C.M.O.
Pylewicz, William W	alien Enemy
Rabbit, Louis J	Alien Enemy
Radakovich, Seleva	Alien Enemy.
Ramsey, Allen H.	Deserted
Ratoszczuk, Joseph	Subject of Austria
Raynikar, Louis	Alien Enemy
Rehberg, Gustaf Ojelmar	Alien Enemy
Richardson, Walter H.	Deserted
Richter, Tony	Enemy Alien
Ritzko, Peter	S.C.D. Not recommended for re-enl
Rivet, Mike	Deserted
Rodmonovich, Joe	Enemy Alien
Rogers, George D	Deserted
Rogers, Thomas J.	G.C.M.O. (prior service S.C.D.)
Rotfahn, Ernest	Alien Enemy.
St. Albans, Raymond Edward	not recommended for re-enl.
Saari, Charlie N.	G.C.M.O.
Sandberg, William C	G.C.M.O.
Schaefer, Paul	Alien Enemy
Schultz, Ed W	Deserted
Schulz, Paul	Alien Enemy

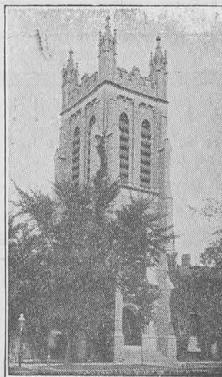
Name	Discharge
Schwarz, Wilhelm	alien
Seboy, Feliks	Alien Enemy
Seebach, Oscar W.	Cause not shown
Sevick, Paul	Subject of Austria
Sever, Matt	Subject of Austria
Shepard, Raleigh C	S. C. D.
Shmidt, John	Alien Enemy
Siolka, Stephan,	Deserted
Siro, Werner	G. C. M. O.
Sivashich, William	Alien Enemy
Shabrud, Ole C.	Neutral Alien
Shander, Dan	Cause not shown
Slagle, Silas	G. C. M. O.
Smith, Albert W	Deserted
Smith, Arthur	Deserted
Smith, Charles H.	For Desertion and physical disability
Smith, Roy	Fraudulent Enlistment
Snall, Axel Emil	Neutral Alien
Snyder, Paul W	Conscientious objector
Sorenson, Robert	Not recommended for re-enl.
Spaeth, Stanley	Fraudulent Enlistment
Sprague, William E	Deserted

Mane.	Discharge
Stavlo, Clarence A	Cause Unknown.
Steiner, Albert	G. C. M. O.
Stepanek, Joe J.	Alien Enemy.
Stepkiff, Andrew	Alien Enemy
Stepnoway, John C.	Subject of Russia
Stockin, Arnold	Subject of Switzerland
Strom, John A	S. C. D.
Stupor, Steve	Cause Mat. Shown
Sullera, Guy	Deserted
Sundberg, Albert	Not recommended for re-enl.
Super, Joe	G. C. M. O.
Surla, John	Alien Enemy.
Surmo, Edwin	Deserted
Sustersic, Franc	Alien Enemy
Swanson, Victor Bro.	Conscientious objector
Swanson, Mils S	Convenience of Gov't.
Swenson, Christian	Citizen of Neutral Country.
Janoseff, Mihal	Alienage
Jashjiah, Mahabed	Enemy Alien
Thatch, Charles S	Not recommended for re-enl.
Thomas, Sam	Enemy Alien

Mamle	Discharge
Thorau, Jack	Deserted
Tomavich, Peter	Alien Enemy
Jostananski, Wasyl	Alien
Truseler, William H.	G.C.M.O.
Trotter, William H.	Deserted
Turner, Charles A.	G.C.M.O.
Tyler, Frank	Deserted
Wolker, Joe	Deserted
Vega, John	Deserted
Visaj, Trifon	Cause not shown
Wollmer, Robert	G.C.M.O.
Walker, Harry M.	Deserted
Walker, Harvey J.	Deserted
Wallace, Willis G.	Deserted
Ward, Frank	Deserted
Ward, Philip H.	Deserted
Warkentin, Jacob A.	Conscientious objector
Weis, Emil	Desertion, Physical unfitness

Maine	Discharge
Wenborg, William J	Deserted
Wendell, Joe H	Trial by civil authorities
Werner, Paul	Alien Enemy
Wheelock, Roy A	Cause not shown
White, Arthur	Deserted
White, George M	Desertion
White, William H.	G.C.M.O.
Wicks, Charles R	Conv. of Govt.
Wildmark, John Albert	Neutral Alien
Wilkes, Roy S.	G.C.M.O.
Williams, Clint E	By order of Secretary of War
Williams, John Leo	Not recommended for re-enl. ^{objection} Conventions
Williams, Martin	Deserted
Wilson, Ernest D	G.C.M.O.
Wilson, Hugh H.	Imprisonment by civil court
Winkley, Charles R.	Convenience of Govt.
Witkin, Walter J.	Alien Enemy
Withowitz, John	Alien Enemy
Witte, Albert F	G.C.M.O.

Name	Discharge
Womill, George William	Deserted
Yankovich, Svetozar	Alien
Zell, Amel. O.	S.C.M. O.
Zigikh, Isak	Alien Enemy



The St. John's Evangelist

"To whom also he showed himself alive after his passion by many infallible proofs, being seen of them forty days, and speaking of the things pertaining to the kingdom of God."

Vol. XII

St. Paul, Minn., April 20, 1918

No. 21

The
Rev. George Craig Stewart, D. D.

Rector of St. Luke's Church, Evanston, Illinois;
Secretary of the War Commission of the Church;
will be the principal speaker at

ST. JOHN'S CHURCH

Next Wednesday Evening, 8 o'clock

The meeting is a patriotic rally for our church people who will be addressed not only by Dr. Stewart, one of the most eloquent men in the Episcopal Church, but also by Mr. F. H. Spencer, of Chicago, and by the Bishop of the Diocese.

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The St. John's Evangelist

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ADMINISTRATIVE DIRECTORY.

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Curate—The Rev. Christoph Keller.
Church Phone, Dale 6780.
Church Club Office Phone, Dale 767; Tri-State, 85063.
Parish Treasurer—Mr. Edward Kopper, Phone, Dale 971.

KALENDAR.

Sunday, April 21—Third Sunday after Easter.

8:00 a. m.—Holy Communion.
9:45 a. m.—Church School.
11:00 a. m.—Morning Prayer and Sermon.
5:00 p. m.—Evening Prayer and Sermon.

Monday, April 22—

3:30 p. m.—Junior Auxiliary.

Tuesday, April 23—

10:00 a. m.—St. Margaret's Guild.

Wednesday, April 24—

9:30 a. m.—Holy Communion.
8:00 p. m.—Patriotic Rally for Men and Women in St. John's Church.

Thursday, April 25—St. Mark, Evangelist.

9:30 a. m.—Holy Communion.
7:30 p. m.—Red Cross Class for Husbands and Wives.

Friday, April 26—

12:00 m.—Litany and Intercessions.

Saturday, April 27—

3:00 p. m.—Annual Meeting and Exhibit of the Little Helpers.

Order of Services

THIRD SUNDAY AFTER EASTER.
April 21, 1918.

11:00 A. M.

MORNING PRAYER AND SERMON.

Processional Hymn—399, "Light's abode, celestial Salem" Smart
Venite—(chant) Turle
Te Deum in C Lutkin
Jubilate—(chant) Aldrich
Hymn—445, "When morning gilds the skies" Barnby
Sermon Sullivan

Offertory Anthem I will mention the loving kindnesses of the Lord, and the praises of the Lord, according to all that the Lord hath bestowed on us.

For He said, surely they are my people, children that will not lie; so He was their Saviour.

In all their affliction He was afflicted, and the angel of His presence saved them. In His love and pity He redeemed them; and He bore them, and carried them all the days of old.

So didst Thou lead Thy people, to make Thyself a glorious name.

Look down from heaven, and behold from the habitation of Thy holiness and of Thy glory.

Where is Thy zeal and Thy strength? Doubtless Thou are our Father.

Thou, O Lord, are our Father, our Redeemer; Thy name is from everlasting. Amen.

—Isaiah lxiii, 7-9, 14-16. Recessional Hymn—122, "Jesus lives!" Gauntlett

5:00 P. M.

EVENING PRAYER AND ADDRESS.

Processional Hymn—61 (M. H.), "Go forward, Christian Soldier" Smart
Gloria Turle
Nunc Dimittis in E flat Marchant

Quartet—(Hymn) Hymn
Address

Offertory Anthem J. Christopher Marks The day is past and over; All thanks, O Lord, to Thee, I pray Thee that offendless The hours of dark may be. O Jesu, keep me in Thy sight, And save me thro' the coming night.

The toils of day are over; I raise the hymn to Thee, And ask that free from peril The hours of fear may be. O Jesu, keep me in Thy sight, And guard me thro' the coming night.

Be Thou my soul's preserver, O God, for Thou dost know How many are the perils Through which I have to go, Lover of men, O hear my call, And guard and save me from them all.

Recessional Hymn—5 (M. H.), "Jerusalem the golden" Ewing

G. H. FAIRCLOUGH, Organist-Choirmaster

THE RETIRING OFFICERS.

The Evangelist wishes to send a word to those who have served as officers for the past year, perhaps longer, in the Parochial Societies. Your service has been appreciated and has helped on the work of the Church; and for this we most heartily thank you. First of all it is your willingness to serve that counts most, so much does it mean that we are almost prepared to say that—"All things are possible in a parish, where the people are willing." As a general thing no one seeks an office in any Church Society, for the duties and worries are many, and the responsibilities great if one conscientiously tries to make the most of the office held; but these same responsibilities and the work involved are always worth while, and having served one never regrets the service rendered.

May you who have concluded your term of office have few regrets, and will you not continue to serve and lend your valued help to those who have taken up your former duties?

THE WEEK-DAY SERVICES.

In a few words may we remind our readers that while there are but two week-day services, there are two—one on Wednesday morning at 9:30 and one at noon on Friday; the former being a Celebration of the Holy Communion, the latter consisting of the Litany and Intercessions. While it is a great privilege to serve in both these services just as they are, we are most anxious to widen their scope of usefulness, and therefore we ask you all to remember that at nine-thirty on Wednesday morning and at noon on Friday, services are being held in the Chapel, and we urge you to get into the habit of thinking of them even if you can not be present in person; while if it is possible for you to come we greatly desire your presence. May we remind you further that the Holy Communion and the Litany have both taken on a new meaning, and we earnestly desire that more hearts and minds follow the words of the Prayer for Christ's Church, and enter into the petitions such as "That it may please thee to defend and provide for the fatherless children, and widows, and all who are desolate and oppressed" and "That it may please thee to forgive our enemies, persecutors, and slanderers, and to turn their hearts." We are so sure of the value of these petitions, that we cannot but feel that there should be more than two voices uttering them next Friday at noon.

ST. MARGARET'S GUILD.

If there is any one who can and will contribute a warm bathrobe to the Guild for a young girl who is going to Walker, the Sanitarium for tubercular patients, will they please communicate with Mrs. Roger Kennedy, Jr.?

LILYDALE.

A good congregation attended the afternoon service last Sunday at St. Barnabas' Mission. The three o'clock hour was used and promises to work out well; Mr. Keller is thus enabled to return to St. John's in time for the Vesper Service.

We are very happy in announcing that the Easter Offering of the Church amounts to \$94.00. This sum, although a few dollars short of last year's total, represents a higher amount per scholar. Now we want to keep the Bishop's Banner, but if it leaves us it means that others have done better than they did last year, and for this we must rejoice, and we will. We have done what we could, and we await to hear that others have done better.

THE CHURCH SCHOOL.

Our first word to the scholars and parents and friends of the School must be a word of appreciation and congratulation for the very excellent Easter Offering, which to date amounts to \$503.00. We had rather set five hundred dollars as our goal and the fact that we have passed it gives us some cause for rejoicing. It must be remembered that we started Lent with certain warnings in our ears as to the fact that the Thrift Stamp campaign would seriously affect our offering this year, and so it did—it helped us. The children have not only learned to save and to give, but also to mobilize the interest and willingness of others. We thank you, Uncle Sam, and promise you that we are better able to help you because of the work that we have done for our Church.

Our second word is one of warning. Do not allow yourself to become careless about your duties to the school because the winter and Easter have passed. Above all do not miss any of the sessions which are all too few as it is! If you are in the city—come! If you are away—think of us. And do not go away, simply because you would rather.

We missed our absentees very much and trust that they will be with us tomorrow.

Secretary's Report.

Scholars on roll previous Sunday.....	328
Scholars on roll last Sunday.....	328
Scholars present previous Sunday.....	208
Scholars present last Sunday.....	219

100% Classes.

Miss Brown, Mr. Stringer, Class 20, Miss Turner, and Miss Reilly.

A LETTER FROM THE FRONT.

Bishop McCormick, the War Commission's representative abroad, in writing to the "Living Church" gave a most interesting account of his numerous activities, from which letter we chose the following extracts:

I have been travelling through the camps and hospitals, almost literally from one end of France to the other. Of course, everybody wants to get near that fascinating locality known as the Front, and few there be that find it. However I have had some real duties to carry me pretty near the lines, and I have been able to see and consider the American soldier as a fighting man. I have also been with him in the evacuation and the base hospitals, and I have seen how he can suffer and be strong.

I have tried to visit the places and the units which are without chaplains. For example the great officers' training camp in a famous old French fortified town; at the artillery camps just in the rear of the lines, where our services were rather rudely interrupted by German raiding-planes; and at several of the base hospitals, I was able to celebrate the Holy Communion for many where regular religious life and habit had been intermittent for months. They are so eager, so devout, and grateful!

This week I sent the Rev. Sherrard Billings on a hurry call, to an evacuation hospital back of the American lines, and I have been taking his hospital duty in Paris. This has included, among other calls, two burials of American soldiers from Hospital No. 2, one from Illinois and one from Michigan. Of course, we must prepare ourselves for the inevitable fact that no bodies can ever be sent home. They must remain here in the soil of France with their French and English comrades. But it is a comfort to know that there will be a thorough system of identification and of registration, and that locations for American cemeteries are being assigned to us by

the French government. The burials are always decorous and are often tender and beautiful, and we shall endeavor to see that, whenever it is at all within the reach of possibility, the men of our own communion shall be buried with the services so dear to us all. God helping us, the Church shall not fail them in life or in death.

IN FLANDERS' FIELD.

(An Answer.)

We reprint the following poem, In Flanders' Field, together with an "Answer" in order that our readers may appreciate the one in connection with the other.

"In Flanders' Field the poppies blow
Between the crosses, row on row,
That mark our place: and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the dead: short days ago
We lived, felt dawn, saw sunset glow,
Loved and were loved—and now we lie
In Flanders' fields.

Take up our quarrel with the foe!
To you with failing hands we throw
The torch: be yours to hold it high!
If ye break faith with us who die,
We shall not sleep, though poppies blow
In Flanders' fields."

"AN ANSWER."

(By C. G. Galbreath.)

"In Flanders' fields the cannon boom
And fitful flashes light the gloom,
While up above, like eagles fly
The fierce destroyers of the sky;
With stains the earth wherein we lie
Is redder than the poppies' bloom,
In Flanders' fields.

Sleep on ye brave. The striking shell,
The quaking trench, the startled yell,
The fury of the battle hell
Shall wake you not, for all is well.
Sleep peacefully for all is well,
Your flaming torch aloft we bear,
With burning heart an oath we swear
To keep the faith, to fight it through;
To crush the foe or sleep with you
In Flanders' fields."

A REQUEST.

Will the persons who are using the Duplex Envelopes Nos. 204 and 205 please send their names to the Church Office, as we have no record as to the possessors of these numbers.

THE LITTLE HELPERS.

The Little Helpers meeting and exhibit is today at three o'clock in the old Primary Church School Room, at the Church. All members are urgently requested to be present and to bring their offering.

ALTAR FLOWERS.

The altar flowers for last Sunday were presented by Mrs. O. P. Lanpher.

FOUND.

Two Sundays ago after Vesper Service a black umbrella with a straight black handle and a circular top was found in pew 232.

We have still in our possession a small silver watch that was found at the Altar-rail after the second service on Ash Wednesday.

Both of these articles can be obtained at the Church Office.

CHURCH CLUB NOTES.

Boys' Department.

The Junior basketball team ended a very successful season by defeating the Juniors 16 to 4. The Juniors won 16 out of 20 games this season.

Our first Bicycle Hike on March 26th was attended by twelve boys. We rode thirty miles on this trip and all the boys are enthusiastic and ready for more.

In spite of the bad weather sixteen boys went out on a ten mile hike last Saturday. We returned home about 1:30 tired and wet but happy. The engine room was the scene of great activity as all the boys stripped off their wet clothes at once and hung them on the boiler to dry. After a hot and cold shower and a brisk rubdown they were ready for more so they joined the other boys in a game of indoor baseball.

Fathers and Mothers: Send your boy to us and we will teach him how to swim and do many other things which will be helpful to him all his life.

THE EASTER OFFERING.

The most recent report on the Easter Offering is \$7,200.00, with several pledges still to be heard from. While we are most thankful because of the amount of the offering, representing as it does, without any further additions, an excess of \$1,200.00 over the sum requested, the particular cause of gratification is the fact that this total came from approximately 600 different contributors. This has made the offering a democratic and representative one, and has shown the liveliness of the sense of responsibility in the parish with respect to the parish indebtedness.

But it is not only in connection with the Easter appeal that this same spirit of hearty and self-sacrificing co-operation has been manifested. There has not been an appeal made in this Church during the past two years which has fallen short of the realization of a general and generous response.

With respect to the Easter Offering, we have now set as our goal the sum of \$8,000.00, with the intention of paying off two of the \$3,500.00 serial bonds, and taking care of the interest on the whole indebtedness for a six month period. An accomplishment of this sort annually for the next few years would wipe out the entire indebtedness.

Also we need our Easter Offering for advance work in all activities of the Church. There is too much need for money for constructive development to justify the expenditure of large sums in the payment of interest.

THE EASTER COMMUNION REPORT.

The rector has before him a list of 450 names comprising all those in the parish who failed to turn in their Easter Communion record card. To each one of these 450 he is about to send a letter asking that the card be returned, or if the card has been mislaid, that a report be made. To do this, to prepare and send such a letter, takes time and money. Nevertheless, it is of such paramount importance that this record be complete that we are prepared to do anything necessary to attain that end.

The unfortunate thing is that so many have neglected such a reasonable request. It is in such matters as these that your rector must insist upon co-operation. Until we get it in the lesser respects, we cannot hope for it in the greater.

Will you not help in this saving of time and energy, and return your card not later than Monday?

WAR POETRY.

We probably cannot tell until after the war has ended just what it has done to and for the world. It goes without saying that much will be found wrecked, destroyed entirely or in part; but also it is true that things have been born. This has always been so with Literature, which cannot be rightly judged save in the light of time, and perhaps we cannot be sure of the merits of the poetry that is springing into birth, but we confess to being very much stirred by most of it. Therefore under this emotion it is our intention from time to time to print certain poems or fragments that seem to give us the true spirit of the times. The next generation may judge differently, probably will in the light of the past, but such poems as "In Flanders' Field" and "The Answer," printed in this issue, seem to us to be worthy of a permanent place in the thoughts of men of all ages, for they come from brains that have been thinking deeply and souls that have been moved profoundly.

CAN THINGS BE THE SAME AGAIN?

The war seems to be a long distance from that desired goal called "The End," but even so it may be just around the next bend, we cannot know; let us therefore keep hoping that the end is near, but acting as though it were far away. The present situation seems to produce no end of unanswerable questions, such for instance as "What do you think of the war?" Many words can be uttered in reply to that oft repeated query, but no satisfactory answer can be given, for the simple reason that the war is too big to think about in any comprehensive way, it is like standing and looking at a towering tree and trying to guess whither its roots extend. There is, however, a supplementary question, "Can things be the same again?" which demands an answer of us, and the reply that every Christian should give is—"God helping us NO!" From the midst of the turmoil we look back on what we were pleased to call days of peace, and utter a fervent prayer that those days have gone forever; we want the peace but we do not want the things that existed because of that peace. In those days political corruption existed and we remarked about it, but let it go; vice was rampant and we were content to "segregate" it; and Capital and Labor were arrayed against each other, we took sides but did little to bridge the deadline.

When peace comes, indifference will come knocking at the door of our nation and of our individual lives; and we dare not allow it to enter or the last state of the nation will be far worse than the first. In times of war we must prepare for that peace which is coming! Now is the time when we must all make our high resolves and petition the Father that He will enable us so to prepare ourselves against the curse of peace that—"Things can never be the same again."

ST. JOHN'S NATIONAL SERVICE ROLL.

Adams, Maurice B., 1st Lieut., Inf., Camp Dodge.
 Armstrong, James B., Aviation.
 Armstrong, Joseph J., Naval Reserve, Pelham Park Bay, N. Y.
 Banning, William L., Ambulance Div. of Med. Corps, Camp Crane, Allentown, Penn.
 Benepe, Dr. Louis M., Jr., 1st Lieut., Dept. Dental Surgery, 6th Regt. Marines, A. E. F.
 Benepe, Robert, Corp., 8th Regt. Marines, Quantico, Va.
 Blashfield, Kirby, Aviation, Camp Travis, Tex.
 Brand, Dr. G. Douglas, 1st Lieut., Medical Reserve, Cook County Hospital, Chicago, Ill.
 Briggs, Allan, 446th Depot Detachment, U. S. Engrs., A. E. F.
 Briggs, Paul A., 16th Regt. Railway Engineers, Hdqtrs. Detachment, A. E. F.
 Bryant, Gordon S., Bar. 24, Wichita Falls, Texas.
 Bryant, James S., 1st Lieut., Adj. General's Staff of the Executive Office at State Capitol.
 Bryant, Stewart F., Lieut., U. S. S. Mayflower, care of P. M., New York City.
 Bunn, Charles, 2nd Lieut., 339th F. A. Camp Dodge, Ia.
 Burnett, Carl F., Ambulance Co. 181, 108th Sanitary Troop, Camp Logan, Texas.
 Burns, Robt. A., 2nd Lieut., F. A., U. S. N. A., A. E. F., 1st Corps Artillery School.
 Clendenning, Edith, University of Minn., Base Hospital No. 26.
 Cook, Dr. Paul B., Major, Medical Officers' T. C., Fort Riley, Kan.
 Countryman, Ernest A., 2nd Lieut., Q. M. Corps, Nat'l Army.
 Daley, Ernest C., U. S. Base Hospital No. 26, Ft. McPherson, Ga.
 Daniels, Thos. L., Capt., F. A., Camp Grant, Rockford, Ill.
 Denegre, Jules, Q. M. Dept., Ft. Mills, P. I.
 Doty, Paul, Major of Utilities, Q. M. C., Camp Grant, Rockford, Ill.
 Downs, Wallace J., U. S. S. Denver, care of P. M., New York City.
 Dugas, Joseph G., Aviation.
 Dunlop, Fred J., Corp., Battery B, 151st F. A., A. E. F.
 Dunlop, Stewart, Co. E., 25th Engrs., Camp Devens, Mass.
 Du Rose, Edwin C., Co. E., 313th Supply Train, Camp Dodge, Ia.
 Edgerton, George B., Inf. Co. 3, Camp Stanley, Leon Springs, Tex.
 Edwards, Clark H., Ordnance Dept.
 Fagley, Harold L., 1st Lieut., Co. B, 166th Inf., A. E. F., Paris, France.
 Fagley, Wilber M., Aviation Section, S. E. R. C., Austin, Texas.
 Fairclough, Gordon, Radio Man, Hdqtrs. Co., 151 F. A., A. E. F.
 Farrington John D., Lieut., Co. C, 17th Regt. Engineers, In France.
 Finch, Roscoe H., 2nd Lieut., Ordnance Dept., Little Building, Boston, Mass.
 Fitzpatrick, John B., Coast Defense.
 Foster, Edward S., 25th Ry. Engrs., A. E. F.
 Freeman, H. C., 1st Lieut., F. A., Camp Dodge.
 Fuller, C. A., Jr., 2nd Lieut., 36th Inf., Ft. Snelling.
 Fuller, Harrison, Maj., Brigade Adj't., 163rd F. A., Camp Dodge, Ia.
 Gibson, Horace N., Co. 2, Inf., 3rd R. O. T. C., Camp Pike, Ark.
 Given, Harry S., 313th Supply Train, Camp Dodge, Ia.
 Given, John D., 313th Supply Train, Camp Dodge, Ia.
 Gooch, Raymond K., 32nd Balloon Co., Aviation Camp, Waco, Texas.
 Greene, Dr. Chas. L., 1st Lieut., Medical Corps.
 Griggs, Milton W., Kelly Field No. 2, Ground Officers' Trg. Camp, San Antonio, Tex.
 Hastings, Morris O., 2214 Dana St., School of Military Aeronautics, Berkeley, Cal.
 Hensel, L. R., 1st Lieut., Co. I, 340th Inf., Camp Custer, Battle Creek, Mich.
 Hill, Guy L., Corp., 79th Co., 6th Regt., Marines, Quantico, Va.
 Hill, Harry, 31st Eng. Corps, Fort Leavenworth, Kansas.
 Howard, Russell T., D. Co., 313th Engineers, Camp Dodge, Ia.
 Humbird, John A., 1st Lieut., Inf., A. E. F.
 Iverson, S. G., Capt., Adjutant's Dept., Hdqtrs., 92nd Div., Camp Funston, Kan.
 Jackson, James Lawrence, Co. B, 4th Reg., Great Lakes, Ill.
 Johnson, Harold, 1st Lieut., 42nd Division, 151st F. A., A. E. F.
 Johnson, T. R., 1st Lieut., Inf., A. E. F.
 Jones, Dr. E. M., Maj., Medical Corps, 2nd Minn. F. A.
 de Lambert, R. H., 2nd Lieut., Hdqtrs. Co., 351st Inf., Camp Dodge, Ia.
 Lane, Thos. D., Sergt., 99th Co., Marine Barracks, Naval Station, Newport, R. I.
 Langford, Wm. R., Jr., 90th Co., 7th Regt. Marines, Naval Sta., Guantanamo Bay, Cuba.
 Lawrence, Ensign J. B., Naval Aerial Sta., Key West, Fla.
 Locke, John L., 5th Motor Truck Co., 1st Corp. Art. Pk., Camp Jackson, S. C.
 Loonis, James S., 2nd Minn. F. A., Hospital Corps.
 Lowell, Clarence T., Flying Division, Aviation Section, S. O. R. C., Urbana, Ill.
 Lufkin, Nathaniel H., 10th Reg. Dispensary M. B., Quantico, Va.
 MacCourt, Winthrop D., A. Barracks, Main Station, Camp Farragut, Waukegan, Ill.
 Macdonald, Donald B., 2nd Lieut., Aviation Section Signal Corps, Camp Alfred Vail, Little Silver, N. J.
 Magoffin, Samuel S., Capt., 16th Ry. Engrs., A. E. F.
 Mallory, Arthur, 2nd Lieut., Q. M. Dept., Hoboken, N. J.
 Malvern, John M., Field Hospital 135, Camp Cody, Deming, N. Mex.
 McCann, Wilfred M., 2nd Lieut., Coast Artillery, Fort Strong, Boston Harbor, Mass.
 McGuckin, Malcolm L., Line of Communication, Air Service, A. E. F.
 McKechnie, Alex. R., Corporal, Co. M, 59th Inf., Camp Greene, Charlotte, N. C.
 Moreland, Wm. D., Capt., 35th Division, Camp Doniphon, Ft. Sill, Okla.
 Mortensen, Ryan, Co. G., 2nd Regt., Camp Dewey, Great Lakes, Ill.
 Napier, Donald D., Q. M. C. Utilities, Camp Dodge, Ia.
 Nichols, Alan, Aviation Corps.
 Nichols, John M. H., Capt., H. Co., 349th Inf., Camp Dodge, Ia.
 Porterfield, Alex, 1st Lieut., M. C., 14th Batta., Worcestershire Regt. (in France).
 Porterfield, Chas., Captain, Machine Gun Co., 16th Inf., A. E. F.
 Porterfield, Jas. K. T., 2nd Lieut., Hdqtrs., 163rd Brigade, F. A., Camp Dodge, Ia.
 Power, Robt. E., 1st Lieut., Coast Artillery, Ft. Revere, Hull, Mass.
 Prince, Frank R., 1st Lieut., 2nd Batta., 20th Engrs., A. E. F., France.
 Read, Cecil, 2nd Lieut., F. A., P. O. 718, A. E. F.
 Reilly, Roger E., 25th Aero Squadron, Taliaferro Field No. 1, Hicks, Texas.
 Relf, Richard, 2nd Lieut., 1st Batta., 8th F. A., Camp Wheeler, Macon, Ga.
 Rice, Arthur W., M. O. T. C., Fort Riley, Kan.
 Ritzinger, Fredk., 1st Lieut., 333rd F. A., Camp Grant, Rockford, Ill.
 Robertsen, Axel, 2nd class fireman, Co. 89, U. S. Naval Training Station, Norfolk, Va.
 Rumble, Wilfrid E., 1st Lieut., Co. M, 349th Inf., Camp Dodge, Ia.
 Schaad, Robt. W., Batt'y B, 151 F. A., A. E. F.
 Schulze, Theo., Jr., 1st Lieut., Ordnance Dept., Schurmeier, Gustav B., Aviation.
 Seabury, Gerald A., Censor Dept., Navy.
 Seabury, Paul R., Sergt., Aviation Service, Elizabeth, N. J.
 Seymour, McN. V., Jr., Private, Am. Mission, Motor Transport, A. E. F., Reserve Mallet, France.
 Shourt, John M., Aviation Sect. Sig. Corps, Camp Kelly No. 1, Line 48, San Antonio, Texas.
 Skinner, W. W., 1st Lieut., F. A., Camp Grant, Rockford, Ill.
 Smith, Harry H., 54 Aero Squadron, Aviation Camp, Waco, Tex.
 Lieut. Cameron Squires, 205 King St., Portland, Ore.
 Squires, Geo. C., 17th Aero Squadron, A. E. F., France.
 Steward, Frederick E., 63rd Balloon Co., Fort Oma ha Neb.
 Stone, Stanley W., Batt'y B, 151st F. A., A. E. F.
 Stronge, Sidney R., 1st Lieut., F. A., Camp Dodge, Ia.
 Tighe, Laurence G., 1st Lieut., F. A., 12th Class, School of Fire, Fort Sill, Okla.
 Townsend, John, Jr., 1st Lieut., Batt'y B, 151st F. A., A. E. F.
 Townsend, Learned, O. T. School, Fort Leavenworth, Kansas.
 Townsend, Theodore, Troop M, 1st U. S. Cavalry, Douglas, Arizona.
 Upham, John P., 2nd Lieut., F. A., U. S. N. A., A. E. F., 1st Corps Artillery School.
 Wann, Thos. L., Jr., Capt., D Batt'y, 338th F. A., Camp Dodge, Ia.
 Warren, Alvah H., Jr., 1st Lieut., F. A., U. S. N. A., A. E. F., 1st Corps Artillery School.
 von Wedelstaedt, H. Albert, 2nd Lieut., Chanute Field, Rantoul, Ill.
 Whitney, Alfred C., Capt., Engineers, Camp Custer, Battle Creek, Mich.
 Winter, Everett P., Capt., Hdqtrs. Co., 333d F. A., Camp Grant, Rockford, Ill.
 Woolnough, Major James B., Camp Lewis, American Lake, Wash.

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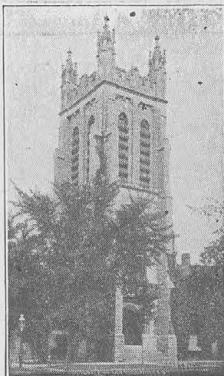
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The St. John's Evangelist

"And whatsoever ye do in word or deed, do all in the name of the Lord Jesus, giving thanks to God and the Father by him."

Vol. XII

St. Paul, Minn., April 27, 1918

No. 22

In the past we have all very frequently sung:

"Like a mighty army
Moves the Church of God."

And we purpose to continue to use the words, but must it always be necessary to make certain mental reservations? As we sing it now we are conscious of the fact that while we are members of an army, and are moving forward, we are not united and therefore do not form an altogether efficient body.

We think that we can know something of the feeling that must come to soldiers as they move towards the battle front and again when they are in the midst of the conflict, if there is not an unanimity of thought or action, if the divisions of the army are not in perfect accord, if the commands are apt to be—and for that matter often are—interpreted differently. It does not give confidence, and most assuredly does not make for a speedy or decisive victory to feel this lack of unity in any forward movement, much less in the armies of the Living God.

There is an apparent and frequently expressed desire on the part of most of the divisions of Christendom for something more closely akin to co-operation, and we feel that every one should do the utmost towards presenting a united front.

In this connection we announce the fact that the Rev. Roy Guild, General Secretary of the Federated Churches of Christ in America, will preach at the eleven o'clock service tomorrow morning.

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644 Smith Ave., near Baker St. 689 E. 3rd St., bet. Bates and Maria

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FIFTH AND ROBERT STREETS

The St.

Published eve
Church ounday being the third in the month, the service at St. Barnabas' Mission
Portl Stt 11:30 and as our custom is, consisted of sermon and Holy Communion.

Entered as
1907, at the us and received.

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Subscription
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Send all su
flag still more representative of the splendid spirit that has always
Porong our people in Lilydale.

LILYDALE.

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date of closing.

attendance was very much below par last Sunday, and that means that we
will have to be very careful not to allow ourselves to be drawn into
of summer activities that whirls us away from School before the

site of repeated notices and urging there are some few Lenten-boxes that
been turned in. Is yours one of them? Even if it has nothing in it
hort it so that we may at least account for the box.
of the most encouraging things about the work of the School is the reliabil-
girls' choir; the members are always with us and by the sweetness and
heir singing do much towards the enrichment of the short service at the

Sunday, Ap
id closing of the sessions. We want the members of this choir to know
we come to trust in their loyalty implicitly.

Secretary's Report.
8:00 a. ars on roll previous Sunday..... 328
9:45 a. ars on roll last Sunday..... 320
11:00 a. ars present previous Sunday..... 219
ars present last Sunday..... 203
5:00 p. 100% Classes.
Stoughton, Mrs. J. F. Patterson, Miss Patterson.

Monday, A

3:30 p. e are now one hundred and fifteen stars on our Service-flags, representing
Tuesday, A dred and fifteen of our men who have willingly offered themselves in the
our Country's need.

10:00 a. re are those who say that a material thing has no spiritual value, those
be consistent must look unmoved at the Liberty-bell, declaring that they

Wednesday nothing to venerate or to cherish! This is not a matter of argument, it is
ing that goes deeper than any words can possibly enter. We can not argue

9:30 a. he value of the Liberty-bell, nor can we discuss the feelings that come to
e look up at the flags as they hang silently from the roof of our Church.

Thursday only feel! And we feel because of the fact that to us the flags have taken
ething of the character of those who have gone out from us, and have

7:30 a. to us something more than material—they have a spiritual value that moves
we kneel beneath them.

Friday

NEW SUBSCRIPTION FOR THE EVANGELIST.

7:
Satur Mrs. F. B. Spalding.

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LILYDALE.

Last Sunday being the third in the month, the service at St. Barnabas' Mission was held at 11:30 and as our custom is, consisted of sermon and Holy Communion. An excellent congregation attended the service, almost all of our Communicants were with us and received.

The flowers on the altar were given by Miss Caroline and Miss Mary Mortensen.

Our Service-flag has now six stars upon its surface, two new ones having recently come into its firmament and represent Victor DuRose and Gustav Clarkson. At present writing it seems likely that three more stars will soon appear, which will make our flag still more representative of the splendid spirit that has always existed among our people in Lilydale.

THE CHURCH SCHOOL.

Our attendance was very much below par last Sunday, and that means that we who remain will have to be very careful not to allow ourselves to be drawn into the vortex of summer activities that whirls us away from School before the appointed date of closing.

In spite of repeated notices and urging there are some few Lenten-boxes that have not been turned in. Is yours one of them? Even if it has nothing in it please report it so that we may at least account for the box.

One of the most encouraging things about the work of the School is the reliability of the girls' choir; the members are always with us and by the sweetness and fervor of their singing do much towards the enrichment of the short service at the opening and closing of the sessions. We want the members of this choir to know that we have come to trust in their loyalty implicitly.

Secretary's Report.

Scholars on roll previous Sunday.....	328
Scholars on roll last Sunday.....	320
Scholars present previous Sunday.....	219
Scholars present last Sunday.....	203

100% Classes.

Miss Stoughton, Mrs. J. F. Patterson, Miss Patterson.

OUR SERVICE FLAGS.

There are now one hundred and fifteen stars on our Service-flags, representing one hundred and fifteen of our men who have willingly offered themselves in the time of our Country's need.

There are those who say that a material thing has no spiritual value, those who to be consistent must look unmoved at the Liberty-bell, declaring that they see in it nothing to venerate or to cherish! This is not a matter of argument, it is something that goes deeper than any words can possibly enter. We can not argue about the value of the Liberty-bell, nor can we discuss the feelings that come to us as we look up at the flags as they hang silently from the roof of our Church. We can only feel! And we feel because of the fact that to us the flags have taken on something of the character of those who have gone out from us, and have become to us something more than material—they have a spiritual value that moves us as we kneel beneath them.

NEW SUBSCRIPTION FOR THE EVANGELIST.

Mrs. F. B. Spalding.

THE JUNIOR AUXILIARY.

The Annual Meeting of the Minnesota Branch of the Junior Auxillary will be held on Saturday, May the 4th, at 10:30 o'clock, in St. John's Church, Linden Hills, Minneapolis. This year the gifts are to be sent to Point Hope, Alaska.

THE LITTLE HELPERS.

The Little Helpers held their annual meeting last Saturday with a very good attendance, considering the number of children quarantined with whooping cough and chicken pox. Mr. Keller addressed the children, and Miss Yardley told us some interesting facts about Alaska. The offering amounted to \$17.42. There are still a great many children who have not sent in their offering, so we hope when it is all in that we will have as much as last year.

ST. JOHN'S AUXILIARY RED CROSS.

What we have done and what we have to do this month:

Our Quota for April:

1,200 8x4 Compresses	Completed.
2,000 Gauze Packings	Completed.
1,000 Applicators	Completed.
1,200 11x12 Pads	950 Completed.
3,000 Bags for Pads	450 Completed.
8,000 Tampons	2,800 Completed.

We have only a week in which to finish this work, and many of the classes are very small now. We ask for more help that we may start in May with a clean slate.

MRS. J. W. CHAMBERLIN,
Chairman.
MRS. ALICE G. FAGLEY,
Secretary.

ALTAR GUILD.

The flowers for the altar last Sunday were presented by Mrs. J. E. Seabury, Mrs. W. G. Heaton and Mr. and Mrs. F. Y. Locke. Mrs. B. W. Scandrett is the chairman of the Altar Committee for May. Meetings of the Altar Guild have been discontinued until next fall.

AN ANNOUNCEMENT.

Tomorrow morning at the eleven o'clock service the Rev. Roy Guild, General Secretary of the Federated Churches of Christ in America, will preach.

We sincerely trust that our people will come and lend attentive and sympathetic ears to our guest, who will preach on the subject of "Mobilized Christianity." This is a topic challenging our attention, striking as it must through our individual prejudices, and demanding our help that something akin to a united front may be presented to the forces which oppose the reign of Christ.

ST. MARGARET'S GUILD.

The Guild acknowledges with thanks, donations from the following persons:

- Mrs. N. H. Clapp, Jr., 24 garments.
- Mrs. R. S. Kennedy, 3 garments.
- Miss Peet, 15 garments.
- Mrs. G. O. House, 1 garment.
- Mrs. R. S. Kennedy, Jr., 1 garment.

THE PATRIOTIC RALLY.

The Patriotic Rally held in St. John's Church last Wednesday was not well attended, due in some measure to the fact that several other meetings of importance and interest were being held at the same hour.

The service consisted of a shortened form of Evening Prayer and two addresses, one by Bishop McElwain and the other by Dr. George Craig Stewart who has been in the city for the last two days.

Bishop McElwain spoke on the tremendous amount of work that has to be done in the Diocese, stressing in particular the lack of a comprehensive work in the rural districts and the need for a city-mission. Having shown very briefly the needs he quietly repeated the words of Christ "Follow Me" as the solution for this and all other undertakings which confront the Church, the solution to be found as the people of the Church, the men in particular, hear and obey that call. The Brotherhood of St. Andrew under whose auspices the meeting was held is founded on the principles of Prayer and Service, both rules being man's answer to the call of the Master. Dr. Stewart spoke on The Church and The Nation, and told of the wonderful sacrificial work that the members of the Brotherhood are doing among the men of the Forces, both in this country and on the field of action. Dr. Stewart quoted a poem that had been written by a boy seventeen years old, a poem that breathed the spirit of hope, and inspired those who heard it with the same feeling. The lad is now on his way to France, and we hope to publish his poem very shortly.

THE DIOCESAN CHURCH CLUB.

On Tuesday evening last the members of the Church Club of the Diocese of Minnesota met in the dining-room of the Commercial Club, the laymen of the Church being out in representative numbers. The dinner provided by the committee was an excellent one and in perfect accord with the spirit of the times. A very happy thought was put into execution to the delight of all present; for instead of having music and flowers and menu-cards as has been the custom in the past, Thrift-saving cards were presented to every one present; the cards had one stamp at the top as a gift and suggestion. The matter was later taken up by the president, Mr. H. C. Theopold, in his opening address, in which he suggested that the guests take the cards home and as they are able and willing, fill in with thrift-stamps and later turn over to the War Commission, in this way a nice sum will be secured for the war work of the Church.

The Rev. E. M. Cross gave a concise account of the work which had been done by the War Commission in the Diocese; returns make it possible to report the full amount at hand.

The Rev. Roy Guild, Secretary of the Federated Churches of Christ in America, gave a brief but altogether encouraging report on the work that had been done through this organization in Philadelphia and Pittsburg.

The principal speaker of the evening was the Rev. George Craig Stewart of St. Luke's Church, Evanston, Illinois. Dr. Stewart's subject was "The Church and the War," and he brought both very close to all of his hearers. We felt wonderfully proud as we saw our soldiers through the eyes of the speaker, as they marched out towards the Front, with faces set towards the scene of action and beyond that to the victory that must be ours. Dr. Stewart stressed the necessity of having the true spirit of optimism, the spirit which sees the end as perhaps many years away and yet looks toward it with hope.

ST. JOHN'S NATIONAL SERVICE ROLL.

Adams, Maurice B., 1st Lieut., Inf., Camp Dodge, Armstrong, James B., Aviation.
 Armstrong, Joseph J., Naval Reserve, Pelham Park Bay, N. Y.
 Banning, William L., Ambulance Div. of Med. Corps, Camp Crane, Allentown, Penn.
 Benepe, Dr. Louis M., Jr., 1st Lieut., Dept. Dental Surgery, 6th Regt. Marines, A. E. F.
 Benepe, Robert, Corp., 8th Regt. Marines, Quantico, Va.
 Blashfield, Firby, Aviation, Camp Travis, Tex.
 Brand, Dr. G. Douglas, 1st Lieut., Medical Reserve, Cook County Hospital, Chicago, Ill.
 Briggs, Allan, 446th Depot Detachment, U. S. Engrs., A. E. F.
 Briggs, Paul A., 16th Regt. Railway Engineers, Hdqtrs. Detachment, A. E. F.
 Bryant, Gordon S., Bar, 24, Wichita Falls, Texas.
 Bryant, James S., 1st Lieut., Adj. General's Staff of the Executive Office at State Capitol.
 Bryant, Stewart F., Lieut., U. S. S. Mayflower, care of P. M., New York City.
 Bunn, Charles, 2nd Lieut., 339th F. A. Camp Dodge, Ia.
 Burnett, Carl F., Ambulance Co. 131, 108th Sanitary Troop, Camp Logan, Texas.
 Burns, Robt. A., 2nd Lieut., F. A., U. S. N. A., A. E. F., 1st Corps Artillery School.
 Clendenning, Edith, University of Minn., Base Hospital No. 26.
 Cook, Dr. Paul B. Major, Medical Officers' T. C., Fort Riley, Kan.
 Countryman, Ernest A., 2nd Lieut., Q. M. Corps, Nat'l Army.
 Daley, Ernest C., U. S. Base Hospital No. 26, Ft. McPherson, Ga.
 Daniels, Thos. L., Capt., F. A., Camp Grant, Rockford, Ill.
 Denegre, Jules, Q. M. Dept., Ft. Mills, P. I.
 Doty, Paul, Major of Utilities, Q. M. C., Camp Grant, Rockford, Ill.
 Downs, Wallace J., U. S. S. Denver, care of P. M., New York City.
 Dugas, Joseph G., Aviation.
 Dunlop, Fred J., Corp., Battery B, 151st F. A., A. E. F.
 Dunlop, Stewart, Co. E., 25th Engrs., Camp Devens, Mass.
 Du Rose, Edwin C., Co. E., 313th Supply Train, Camp Dodge, Ia.
 Edgerton, George B., Inf. Co. 3, Camp Stanley, Leon Springs, Tex.
 Edwards, Clark H., Ordnance Dept.
 Fagley, Harold L., 1st Lieut., Co. B, 166th Inf., A. E. F., Paris, France.
 Fagley, Wilber M., Aviation Section, S. E. R. C., Austin, Texas.
 Fairclough, Gordon, Radio Man, Hdqtrs. Co., 151 F. A., A. E. F.
 Farrington, John D., Lieut., Co. C, 17th Regt. Engineers, In France.
 Finch, Roscoe H., 2nd Lieut., Ordnance Dept., Little Building, Boston, Mass.
 Fitzpatrick, John B., Coast Defense.
 Foster, Edward S., 25th Ry. Engrs., A. E. F.
 Freeman, H. C., 1st Lieut., F. A., Camp Dodge.
 Fuller, C. A., Jr., 2nd Lieut., 36th Inf., Ft. Snelling.
 Fuller, Harrison, Maj., Brigade Adj't., 163rd F. A., Camp Dodge, Ia.
 Gibson, Horace N., Co. 2, Inf., 3rd R. O. T. C., Camp Pike, Ark.
 Given, Harry S., Sergt., 313th Supply Train, Camp Dodge, Ia.
 Given, John D., 313th Supply Train, Camp Dodge, Ia.
 Gooch, Raymond K., 32nd Balloon Co., Aviation Camp, Waco, Texas.
 Greene, Dr. Chas. L., 1st Lieut., Medical Corps.
 Griggs, Milton W., Kelly Field No. 2, Ground Officers' Trg. Camp, San Antonio, Tex.
 Hastings, Morris O., 2214 Dana St., School of Military Aeronautics, Berkeley, Cal.
 Hensel, L. R., 1st Lieut., Co. I, 340th Inf., Camp Custer, Battle Creek, Mich.
 Hill, Guy L., Corp., 79th Co., 6th Regt., Marines, Quantico, Va.
 Hill, Harry, 31st Eng. Corps, Fort Leavenworth, Kansas.
 Howard, Russell T., D. Co., 318th Engineers, Camp Dodge, Ia.
 Humbird, John A., 1st Lieut., Inf., A. E. F.
 Iverson, S. G., Capt., Adjutant's Dept., Hdqtrs., 92nd Div., Camp Funston, Kan.

Tighe, Laurence G., 1st Lieut., F. A. 12th Class, School of Fire, Fort Sill, Okla.
 Townsend, John, Jr., 1st Lieut., Batt'y B, 151st F. A., A. E. F.
 Townsend, Learned, O. T. School, Fort Leavenworth, Kansas.
 Townsend, Theodore, Troop M, 1st U. S. Cavalry, Douglas, Arizona.
 Upham, John P., 2nd Lieut., F. A., U. S. N. A., A. E. F., 1st Corps Artillery School.
 Wann, Thos. L., Jr., Capt., D Batt'y, 338th F. A., Camp Dodge, Ia.
 Warren, Alvah H., Jr., 1st Lieut., F. A., U. S. N. A., A. E. F., 1st Corps Artillery School.
 von Wedelstaedt, H. Albert, 2nd Lieut., Chanute Field, Rantoul, Ill.
 Whitney, Alfred C., Capt., Engineers, Camp Custer, Battle Creek, Mich.
 Winter, Everett P., Capt., Hdqtrs. Co., 333d F. A., Camp Grant, Rockford, Ill.
 Woolnough, Major James B., Camp Lewis, Americana Lake, Wash.

OUR POSTERITY.

Our eyes are set on the future, and we are preparing ourselves for the time when "the boys come home." No matter when that time comes it will find us and them different, for every one of us—things must never be the same again. The present has a tenseness about it, an uncertainty that urges us not to set our minds on it or the past but on the future. We must not want the war to be over in order that we can take up the even tenor of our way, but we want it over when—and not before—the crooked things are in the way of being made straight and the rough places smooth. And so it is for the future and those who come after that we are living and fighting today. This spirit is to be found at the front in a very marked degree, and it must also be found in the rear!

An officer who has given up his life for the future and for others has given to us these lines:

"If thro' the roar o' the guns one prayer may reach Thee,
 Lord of all life, whose mercies never sleep,
 Not in our time, not now, Lord, we beseech Thee,
 To grant us peace. The sword has bit too deep.

We may not rest. We hear the wail of mothers
 Mourning their sons who fill some nameless grave:
 Past us in dreams, the ghosts march of our brothers,
 Who were most valiant, whom we could not save. . . .

Hark, the roar grows—the thunders re-awaken—
 We ask one thing, Lord, only one thing now;
 Hearts high as theirs, who went to death unshaken,
 Courage like them to make and keep their vow.

To stay not till these hosts whom mercies harden,
 Who know no glory save of sword and fire,
 Finding our fire the splendor of Thy pardon,
 Meet from our steel the mercy they desire.

Then to our children there shall be no handing
 Of fates so vain—of passions so abhor'd,
 But Peace—the Peace which passeth understanding—
 Not in our time—but in their time, O Lord."

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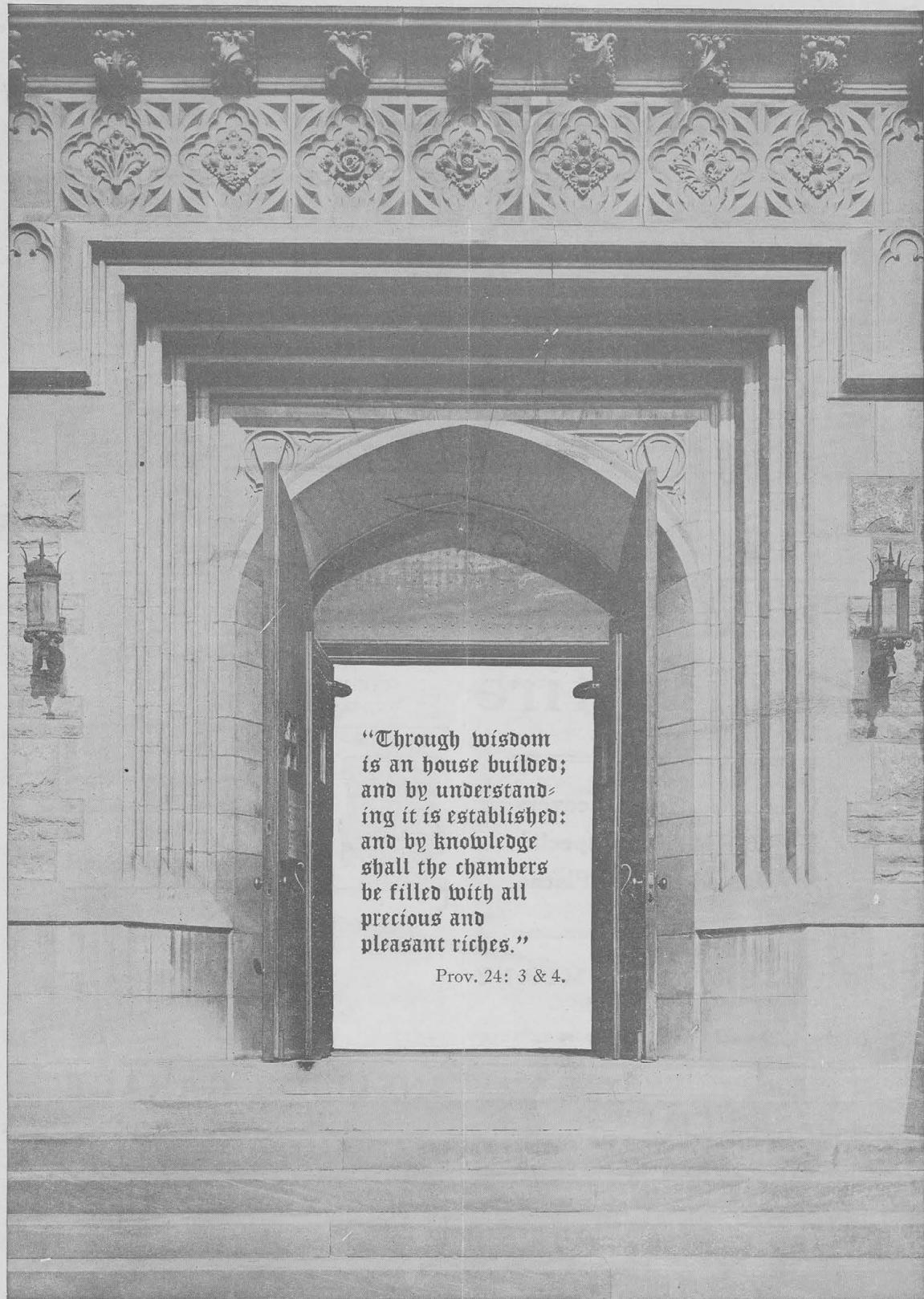
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and by knowledge
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Prov. 24: 3 & 4.

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ADMINISTRATIVE DIRECTORY.
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 Assistant—The Rev. Christoph Keller.
 Church Phone, Dale 6780.
 Church Club Office Phone, Dale 767; Tri-State, 85063.
 Parish Treasurer—Mr. Edward Kopper, Phone, Dale 971.

KALENDAR.

Sunday, September 22—Seventeenth Sunday after Trinity.

8.00 A. M.—Holy Communion.
 9.45 A. M.—Opening Session of Church School.
 11.00 A. M.—Morning Prayer and Sermon by the Rector.

Monday, September 23—

9.00 A. M. to 4.30 p. m.—Red Cross Work.
 7.30 p. m. to 9.30 p. m.—Red Cross Class.

Tuesday, September 24—

9.00 A. M. to 4.00 P. M.—Red Cross Work.

Wednesday, September 25—

9.00 A. M. to 4.00 P. M.—Red Cross Work.
 9.30 A. M.—Holy Communion in the Chapel.

Thursday, September 26—

9.00 A. M. to 4.00 P. M.—Red Cross Work.
 7.30 P. M. to 9.30 P. M.—Red Cross Class.

Friday, September 27—

9.00 A. M. to 4.30 P. M.—Refugee Work.

Saturday, September 28—

9.30 A. M.—Celebration of Holy Communion in the Chapel.

Order of Services

SEVENTEENTH SUNDAY AFTER TRINITY

September 22, 1918

11:00 A. M.

MORNING PRAYER AND SERMON.

Processional Hymn—521, "Through the night of doubt and sorrow" Bambridge

Venite—(Chant) — — — Woodward

Te Deum in A — — — Westbury

Benedictus—(Chant) — — — Heathcote

Hymn—506, "Oft in danger, oft in woe" Gauntlett

Sermon

Offertory Anthem — — — Roberts
 Lord, we pray Thee that Thy grace may always prevent and follow us, and make us continually to be given to all good works; through Jesus Christ our Lord. Amen.

—Collect for the Day.

Recessional Hymn—507, "The Son of God goes forth to war" — — — Cutler

G. H. FAIRCLOUGH, Organist and Choirmaster

NATURE.

As a fond mother, when the day is o'er,
 Leads by the hand her little child to bed,
 Half willingly, half reluctant to be led,
 And leave his broken playthings on the floor,

Still gazing at them through the open door,

Nor wholly reassured and comforted
 By promises of others in their stead,
 Which, though more splendid, may not please him more;
 So Nature deals with us, and takes away
 Our playthings one by one, and by the hand

Leads us to rest so gently, that we go
 Scarce knowing if we wish to go or stay,
 Being too full of sleep to understand
 How far the unknown transcends the what we know.

—Longfellow.

CHURCH SCHOOL OPENS TOMORROW.

The most important event on the Kalendar for the coming week is the opening of the Church School, which takes place tomorrow morning at 9:45.

We want every one of our scholars with us for the opening of the School so that we can make a good start, upon which much depends.

It is timely to quote the following paragraphs from an article appearing in last week's "Witness":

"The General Board of Religious Education has issued a series of circulars giving parishes and missions a well worked out plan to make a drive this fall in the interest of teacher training. * * * * *

"Every resource of America must be used to win the war. The Sunday school is one of these resources. It has to do with maintaining the spiritual morale of the country. In order for the Sunday school to do its best and biggest bit, the Sunday school teachers and officers must thoroughly understand the situation. * * *

"A crisis is at hand. The teaching power of our Church is seriously threatened. Hundreds of Church schools have been depleted in their leadership by the war. Men have been called away. Women are carrying heavy responsibilities. Teachers are scarcer than ever. Now is the time to rally our teaching forces. Let the Church adopt the principle of the training camp. We must train more leaders of youth, and by intensive process if necessary. If we do not go forward we shall be forced backward by circumstances. * * * * *

"No other work in the Church is greater than that of a Sunday school teacher. No other individual has a greater opportunity to shape life and mold character. A new realization of this fact is helping to intensify the demand for trained teachers.

"But how may the teachers of the Sunday school be fitted for their tasks?

To this question there is only one possible answer—they must be fitted by training given in the local Church and school. The teacher training class in the local school is, at the present time, the most efficient answer to this demand for prepared teachers. No other agency can take its place. Each parish and school must face its own problem of teachers and attempt to meet the need through this means. That it is entirely possible to do so has been proven again and again. No parish and school fully alive to the needs of its children will neglect this work."

ALTAR FLOWERS.

The flowers for the Altar last week Sunday were given by Mrs. B. I. Stanton.

MR. AND MRS. CROSS RETURN.

Mr. and Mrs. Cross returned on Wednesday morning from their vacation, spent in Nebraska and Wyoming.

The Rector will celebrate at eight o'clock and preach at the second service.

THE REFUGEE AUXILIARY.

From now on this work will be done on Friday from 9 A. M. to 4:30 P. M. Much of this work may be taken into the homes and finished by any who are willing to help us. At the present time we have boys' shirts and comfort kits to make.

MRS. ALICE G. FAGLEY, Chairman.

ST. JOHN THE EVANGELIST RED CROSS AUXILIARY.

The knitting department will be open daily from 2 P. M. to 4 P. M. Mrs. Ambrose Tighe is chairman. The following ladies will be in charge:

Monday, Mrs. H. E. Cutting; Tuesday, Mrs. J. M. Stoughton; Wednesday, Mrs. J. M. Van Dresser; Thursday, Miss Emily Gilbert; Friday, Mrs. Lemuel Dyer.

The work room opened September 9th for surgical dressings. Attendance in the day classes was very poor, as we only have four days for this work and two evening classes we must have a larger number of workers. We made for week ending September 12th: 1,500 2x2 1/4 sponges, 100 8x12 cotton pads.

MRS. J. W. CHAMBERLIN, Chairman,

MRS. ALICE G. FAGLEY, Secretary.

THE SOLDIERS ENTERTAINED.

A dancing party was held at the Club on Saturday evening. One hundred and ten young persons were present, and with a full quota of chaperons and friends a most happy evening was spent. Several of the men of the Parish dropped in and enjoyed their visit, and anticipate coming to the next party.

Mrs. Black had charge of the entertainment in Mrs. Rothschild's absence, and Miss Carras, as usual, saw to it that the dancing never flagged.

We wish to thank those who helped either by their presence or contributions.

CHURCH CLUB NOTES.

Women's Department.

Miss Katherine Whitney has been engaged to take charge of the Women's Department of the Club. She will also be in charge of the Physical Department at the Summit School. Miss Whitney is a graduate of Wisconsin and has taught at that place and the University of Chicago, also having been supervisor in the public schools at Tulsa, Oklahoma.

The regular Gymnasium Classes will start October 1st, and we hope that many women and girls will avail themselves of the privileges and benefits of the Club. A Schedule of Classes and hours will be issued next week.

Boys' Department.

A great many boys have learned to swim during the past four months and now we are planning to give them something more. It is hoped that parents of boys belonging to the Club will notify the Physical Director if they wish their boys to take the courage in Calisthenics and Gymnastics. The work will be graded according to the age and ability of the boys.

Membership Rates, Winter Term, Eight Months.

Seniors	\$8.50
Intermediates, age 14 to 18	6.00
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LILYDALE NOTES.

The regular celebration for the third Sunday in the month was postponed last Sunday, but the afternoon service was held as usual together with the Church-school session.

We were very glad to welcome Ryan Mortensen, who is home on a ten days' leave.

THE CHURCH CLUB DINING ROOM.

You are invited to take dinner at the Church Club. We now have places for forty guests.

Call Dale 767 or Dale 1999 and make your reservations.

RELIGIOUS EDUCATION.

Now we are beginning to awake more fully to the importance of Religious Education. We have learned that education does not consist in mere instruction, but is rather the awakening, in child or adult of a consciousness of his possessions. He must learn what he is, for very soon comes a time when he says: "I will do (this or that)" and "this" or "that" is dependent upon what he believes himself to be. If he knows not of his inheritance he will do as he pleases.

You give to a child a thorny, unsightly slip of cactus, and aside from an idle curiosity she will take no interest in it, and it will be soon thrown aside; but tell her that within is a life that when nourished will produce red or yellow blossoms of transparent beauty, immediately she sets about seeing to it that the plant fulfills its destiny.

So also with human development; if a child knows nothing about the correct answer to the question "What am I?"; little heed will be given to education, and this is just where Religion must begin with a positive affirmation as to the possibilities of human life.

Religious Instruction consists then, in revealing to the child or adult the powers within for good and beauty. When that lesson is once really learned the growth is sure and certain though at first slow, for; "First the blade, then the ear, after that the full corn in the ear."

SANCTUARY OF PRAYER.

The following prayers were taken from a leaflet of war time prayers prepared for use in the Diocese of Montana, which Bishop Faber has issued, with special reference to the Advent call of the women of the Church:

For the Women at Home.

O Merciful Father, who in Thy Holy Word dost teach us that in quietness and confidence shall be our strength; whose blessed Son commanded her that chose the better part, sitting at His feet and hearing His word; Grant to the women at home a steadfast heart through faith in Thee; in every anxiety and grief, be Thou their stronghold whereunto they may alway resort. Help them to take up new burdens and unwonted tasks with a good courage. Above all, pour upon them the spirit of prayer and supplication, for the cleansing of our land from all offences against Thy purity and justice, and for the return of the people to Thee, that so we may look unto Thee and be saved; through Jesus Christ our Lord. Amen.

For Red Cross Nurses.

O Father of mercies and God of all comfort, who didst send Thy Son to be the Saviour and Healer of Men; We thank Thee for those who have heard Thy call in the hour of distress and gone forth to minister to the wounded and the sick. Sustain them, gracious Lord, in their heavy and perilous task; grant them understanding and skill, sympathy and patience, that they may bring to the suffering relief of body and soul. In all dangers defend them; refresh their spirits in the midst of desolation and woe. And in Thy mercy shorten the days of tribulation; give peace in our time, and the healing of the nations; for His sake who came, not to condemn the world, but that the world through Him might be saved, Thy Son, Jesus Christ our Lord. Amen.

THE SEARCHLIGHTS.

[Political morality differs from individual morality, because there is no power above the State.—General von Bernhardi]

Shadow by shadow, stripped for fight,
The lean black cruisers search the sea.
Night-long their level shafts of light
Revolve, and find no enemy.
Only they know each leaping wave
May hide the lightning, and their grave.

And in the land they guard so well
Is there no silent watch to keep?
An age is dying, and the bell
Rings midnight on a vaster deep.
But over all its waves, once more
The searchlights move, from shore to shore.

And captains that we thought were dead,
And dreamers that we thought were dumb,
And voices that we thought were fled,
Arise, and call us, and we come;
And "Search in thine own soul," they cry;
"For there, too, lurks thine enemy."

Search for the foe in thine own soul,
The sloth, the intellectual pride;
The trivial jest that veils the goal
For which our fathers lived and died;
The lawless dreams, the cynic Art,
That rend the noble self apart.

Not far, not far into the night,
These level swords of light can pierce;
Yet for her faith does England fight,
Her faith in this our universe,
Believing Truth and Justice draw
From founts of everlasting law.
The law that rules the stars, our stay,
Our compass through the world's wide sea,

The one sure light, the one sure way,
The one firm base of Liberty;
The one firm road that men have trod
Through chaos to the throne of God.

Therefore a Power above the State,
The unconquerable Power, returns,
The fire, the fire that made her great
Once more upon her altar burns,
Once more, redeemed and healed and whole,
She moves to the Eternal Goal.

—Alfred Noyes.

ST. JOHN'S NATIONAL SERVICE ROLL.

Adams, Maurice B., 1st Lieut., Inf.
 Armstrong, James B., U. S. School of Mil. Aero.
 Armstrong, Joseph J., Naval Reserve.
 Banning, William L., Ambulance Div. of Med. Corps.
 Benepe, Dr. Louis M., Jr., 1st Lieut., Dept. Dental Surgery.
 Benepe, Robert, Corp., 8th Regt. Marines.
 Blashfield, Firby, 351st Aero Squadron.
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 Briggs, Allan, Co. B, 67th Batt'n Engrs., R. T. C.
 Briggs, Paul A., 16th Regt. Railway Engrs.
 Brown, Martha L., Red Cross nurse.
 Bryant, Crawford S., Aero Squad, Aviation Section Signal Corps.
 Bryant, Gordon S., Lieut. Aviation Section.
 Bryant, James S., Capt. Adj. General's Staff of the Executive Office.
 Bryant, Stewart F., Lieut. U. S. S. Mayflower.
 Bunker, Lt. Col. Clarence A., 51st Coast Art. Corps.
 Bunn, Charles, 1st Lieut., 339th F. A.
 Burnett, Carl F., Ambulance Co. 131, 108th Sanitary Troop.
 Burns, Robt. A., 1st Lieut., 70th F. A.
 Clarkson, Gustave, Co. C, 5th Batt., 20th Eng. Corps.
 Clendenning, Edith, University of Minn., Base Hospital No. 26.
 Clymer, Arthur Eugene, Corp. Co. C, 603 Engineers.
 Cook, Dr. Paul B., Major, Med. Off. T. C.
 Countryman, Ernest A., 2nd Lieut., Q. M. Corps, Nat'l Army.
 Cross, R. Erle, Marines.
 Cunningham, J. B., Architect, Engineering Corps, Canadian Service.
 Daley, Ernest C., U. S. Base Hospital No. 26.
 Daniels, Thos. L., Capt., Bat. A, 333rd F. A., 86th Div.
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 Dyer, Henry G., Headquarters Co., 344th Inf., 86th Div.
 Edgerton, George B., Inf. Co. 3.
 Edwards, Clark H., Ordnance Dept.
 Erickson, Theresa.
 Fagley, Harold L., 1st Lieut., Co. B, 166th Inf.
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 Fitzpatrick, John B., Coast Defense.
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 Fuller, Harrison, Maj. School of Fire.
 Gibson, Horace N., Co. 2, Inf., 3rd O. T. C.
 Given, Harry S., Sergt., 313th Supply Train.
 Given, John D., 2nd Lieutenant.
 Gooch, Raymond K., 32nd Balloon Co.
 Greene, Dr. Chas. L., 1st Lieut., Medical Corps.
 Greenfield, Alfred, Y. M. C. A.
 Griggs, Milton W., 1st Lieut., Aviation.
 Haas, William.
 Hastings, Morris O., Lieut., Sig. R. C. A. S., Squad. D.
 Hensel, Kenneth, Camp Grant, Rockford, Ill.
 Hensel, L. R., 1st Lieut., Co. I, 340th Inf.
 Hill, Guy L., Sergt., 79th Co., 6th Regt., Marines.
 Hill, Harry, Co. G, 4th Training Reg.
 Holbert, James, F. A.
 House, Kenneth, 46th Reg. Ry. Engrs.
 Howard, Russell T. D. Co., 313th Engineers.
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 de Lambert, R. H., 2nd Lieut., Hdqtrs. Co., 251st Inf.
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 Langford, Augustine G., Marine Corps.
 Langford, Wm. R., Jr., Co. B, Sec. 3 O. T. C.
 Lawrence, Ensign J. B., Naval Aerial Sta.
 Locke, John L., 5th Motor Truck Co., Sergt., Art. Pk.
 Loomis, James S., 2nd Minn. F. A., Hospital Corps.
 Lowell, Clarence T., Flying Division, Aviation Section, S. O. R. C.
 Lufkin, Nathaniel H., H. A. I. C., 3d Replacement Battalion, U. S. Marine Corps.
 Lynas, Walter C., Co. C, 62nd Engrs.
 MacCourt, Winthrop D., Naval Hospital.
 Macdonald, Donald B., 2nd Lieut., Aviation Section Signal Corps.
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 Napier, Colin C., Naval Radio Corps.
 Napier, Donald D., Q. M. C. Utilities.
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 Relf, Richard, 1st Lt., F. A., Attached Air Service.
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 Rice, Arthur W., M. O. T. C.
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 Robertsen, Axel, 2nd class fireman, Co. 89.
 Rumble, Wilfred E., Captain and Reg. Supply Officer, 38th Division, 349th Inf.
 Schaad, Robt. W., Batt'y B, 151 F. A.
 Schaefer, Edward H., Sergt., 349th Inf. Mach. Gun Co.
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 Seabury, Gerald A., Censor Dept., Navy.
 Seabury, Paul R., Sergt., Aviation Service.
 Seymour, McN. V., Jr., Private, Am. Mission, Motor Transport.
 Shepley, Candidate Leonard, 11th Bat., F. A. O. T. School.
 Shourt, Arthur J., Training Detachment.
 Shourt, John D., 323rd Aero Squad.
 Skinner, W. W., 1st Lieut., F. A., 333rd, 86 Div.
 Smith, Harry H., 54th Aero Patrol.
 Squires, Cameron, Lieut. Sig. Corps Spruce Production Div.
 Squires, Geo. C., gave his life in the performance of his duty in Scotland, May 18, 1918.
 Steward, Frederick E., 63d Balloon Co.
 Stone, Stanley, Battery B, 151st F. A.
 Strong, Warren Bostwick, Naval Intelligence Dept.
 Stronge, Sidney R., 1st Lieut., F. A.
 Temple, H. M., Jr., 8th Batt., F. A.
 Tighe, Laurence G., Captain, 339th Reg.
 Townsend, John, Jr., 23rd Batt., 1st Lieut.
 Townsend, Learned, 321st Inf., Co. G.
 Townsend, Theodore, Troop M, 1st U. S. Cavalry.
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 Warner, Harry D., Med. Corps.
 Warren, Alvah H., Jr., 1st Lieut., F. A., U. S. N. A.
 von Wedelstaedt, H. Albert, 2nd Lieut.
 Whitney, Alfred C., Capt., Engineers.
 Wilder, Col. W. T., 15th U. S. Infantry.
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VOL. II.

CROOKSTON, MINNESOTA, AUGUST, 1918.

No. 9

MEMORIAL EXERCISES IN HONOR OF GILBERTSON KITTELESON.

Impressive services were conducted at the Northwest School of Agriculture, July 24, as a tribute to the first golden star on the service flag. Following is a synopsis of the program: Songs—"Marseilles" and "Star Spangled Banner"

Reading—"In Flanders Fields"..... Hazel Ingersol

Duet—"Come, Ye That Weep".....

..... Misses Paulsberg and Bigelow

Memorial Address...Supt. C. G. Selvig

Song—"America"

Mr. Selvig spoke of the sacrifices that our heroes are making in this world struggle and made an earnest appeal that all so dedicate their lives to the service of humanity that these sacrifices shall not be in vain.

In speaking of Gilbert Kittelson, he said in part: "His is our first golden star. * * * * But this is no time for faltering steps. Onward is the cry. Courage is the watchword. Victory is the goal. In this sacred hour, we, the living, renew our pledges; relight our sacrificial fires; reconsecrate, rededicate ourselves to the task unfinished before us—of making the world fit for people like us to live in."

"Then the golden beams from this service star will shine out into the world with a message bearing tidings of peace and joy, equality and liberty, efficient democracy, to every man an equal opportunity. Then the sacrifices that have been made in vain, and the entire world will be given a new birth of freedom. To meet his country's need he went, this brave, innocent, chivalrous, lovable boy.

"We hear songs of heroes who rush the enemy on the battlefield amid the plaudits of the company, of men whose heroism is noted and played before the world. All honor to them, but shall we not pause today to leave a tear for the memory of one whose heart was as brave as any of them, but whose strength failed him before the gory grounds were reached. Shall we not honor service in our camps as well as the opportunity on the field? My heart goes out to the young men who do not go across to France before the final summons come."

HONOR ROLL

Anderson, Herbert, '17, 75 Company, 6 Regiment, Expeditionary Force, care Postmaster, New York.

Anderson, Raymond, '17, Park Battery C, Army Artillery Park C. A. C., Presidio of San Francisco, Cal.

Auburg, Charles, '17, Company D, 33 Engineers, American Expeditionary Force.

Austin, William R., Company H, 129 Infantry American Expeditionary Force, France.

Ball, Robert E., U. S. Ship Maumee, care Postmaster, New York City.

Bang, Martin, Co. I, 348 Inf. N. A., Camp Pike, Ark.

Berner, Ingmar, Navy.

Billings, Richard A., 815 10 Engineers 1st Detachment Forestry Service, A. E. F., France.

Billings, Robert M., '15, 314 Sanitary Train, 356 F. H. Company, Camp Funston, 89 Division, Fort Riley, Kansas.

Bjelland, Emil, Camp Wadsworth, South Carolina.

Albert Bjorsness, '17, Troop B, 314 Car, Fort Bliss, Texas.

Boness, Olaf, 26 Co. C. A. C., Fort Winfield Scott, California.

Borge, Harold, 16 Ambulance Company, Regular Army, 2nd Division, American Expeditionary Force, France.

Clementson, Conrad, '15, Medical Corps, 115 Sanitary Train, 158 Ambulance Co., Camp Kearny, California.

Dahle, Albert O., Battery F, 17 F. A., American Expeditionary Force, France.

Dahl, Severt, '13, Co. A., 42 Engineers, American Expeditionary Force, via New York.

Davids, George A., '17, Company L, 3 Reg. Engineers, Camp A., A. Humphrey, Va.

Davids, Thomas H., Company 5 Puget Sound Navy Yard, Bremerton, Washington.

Ecklund, Herman, Headquarters Company, 139 Infantry, American Expeditionary Force, via New York.

Eidsmo, Otto, France.

Espe, William, '16, Barrack K, 101 S. M. A., Austin, Texas.

Ferris, Lieut. Walton C., '14, Junior Officers House, 2 West 53 Street, New York City.

Fredrickson, Fred, '13, Corporal, Co. F, 352 Inf. N. A., Camp Dodge, Iowa.

Gamme, Joseph, Camp Wadsworth, S. Carolina.

Gibson, Henry, 7th Company, C. A. C., Fort Caswell, N. Car.

Gilbert, Robert E., 811907 47 Batt. War Hospital Bath, Alberta Reg. Depot Bramshott, Eng.

Grandy, Harold H., '15, Aviation Section Signal Corps, 2nd Riving Casual Co., Vancouver, Washington.

Grothe, Carl, Co. I, 132 Inf., American Expeditionary Force, via New York.

Hagelie, Bernt, M. G. Co., 59 Infantry, 4 Division, A. E. F., France.

Hales, Murray A., '16, 494 Aero Squadron A. E. F., France, 2nd Aviation Production Center.

Hjelle, Carl, Camp Dodge, Iowa.

Huot Gilbert, '14, Field 2, Warehouse 9, Garden City, Long Island, New York.

Hvidsten, Alfred, 1914, University of Minnesota.

Johnson, Oscar G., Aviation Service.

Johnson, Sergeant Norris, '14, Co. F., 2nd Battalion, 163 Depot Brigade, Camp Dodge, Iowa.

Johnston, Harold, '14, Camp Kelly, 49 Aero Squadron, San Antonio, Texas.

Johnston, Lieut. Willard, '15, Inf. Repl. Camp 90, M. 9 Br. Camp McArthur, Texas.

Jorgenson, Carl, Co. 14, 4 Reg. Public Works, Camp Perry, Great Lakes, Illinois.

Kittelson, Gilbert, died in Jefferson Barracks.

Krogseng, Helge, Co. B, 304 Battalion P. C., Camp Colt, Gettysburg, Pa.

Krogseng, Olaf, Bat. C., 58 C. A. C. A. E. F.

Laliberte, Leander, Camp Wadsworth, S. C.

Layton, Arthur, Camp Cody, Deming, N. M.

Lee, Clarence A., '18, Company B, Barrack 43, 55 Engineers, Camp Custer, Michigan.

Lieut. Albert, Navy, Great Lakes, Illinois.

Lindberg, Carl, '15, Camp Wadsworth, S. C.

Lovcik, Stephen T., Battalion E., 14 F. A., Fort Sill, Okla.

Lundin, Oscar A., Co. 19, 5 Battalion 166 Depot Brigade, Camp Lewis, Wash.

Lyngholm, John D., M. G. Co. 164 Inf. Am. Exp. Forces, A. P. O., 714 France.

Lytle, LeRoy, Sergeant, 125 U. S. Army, Field Artillery, Camp Cody, Deming, New Mexico.

Maltrud, Gilman, 164 Inf. Band, Hdg. Co., France.

Mark, Arthur, S. 2 C., U. S. Naval Aviation Station, Pauillac Gironde, France, care Postmaster, New York.

McMillan, Harold, F. Troops, 8th Cavalry, Fort Hancock, Texas.

Meighen, Robert W., Kelly Field, Texas, Field 1, Line 132.

Nelson, Alfred J., Corp., Machine Gun Co., 2nd Inf., Fort Schafter, Hawaii.

Nelson, Arne E., R. N. C. V. H. M. T., Mairx King, Portsmouth, England.

Nelson, Peter, '11, Pitt V. Training Detachment, Pittsburg, Pennsylvania.

Olson, Carl E., 1916, Camp Wadsworth, S. Car.

Peterson, Walter, Sea 2 C., U. S. Naval Air Station Pauillac, Gironde, France, care Postmaster, New York.

Qually, Henry N., Marine Detach-

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Saugstad, Randolph, '15, Co. C., Bar-
rack 3, Camp Humphrey, Va.

Schuck, Lieut. Harold, '15, Richfield,
Waco, Texas.

Sheridan, Walter H., Co. 3, B. 8,
Camp Joseph E. Johnston, Jackson-
ville, Florida, 772705.

Skaar, Ole, '10, Company 7, Second
Provisional Recruiting Regiment,
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Sillerud, Elvin, Camp Wadsworth,
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Spjut, Magnus, '17, Medical Supply
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Park, Q. M. C. N. A., Base Section No.
1, American Postoffice 701, 784793.

Street, William, Aviation Section,
Camp Perry, Great Lakes, Illinois.

Sundberg, Roy, '14, Co. A., 5 Bat-
talion, 20 Engineers N. A. A. E. F. via
New York.

Tangjerd, Harold R., 5th Co. Recruit
Detachment, Ft. Caswell, N. C.

Thorkelson, William, '13.

Underdahl, Eddie, France.

Vigstol, Ole J., Co. F., 348 Inf. Camp
Pike, Ark.

Faculty.

A. E. Enerson, in France.

A. M. Christensen, 1st Company,
Fourth Officers Training, Camp Dodge,
Iowa.

H. L. Joiner, Dunwoody Institute,
Minneapolis, Minnesota.

ADDITIONS TO THE HONOR ROLL.

The Northwest Monthly is very
anxious to get the names of all of its
graduates and former students who
have entered the United States service.
It is also anxious to secure photo-
graphs of the boys in the service. It
is hoped that anyone who notices an
omission from the honor roll will
write to the Northwest Monthly re-
garding this at the earliest possible
opportunity.

LETTERS FROM OUR BOYS

LETTERS FROM OUR BOYS.

Harold R. Tangjerd

"I enlisted on June 1st in the coast
artillery. I was sent to Jefferson Bar-
racks, Missouri, at which place I was
kept for eight days when I was sent
to Ft. Caswell, N. C. Army life is fine."

Carl A. Jorgenson

Carl Jorgenson expects to be in the
over sea draft as soon as his transfer
comes through the twelfth Reg't.
Drafts are going out every day. Some
are sent to sea, and others are sent to
Public Works in France and Italy.

He had just read the 1918 Red River
Aggie which his brother sent him. He
states it is a fine book, and everybody
who sees it says so also.

Randolph C. Saugstad

"I am at the present time stationed
at Camp A. A. Humphreys, Virginia,
situated on the Potomac River, twenty
miles south from Washington, D. C. It

is also within five miles of Mount
Vernon.

Men training on ground that was
once trod by the great General Wash-
ington, as we are, ought to keep
patriotism up and help make America
the nation of the world. They will
make Bill and his terrible Huns get
down and make the whole world a fit
place for civilized people.

My experiences in the service have
been very interesting so far. I am well
pleased with our military life. I am
proud to be able to stand up and fight
for the greatest cause that ever life
and blood has been sold for. I dare
say every soldier has a like feeling.
We are anxious to cross which we
think will be within a month."

Conrad Clementson

"It will not do to leave the Sunshine
Division unrepresented. I think that
our division here at Kearny can say it
has more sunshine than any other divi-
sion in the U. S. A. The sun shines
here from seven a. m. till eight p. m.
every day of the week. Rain is never
known to trespass on the grounds of
our camp. I might mention the fact
that we boast a kind of sunshine here
that causes cheerfulness, brotherliness,
diligence and cooperation to exist. The
Sunshine Division in other words is
the 40th Division.

Looking over our Roll of Honor
without a doubt causes all of us to feel
a little bit of a certain kind of pride,
due to the fact that we belong to a
fraternity (we might call it that) of
men and women who are not afraid of
doing what their sense of right tells
them is their highest duty. It kindles
us in a firm desire and determination
to do our utmost to preserve that
standard and do nothing that would
tend to lower it. It cannot be the
privilege of every alumni member or
former student to be in active service
but still they need not be deprived of
their just amount of honor. The honor
comes not through going to war, enlist-
ing or being drafted into service, but
through doing that which your sense
of right tells you is your highest duty no
matter where you happen to be. The
standards of morals are high, and it is
interesting to see how those standards
grow higher and higher each day, as
the day for our expected departure for

France draws nearer. It is also inter-
esting to observe the standards of in-
dividuals. Those who have the higher
standards (they are easily picked out)
have a courage and determination that
the other fellows lack. And when we
get across and into active service,
there will be no question as to who
will make the more efficient fighter of
the two. The one who has a high
standard of morals will have a courage
to face anything, even death, in a man-
ner that the other fellow will lack.

And this fact cannot help but make
him a more efficient man. We boys
owe it to our mothers, our folks, our
homes, and our nation to give them the
best there is in us. No one can do
this, I believe, unless he has a high
standard of morals and unless a firm
devotion exists between him and his
Creator."

Private Cecil R. Stow

"It surely is very gratifying to know
that the folks back home are behind us
in every way, and the mails are the
best means of decreasing our lone-
liness here. I hope to receive the
Northwest Monthly.

Since coming here I have seen
Martinus Stenseth, so I know one of
the fellows here.

This is certainly a wonderful coun-
try, but with signs of war on every
hand.

Thus far I have been real well, so
the climate seems to agree with me.

Fred Fredrickson

Fred Fredrickson left his home on
Thanksgiving Day, having enlisted in
the army. He has now become a cor-
poral. He hopes to get into the auto
rifle section of his company. At the
time of writing he was being drilled in
the model battalion which was taught
all the latest tactics of modern war-
fare under supervision of French and
British officers. Fred expects to cross
over to France within a very short
time.

Arthur Mark

Arthur Mark, Camp Ross, Company
E. Barracks 1061, Great Lakes, Illinois,
writes that his camp is certainly a
very busy place. "I like this life. We
are all learning as fast as possible so
we will be able to defeat the Kaiser.

If the Hearst's Pathé weekly is shown
at the school, I think the latest has
words spelled by about 15,000 sailors
in our white uniforms. The words are
'Victory,' 'Liberty,' and 'America.' I
hope you can see this reel.

"The Y. M. C. A. is about the best
recreation place in camp. Bible class
is held Sunday mornings followed by a
sermon. It is open to us each day
when we have time to write and read.
They have an electric player piano
that is a combination violin and piano.
The music is fine. The Y. M. C. A.
surely does some fine work."

1918 TEACHERS' TRAINING SCHOOL.

The 1918 teachers' training course
closed July 26 after a very successful
six weeks term. The enrollment this
year exceeded expectations consider-
ing war conditions and the unusually

stringent entrance requirements. The
average daily enrollment even ex-
ceeded that of last year.

A very strong lecture course was
provided this year. Dr. Frayer of the
University of Michigan gave a series
of lectures on the war, which were
especially illuminating as to Ger-
many's guilt in connection with the
real causes of the war. Miss B. T.
Hays of Minneapolis gave an instruc-
tive series of lectures on the teaching
of citizenship in our schools. The sub-
ject of democracy and patriotism was
further supplemented by talks from
various members of the faculty. In
fact the spirit of loyalty and service
pervaded every activity of the school
throughout.

Health and physical training was
emphasized in a most practical and
forceful way. Miss Grace B. Sherwood
of the Northwest School normal train-
ing department introduced the subject
in her talk on the need of physical ex-
amination for school children. Dr.
Mable Ulrich, Miss Anna Shelland, of
the Department of Education, and Miss
Bryne, of Minneapolis, gave an interest-
ing series of lectures on the health
of northwestern Minnesota farm prob-
lems.

Several delightful musical enter-
tainments were given. Among the
artists heard were Hamilton Nason,
Professor Charles Pflock, and Mrs.
Alberta Fischer Ruettell.

Pleasant memories of the farewell
party at Senior Hall will linger in the
minds of all who were present. Sev-
eral contests of various kinds between
teams of students from the different
counties stirred up much enthusiasm.
Everyone had a delightful time.

WORK AT NORTHWEST PEAT FARM BEGUN.

Agronomist R. O. Westley, Mr. A. M.
Foker, and Horticulturist T. M. Mc-
Call have spent considerable time at
the peat farm at Golden Valley staking
out the fields, applying the different
treatments to both the burned-off peat
and on the peat itself, sowing the
grains and planting potatoes and gar-
den crops. As was described in these
columns last fall the state has now
three peat experimental farms con-
ducted by the Division of Soils in co-
operation with the experiment station
nearest each of the three locations
selected.

The peat farm in the northwestern
part of the state is located at Golden
Valley, 15½ miles east of Holt, or two
miles south and 12 miles west of
Grygia. Ten acres of land were leased
from Rudolph Dahl for conducting
trials of a large number of crops under
different soil treatments on peat land,
using different fertilizers, and repeat-
ing the same on burned-off peat land.

It will be necessary for a representa-
tive of the Northwest Station to visit
the peat farm every two weeks to note
the condition of the crops. Daily
weather records are kept, and reports
are sent from the farm twice a week.

Peat land investigations in Minne-
sota mark a new development in the
experimental work of the state. Much
interest is being taken in this work, as
there is practically no scientific data
available now covering the problems
of peat land farming.

NORTHWEST EXPERIMENT STATION NOTES CROOKSTON, MINNESOTA

A regular department of "The Northwest
Monthly" devoted to farm problems, conducted
by members of the staff.

STATION STAFF:

C. G. Selvig, Superintendent.
C. E. Brown, Poultry.
A. M. Foker, Farm Buildings, Drainage.
T. M. McCall, Horticulture, Potatoes, Root
Crops.
H. S. Records, Home Projects, Pure Seed
Distribution.
E. J. Thompson, Live Stock.
R. O. Westley, Field Crops, Farm Management.

EXPERIMENT STATION NOTES.

In this issue of the Northwest
Monthly a definite department for ex-
periment station notes is begun. It is
hoped to include on this page in the
succeeding issues, important and out-
standing results gathered from the
work of the Northwest Experiment
station and from the other stations
that apply directly toward the solution
of northwestern Minnesota farm prob-
lems.

Health and physical training was
emphasized in a most practical and
forceful way. Miss Grace B. Sherwood
of the Northwest School normal train-
ing department introduced the subject
in her talk on the need of physical ex-
amination for school children. Dr.
Mable Ulrich, Miss Anna Shelland, of
the Department of Education, and Miss
Bryne, of Minneapolis, gave an interest-
ing series of lectures on the health
of northwestern Minnesota farm prob-
lems.

NORTHWEST EXPERIMENT STATION VISITING DAY.

The second annual Visiting Day of
the Northwest Experiment Station was
held on Wednesday, July 17. There
was a larger attendance than the year
before. A feature of the day was the
address given by Dean R. W. Thatcher
who spoke on the nature of experi-
mental work and how the agricultural
communities will benefit from it. Un-
der the leadership of Professors Mc-
Call, Westley, and Brown, the plots,
fields and stock barns were visited.
There were people present from eight
different counties of northwestern Min-
nesota, some coming from a long
distance.

A detailed report of the 1917-1918
investigations will be prepared and is
issued early in the fall as soon as this
year's data is completed. Only a few
copies remain of the Station Report
issued covering the years 1910-1916.
Those who wish to get a complete
story of the investigations and Experi-
ment Station should secure copies of
this report before they are out of
print.

It is encouraging to note the in-
creased interest that is being taken by
all in the Experiment Station work.
The main feature of this plan is that
all farmers within the group will work
on this problem at the same time. If
it happens that all land in a certain
community except one farm is included,
the sow thistle laws passed at the last
session of the legislature contains a
provision to compel the owner of that
land to follow the same plan as the
owners of the adjoining lands.

These community demonstrations
would eventually spread so as to cover
all sections of the county.

We realize that this weed can not be
eradicated this year. The work can be
started this year, however, and a good
foundation laid for next year's work.

and other communities the county
agents are making the field inspection
which will be followed later by visits
to these farms by Mr. H. S. Records
who will assume charge of this work
on August 15.

RESOLUTIONS URGE ATTEND- ANCE AT NORTHWEST SCHOOL.

Paragraphs from report of resolu-
tions committee adopted at Warren
meeting of Minnesota Red River Val-
ley Development Association, June 21,
1918.

"This association commends un-
stintingly the work of the Northwest
School of Agriculture in its efforts to
meet and solve the questions bearing
upon the matter of yield in the Red
River Valley, the eradication of detri-
mental factors and the adoption of
beneficial measures, and urges the at-
tendance at that institution of the
young men and the young women of
the Red River Valley to the end that
its benefits may be extended to the
utmost points of the valley."

SOW THISTLE CONTROL.

District leader of county agents, W.
E. Morris, has sent out an outline on
sow thistle control. This plan has the
approval of Professor Boss and Mr.
Wilson as well as the Northwest Ex-
periment station staff. The Northwest
Monthly has urged that concerted com-
munity action regarding sow thistle
be taken in all of the counties.

The working plan is that this com-
munity group of farmers, whose lands
adjoin, pledge their individual efforts
to get rid of the weed. The methods
of control will be used according to the
individual farm conditions. In addition
to using these methods on all land
under cultivation, all sow thistles on
other parts of the farm will be pre-
vented by cutting from going to seed.

The main feature of this plan is that
all farmers within the group will work
on this problem at the same time. If
it happens that all land in a certain
community except one farm is included,
the sow thistle laws passed at the last
session of the legislature contains a
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land to follow the same plan as the
owners of the adjoining lands.

These community demonstrations
would eventually spread so as to cover
all sections of the county.

FARM BUREAU NEWS

Northwestern Minnesota District

W. E. MORRIS, District Leader
University Farm, St. Paul

COUNTY AGRICULTURAL AGENTS

Becker	H. A. Nelson, Detroit
Clay	A. C. O'Banion, Moorhead
Clearwater	E. H. Martin, Bagley
Kittson	W. V. Longley, Hallock
Mahnomen	Victor Dryden, Mahnomen
Marshall	John Huseby, Warren
Norman	Henry P. Brandt, Ada
Ottertail	J. V. Bopp, Fergus Falls
Pennington	Ross P. White, Thief River Falls
Polk	R. H. VanScotik, Crookston
Red Lake	C. C. Lake, Red Lake Falls
Roseau	Oscar M. Olson, Roseau
Wilkin	L. S. Stallings, Breckenridge

ANNOUNCEMENT.

The mailing list of the Northwest Monthly has been increased over fifty per cent to include a larger number of farm bureau members in the northwestern Minnesota counties. It is hoped to make the farm bureau news page interesting and helpful for everyone. To do this the Northwest Monthly invites the cooperation of the county agents and farm bureau officers in sending in items of interest. They should reach here by the twenty-fifth of the month to be included in the following month's issue of the Monthly.

STOCK WANTED.

N. L. Rossen, Mentor—Shorthorn bull.

C. B. Grothe, Halstad—One Holstein bull, one year old.

L. A. Knebel, Twin Valley—50 Brown R. C. Leghorn pullets or yearling hens.

Earl H. Martin, Bagley—One 1-year-old Guernsey bull and one carload of Grade Holstein heifers, bred to good sires.

Otto Nygaard, Hallock—One year Aberdeen Angus bull, fit for service.

PEAT FARM VISITING DAY.

Between six and seven hundred people assembled at the Dahl farm near Golden Valley post office on Saturday afternoon, August 3, on the first annual visiting day of the Northwest Peat Farm located there. There were persons present from seven counties in addition to Mr. L. B. Arnold and Mr. Sargent who came from Duluth. The day was a success in every way. The effects of the various soil treatments were marked. The farmers present showed a keen interest in this work, and will benefit greatly from it.

A program of talks was carried out following the inspection of the plots. Superintendent C. G. Selsvig presided. Addresses were made by Senator D. P. O'Neill of Thief River Falls; L. B. Arnold, Duluth, president of the American Peat Society; State Forester W. T. Cox; County Agent John Huseby; Agronomist R. O. Westley; and Dr. F. J. Alway, chief of the Division of Soils, University Farm, St. Paul. At the conclusion of the program the names and addresses of persons present were taken. A report of the 1918 operations on the peat farm will be sent to each of them and to all others who will send their names to the Northwest Experiment Station requesting this report.

STOCK FOR SALE.

Sheep.

F. B. Conklin, Thief River Falls—one pure bred Shropshire ram, born spring of 1917.

Morgan Vaughn—Two pure bred Shropshire rams, born April 1, 1918.

Swine.

T. H. Grier, Badger—Pure bred four months Yorkshire boar.

S. L. Darst, Greenbush—Four months pure bred Yorkshire boar.

R. E. Baker, Detroit—Poland Chinas. H. M. Brekke, Hitterdal—Poland Chinas.

L. C. Olson and J. M. Hosmer, Hitterdal—Duroc Jerseys.

R. C. Madsen and Geo. Stearns, Detroit—Duroc Jerseys.

E. E. Burnham, Detroit—Yorkshires. Engebretson Bros., Lake Park—Yorkshires.

Ben Rosendahl, Thief River Falls—Several May 15 White Berkshire pigs. K. T. Dalager, St. Hilaire—Five pure bred Duroc boars and one pure bred sow, born April 1918.

W. F. Schrepel, Red Lake Falls—Five registered Poland China boar pigs.

A. I. Christopherson, Hendrum—Registered O. I. C. Chester White pigs, 6 boars and one sow.

Jos. Ryden, Wm. Anderson, H. F. Kidder, Hallock—Duroc Jerseys.

J. E. Sundberg, Kennedy—Chester Whites.

Shorthorns.

Wm. Ash, St. Vincent—10 months Shorthorn bull, red, Scotch breeding stock from Walter Hill herd.

C. H. Folz, Kennedy—3-year-old milking strain Shorthorn bull.

Oscar Ryden, Hallock—11, 9, and 4 months old bulls.

W. H. Johnson, Hallock—1 month old beef bull calf.

Geo. Lindgren, Hallock—8 months and three years old bulls.

Thos. Thompson, Donaldson—Bull.

Alfred Hammerstein, Kratka—Six year old pure bred sire; 2 pure bred milking strain yearling heifers.

J. W. Denhart, Hazel—2 pure bred bull calves, born January 1918.

J. J. Kost, Germantown—Pure bred mature double standard sire.

William Smith, Thief River Falls—one pure bred milking Shorthorn, five years old, and one pure bred 12 months old heifer calf.

Henry Coop, St. Hilaire—3 high grade milking strain Shorthorns.

J. C. Torgerson, Oklee—Grade Shorthorn bull.

Swenson Bros., Gary—One registered one year old bull and one grade Shorthorn bull.

L. A. Knebel, Twin Valley—One grade Shorthorn bull, 5 months.

Ben Hamlin, Warroad—2 year old registered bull.

R. E. Baker, Detroit—Shorthorns.

Owen Wangensteen, Lake Park—Shorthorns.

N. P. Ode, Westbury—Shorthorns.

Paul Qually, Westbury—Shorthorns.

N. L. Rossen, Mentor—Shorthorn bull.

Guernsey.

William Bell, Thief River Falls—Pure bred Guernsey sire, 2 years old; pure bred Guernsey calf, born Feb. 1.

Ole Amundson, Thief River Falls—

Pure bred Guernsey sire, 2 years old.

E. F. DeVelling, Thief River Falls—Grade Guernsey cow.

Morgan Vaughn, Goodridge—Pure bred Guernsey sire, 2½ years.

Earl H. Martin, Bagley—One four-year-old Guernsey bull, production of dams about 500 pounds butterfat.

Axel Lieberg, Greenbush—Hoard bred, four year registered Guernsey bull.

Alfred Hammerstein, Kratka—2 grade Guernsey cows.

Red Polled.

R. R. Hamilton, Frazee—Red Polled. W. J. Bailey, Lancaster—Polled Durham bull.

George Singer, Rhoda—Pure bred 3-year-old red Pole sire.

Wm. Novak, Red Lake Falls—One registered Poll Durham bull, weight 2000 pounds.

Holsteins.

V. C. Noper, Thief River Falls—Pure bred Holstein bull calf, born April 1918.

Christ Rud, Viking—Pure bred Holstein bull calf, born April 1918.

Casper Wiener, Thief River Falls—3 pure bred Holstein bull calves, born September, 1917, November, 1917, and June, 1918.

Ole Larson, St. Hilaire—6 grade Holstein cows, none over 6 years old.

Alfred Olson, Gary—One pure bred Holstein bull, one year old.

Harry Hamlin, Roseau—Holstein bull registered, 5 years.

Martin Olson, Greenbush—18 months registered Holstein bull.

Oscar Oie, Roseau—9 months registered Holstein bull.

N. P. Hanson, Westbury—Holsteins.

Andrew Dahlen, Detroit—Holsteins.

R. A. Parker, Frazee—Holsteins.

W. H. Moore, Hallock—Holsteins including 2 bulls of breeding age.

Wm. Sugden, Hallock—Holsteins.

B. E. Sundberg, Hallock—Holstein bull calves, all ages up to 10 months.

August Stenquist, Drayton, N. D.—Holstein bull calf.

Albert Vanderbleek, Northcote—1 year Holstein bull.

Earl H. Martin, Bagley—One 3-year-old Holstein bull, well bred and a good individual.

Aberdeen-Angus.

Walter Ford, St. Vincent—Four-year-old Aberdeen Angus bull.

G. I. Brandt, Greenbush—Angus bull registered, two years.

Franklin Bros., Roseau—2-year-old registered bull.

Herefords.

Jos. Ryden, Hallock—6 months old Hereford bull calf.

McDonell Farm, Audubon—Herefords.

Jerseys.

C. R. Billings, Audubon—Grade Jerseys.

R. H. Symburner, Osage—Jerseys.

Chickens.

L. A. Knebel, Twin Valley—Four R. C. Brown Leghorn roosters.

Horses.

Jane Hagen Farm, Kennedy—Percheron stallions.



Dinner

Honoring

Great Northern Soldiers



Cafeteria
Tuesday Evening, September 4th, 1917

ROLL OF HONOR

In U. S. Service

EDWARD RYAN
CLAYTON RANDALL
A. J. J. MARVIG
F. A. DUPUIS
A. E. WITTBECER
GENE F. GRAHAM
J. H. W. SCHURMEIER
I. T. DUGAN
R. E. KECK
PAT GROGAN
E. J. TRUDELL
W. J. BURTON
J. E. BALMER
W. G. SMITH
J. K. RICE
C. H. BOLTMAN
H. F. DUMAS
J. R. JODL
L. TUCKER
E. E. KOLSTAD
G. A. KELLY
R. J. BRENNAN
J. BLANCHARD
P. G. SPENCER
F. ARTH
THOS. J. FOWLER
C. H. SMITH
E. B. MORDEN
M. A. BUTLER
W. H. GORDENIER
GEO. H. NELSON
WALTER L. LEWIS
RAYMOND C. KELLERMAN
MILLARD A. BUTLER
WALTER K. TANNER
O. K. SEIDEL
E. A. RANKIN

JACOB LAQUA
C. J. THORPE
ROY D. McCUAIG
H. W. JOHNSON
O. M. ANDERSON
W. T. MIDDLEBROOK
LORIN SOLON
E. C. KEILKOPF
E. C. WHITACRE
W. C. BURNS
W. L. LEWIS
W. H. GORDIER
GEO. H. NELSON
NEWTON W. HAUk

Ready for Service

O. M. BROKAW
ALBERT VAARDAL
ARTHUR A. HANFT
T. J. MOORE
ELMER KNUTSON
C. E. BORDEAUX
E. F. F. THOELIE
THEO. V. PRICE
M. RITTMMASTER
CARROLL JACKSON
HENRY PAUL
JOHN E. SNYDER
HARVEY G. DIMOND
CLARENCE KASK
ROBERT S. BOYNTON
P. E. JENNINGS
W. L. KEENAN
H. H. ROBINSON
RALPH NORGARD
GUNNARD NELSON
HARRY JOHNSON
J. E. KIDD

PROGRAM

6:00 p. m. Reception on Roof to Great Northern Soldiers.
Glacier Park Band Concert. Exhibition Drill by Glacier
Park Drum Corps and Drill Squad.

6:30 p. m. Dinner.

G. R. MARTIN, Toastmaster

1. Overture Carlson's Orchestra
2. Solo, Selected Frank Rosenthal
3. Opening Remarks G. R. Martin, Toastmaster
4. Selection Carlson's Orchestra
5. Scottish Solo Jock McGilp
6. Informal Talk
7. Solo, Selected Frank Rosenthal
8. Informal Talk
9. Star Spangled Banner Carlson's Orchestra
10. Dancing

MENU

California Salad and Wafers

Celery

Radishes

Pickles Olives

Beef Tenderloin

Sweet Potatoes

Peas in Cases

Bread and Rolls

Coffee

Sherbet and Assorted Cakes

HAIL AND FAREWELL

Here are our hands, lads, and here are our hearts,
And we pledge them now unto you;
We're proud of you each and our hands out-reach
In a grasp that is strong and true.
The song and the laughter,—all shall bespeak
The message our hearts would convey;
And please don't forget you're G. N. men yet
Though journeying far and away.

It's just a good-bye but it means a lot
When coming, like this, from the heart;
We want you to know wherever you go
That we, in your lives, have a part.
Fill up the glass,—even water will do,—
We'll drink to success for each man:—
Here's good luck, good cheer and never a fear
But you'll play the big part of a Man.

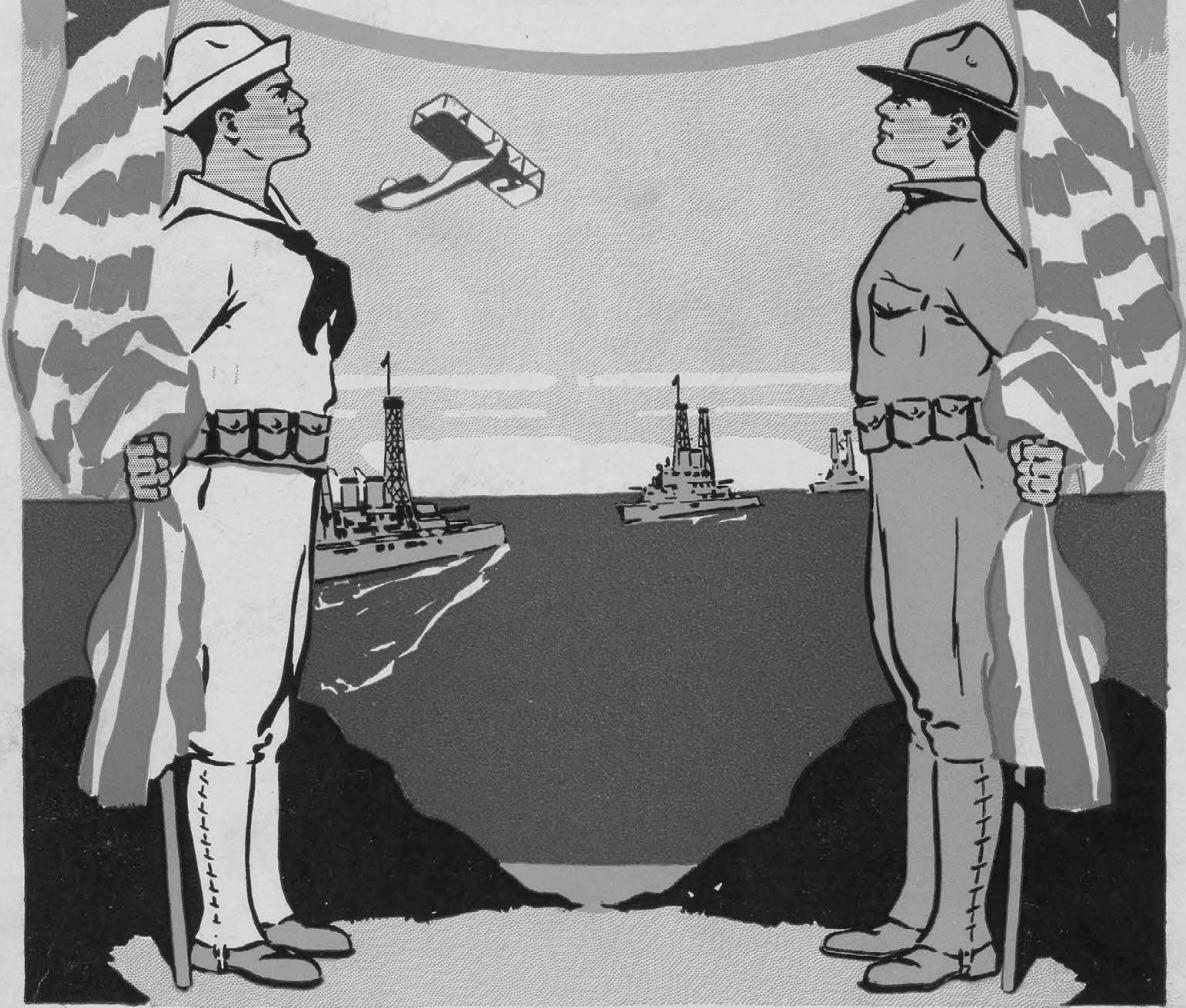
OCTOBER, 1917

GREAT NORTHERN RAILWAY EMPLOYEE'S SAFETY MAGAZINE

Volume
IV



Number
4



Battle Hymn of the Republic

JULIA WARD HOWE

Mine eyes have seen the glory of the coming of the Lord;
He is trampling out the vintage where the grapes of wrath are
stored;
He hath loosed the fateful lightnings of his terrible swift sword,
His truth is marching on.

Glory! Glory! Hallelujah!
Glory! Glory! Hallelujah!
Glory! Glory! Hallelujah!
His truth is marching on.

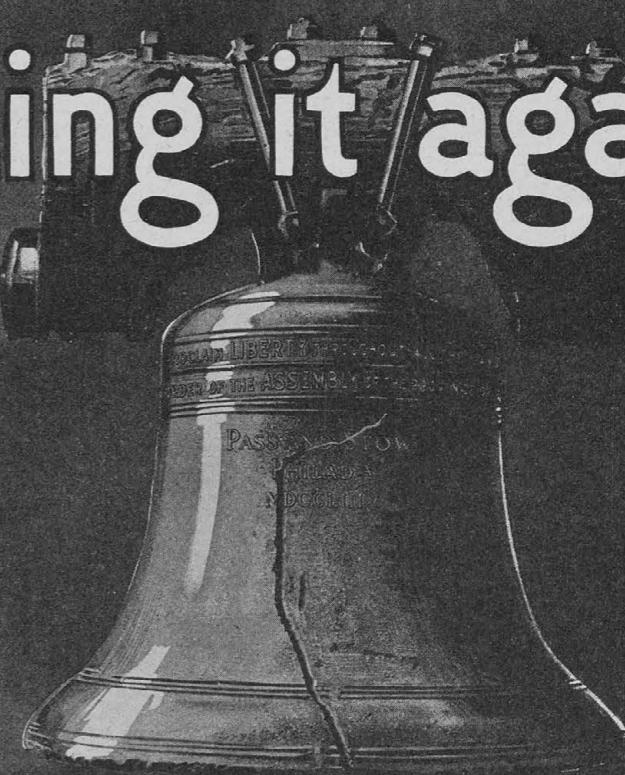
I have seen Him in the watchfires of an hundred circling
camps;
They have builded Him an altar 'mid the evening dews and
damps;
I can read His righteous sentence by the dim and flaring
lamps;
His day is marching on.

I have read His fiery gospel writ in rows of burnished steel;
"As ye deal with my contemners, so with you my grace shall
deal,"
Let the hero, born of woman, crush the serpent with his heel;
Since God is marching on.

He has sounded forth a trumpet that shall never call "retreat,"
He is searching out the hearts of men before His judgment
seat,
Be swift my soul to answer him; be jubilant my feet;
Our God is marching on.

In the beauty of the lilies Christ was born across the sea,
With a beauty in His bosom that transfigures you and me,
As He died to make men holy, let us die to make men free,
While God is marching on.

Ring it again



BUY A
**United States Government Bond of the
SECOND
LIBERTY LOAN
of 1917**
Help Your Country and Yourself



Farewell Entertainment to Departing Soldiers

On September 4th the Great Northern Employees' Cafeteria Association was the host at a reception, dinner and dance, given in honor of the employees of the Company who have already enlisted or are awaiting the call under the selective draft. Over four hundred turned out to give a fitting send-off to the boys who are soon to see active service.

The reception was held on the roof of the General Office Building, the Glacier Park band, drum corps and drill squad rendering an entertainment consisting of music and evolutions.

An adjournment was then made to the dining room, which was fittingly decorated with the flags of the Allies, Old Glory, of course, being specially prominent, and flowers. A substantial and well served dinner was partaken of, after which Mr. G. R. Martin, Vice-President of the Railway Company, who acted as toastmaster, rose to introduce the first speaker of the evening. "I have wondered," said Mr. Martin, "if the people of the middle west are fully awake to the situation in which we find ourselves. The people of the East in some ways seem more intense in their preparations. Now is the time to aid the Red Cross. The boys

must have some one to look after them when they need help." Mr. Martin further appealed to every one to do everything they could at home if they were not able to go. He then introduced Mr. L. W. Hill, who spoke briefly.

Sergeant Thos. J. Fowler responded briefly for the boys. He told how much they had appreciated being remembered with little gifts, such as smokes, letters, papers and magazines while at the border and made a plea for remembrance when they shall be doing their duty in France.

During the course of the dinner Joel Carlson's orchestra furnished very enjoyable music. Frank Rosenthal, a former employee of the Company, contributed two vocal solos which were received with much well-merited applause. Jock McGilp, our own Harry Lauder, who is one of the boys who are going with the first recruits to the national army, sang three songs in his own inimitable way and "brought down the house."

After the dinner was over dancing was enjoyed in the adjoining rooms for several hours, after which the boys loaded with comfort bags and the best wishes of all for a safe return.

FOLLOW THE FLAG

Armies in the field are helpless without the co-operation of the armies at home. Not all of us are capable of fighting in the trenches or on the seas—the greatest army of all must remain in the mines, the factories, the shops, and on the railways. Honors may go with rifle and machine gun; calloused hands and weary bodies may be the portion of the toilers in the industries, but all must work together to help the Stars and Stripes—the Flag of Freedom.

We Are Americans—Stand Firm for Freedom and Safety

In the January issue appeared the principal rules and regulations of the Federal Locomotive Inspection Law covering such defects as may be apparent in the daily operation of the engine, giving enginemen an opportunity to study the law and its requirements. This was approved by the Chief Inspector, as indicated in his letter to Superintendent of Motive Power, Mr. Hawkins.—Editor's Note.

On Line, Montana Division,
January 12, 1917.
Mr. Frank McManamy, Chief Inspector Interstate Commerce Commission, Div. of Locomotive Boiler Inspection, Washington, D. C.

Dear Sir: I am sending you a copy of the Great Northern Railway Employees' Safety Magazine (January number) which magazine, as you are probably aware of, is edited by Mr. J. A. Cochrane, whom, I believe, you are well acquainted with.

I thought the magazine might be interesting, as it is our opinion that Mr. Cochrane gets out a very attractive issue.

Would particularly call your attention to Pages 2 to 6 wherein a special effort is made to fully instruct all employes regarding some of the most important general inspection rules, especially rules that most of the employes should familiarize themselves with.

Yours very truly,
R. D. HAWKINS,
S. M. P. G. N. Ry. Co.
cy- J. A. C.

Interstate Commerce Commission
Division of Locomotive Boiler Inspection,
Washington.

January 18, 1917.
(Refer to File No. GN-11-McM.)
Mr. R. D. Hawkins, S. M. P.,
Great Northern Ry. Co.,
St. Paul, Minn.

Dear Sir: This will acknowledge receipt of your letter of January 12, also the January number of the Great Northern Railway Employees' Safety Magazine, for which I thank you.

I think the effort on pages two to six to instruct employes with respect to the requirements of the Federal inspection laws is commendable and is a step in the right direction. If employes can be interested in reporting defects which exist and if they have reasonable assurance that such defects when reported will be repaired, the problem of maintaining locomotives in accordance with the requirements of the law is practically solved.

I think Mr. Cochrane is to be congratulated on the attractive appearance of the magazine as well as on the matter it contains.

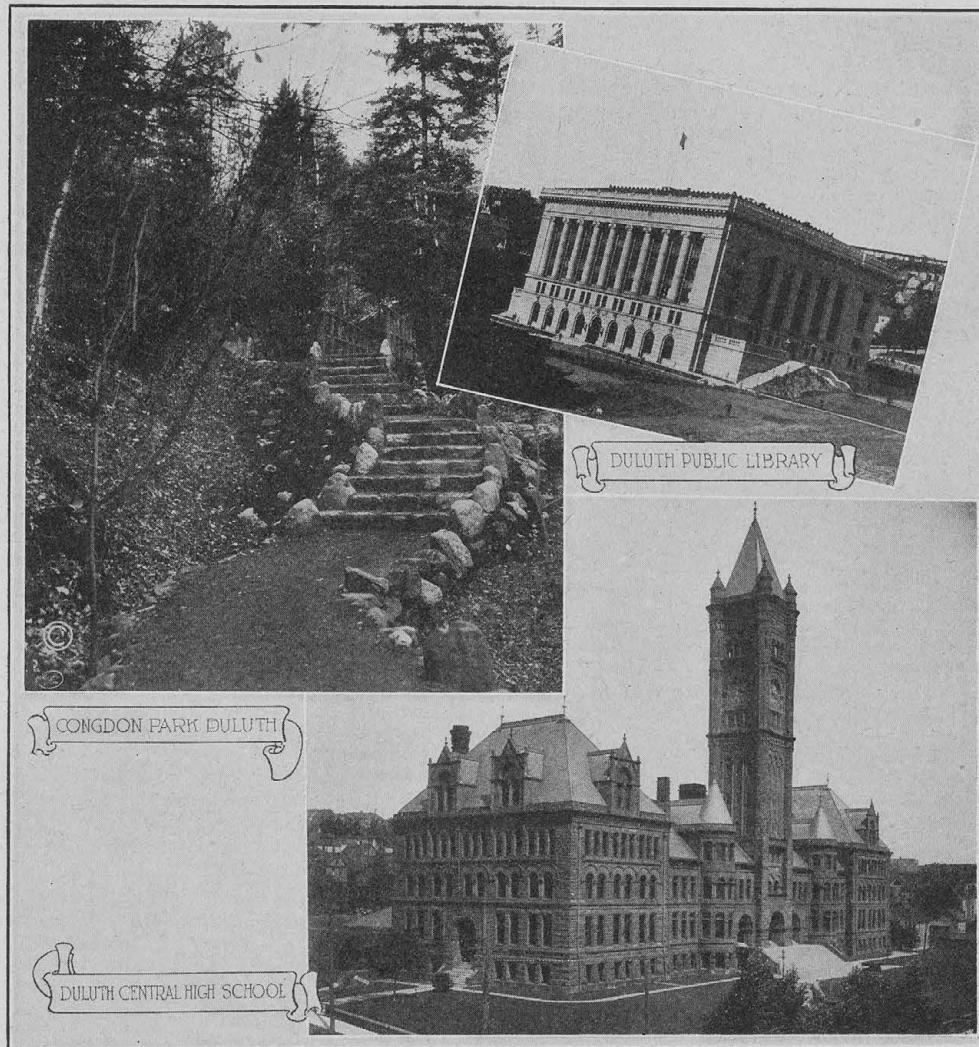
Yours very truly,
FRANK McMANAMY,
Chief Inspector.

IF LIFE WERE EASY

A young man who goes to college and follows the line of least resistance in his choice of studies is likely to regret by and by that he took the "snap courses" and rejected the exercises that would have hardened the muscles of his mind. Sir Philip Sidney wrote about Arcadia, but he lived the school of the soldier. He knew that if you set your teeth in sugar-plums all the time, or are lopped in silks and laces, or ride when you might walk, or dwaddle on the shady side when your place is in the sun, you will become a soft and flabby specimen, a mere toy creature on a cushion amid endearments. A real, live man must hate the thought of anything like that.

Though we may have prayed hard to have some bitter cup put from us, for our good the black draft is set at our lips and we must swallow. Always there are numbers around about us who seem to be sliding along easily. They appear to monopolize the luck. The school child envies the paragon who gets his lessons in a few minutes—who skims a page after coming to the class and yet is able to answer the teacher as though the lesson had been conned for hours. In the war world of business some are champions and captains as by a special accolade of fortune. They go "right straight on up." All the tides that there are in the affairs of men connive to assist them. "Life's battle is a conquest for the strong." Why do we lag and suffer? Why must we painfully calculate and toil and then witness the miscarriage of our best hopes? What room is there on earth among the shining ones for misfits and maladroitness?

It is for a man to rejoice exceedingly that he was born to fighting, as the sparks fly upward. Not the quarrel of fists or firearms, but the struggle that is waged in the secret places of a man's own soul. He was born to be flung a thousand times and still to persevere, to be tempted into despair, to be depressed by the conviction that no God is aware of him and that wherever power dwells in space is very busy on some other star. By having to contend with all his might for every least advance, he grows. So little of all that is merely handed to us is worth having! Would you care for your garden so much if, weedless and bugless, it sprang from the ground full blooming? Would you love your child so well if he did not start as a frail and tiny thing that needed you and get into troubles every day that required your assuaging and repairing patience? Life is for learning how to live. It is for a growth in grace and not for an instantaneous arrival at perfection. It is for tears and shadow, for tempest, and for tremendous loss. It is not important that we should be always happy. What matters is that we should be true.—Selected.



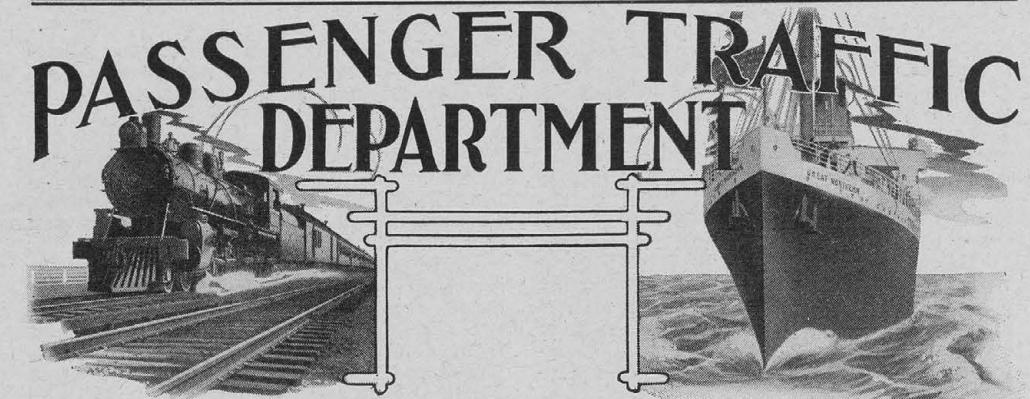
DULUTH

Duluth, the "Zenith City," stands at the western extremity of Lake Superior, and is the third city of Minnesota. First settled in 1853, and first beginning to expand in earnest in the early eighties, Duluth has swiftly grown into a city with an estimated population of close to 100,000; one of the principal gateways to the Great Northwest, and the world's greatest inland port. Duluth harbor, land-locked by the long spit of Minnesota Point, is one of the finest natural harbors on the globe. Upwards of 12,000 ships enter and leave Duluth harbor annually, bringing from the East many millions of dollars worth of manufactured articles and coal for distribution through the Northwest, and transporting back to the East vast and valuable cargoes of the Northwest's iron ore, grain, flour, lumber and fish. New York and Philadelphia are the only two ports in the United States that surpass Duluth in tonnage. Passenger steam-

ships ply between Buffalo and Duluth and Chicago and Duluth. Duluth carries on an extensive wholesaling trade with a large share of the Northwest, and its manufactories are growing apace. Recently a \$20,000,000 steel plant has been added to the city's industries. Duluth, all told, has an area of 63 square miles.

Duluth's residential district—sitting on terraces along the faces of the lofty bluffs that rise up grandly from the harbor—is delightful. A bluff-top boulevard of twelve miles links a park system of 252 acres and affords a wonderful outlook over the city and the lake. The electric inclined railway—which takes a short-cut up the face of the bluffs to the city's loftiest section—is an interesting feature.

Duluth is named in honor of the French explorer and trader, Greysolon Sieur DuLhut, who first visited its site in 1679.



Glacier National Park—Season of 1917

The season of 1917 in Glacier National Park practically closed on September 15th. In the face of most unfavorable prospects, due to war conditions, our patronage has been greater than during any other season, and it is very gratifying to state that the arrivals for 1917 exceeded those of the year 1916 on September 15th by exactly 512 registrations.

Fewer large organized parties visited Glacier National Park during this season, but there was a considerable increase in the number of small unorganized parties, which demonstrates that Glacier National Park is becoming more generally and favorably known in the eastern territory.

The service rendered tourists in Glacier Park seems to have been more pleasing to our patrons than ever before, resulting in practically every one visiting the Park going away with words of praise for our hotel and chalet accommodations and the facilities afforded visitors by horseback, automobiles and launch.

We wish to express here our sincere appreciation of the earnest and hearty cooperation of all of our agents and representatives, as well as of the tourist agents throughout the country, and the representatives of connecting lines.

Season of 1918

For the season of 1918 there will be in readiness a new 90-room addition to our Many-Glacier Hotel and a new annex to Going-to-the-Sun Chalet.

The Government has accomplished a great deal during the past summer in improving the roads and trails and in the creation of new trails. These new trails will make more of the beauty spots of Glacier National Park accessible to future tourists than ever before, and our agents will be in a position to assure prospective visitors for 1918 that they will find more pleasure and enjoyment in touring the Park and will see more on their trips of its scenic beauties than they have been able to do in the past.

During the winter and spring individuals as well as organized parties consider their plans for vacations and conventions for the

following summer, and generally at that time tourists, delegates, etc., practically decide where they will hold their next meeting or spend their next vacation.

The Passenger Traffic Department is extremely anxious and will do everything possible to assist agents, representatives and employes so they can give full information to individuals and organized parties regarding rates, etc., for conventions and vacations. Our agents and representatives are earnestly requested to keep in touch with all such business and by their efforts influence passengers and organized parties to travel the "Great Northern Way" to and from Pacific Coast points and intermediate stations so that they can stop off at Glacier National Park and visit "America's Most Wonderful Playground."

Winter Excursion Business

Within the near future parties from the middle west and northwest states will be planning their arrangements for winter vacation trips to California and the Pacific Coast. Agents and representatives should call upon prospective passengers and give them full information regarding fares, stopovers, etc., and secure such business for our line. The following tariffs quote All-Year Tourist fares to Pacific Coast destinations and intermediate points from stations on the Great Northern Railway:

STATIONS FROM WHICH TARIFF APPLIES
Tariff No. Joint Tariff Points east of Montana.

AYT No. 2. Special British Columbia, Idaho, Montana, Oregon and Washington.

Interested agents should familiarize themselves with the fares and routes shown in the above tariffs in order that they can give necessary information to prospective passengers.

Winter Tourist Business to Southeastern and Southwestern States

There are in effect daily from October 1, 1917, to April 30, 1918, inclusive, round trip Winter Excursion fares from points on the Great Northern Railway east of Montana to certain destinations in Alabama, Arizona, Florida, Georgia, Louisiana, Mexico, Mississippi, New Mexico, South Caro-

lina and Texas. Winter tourist fares from the above described territory will also be in effect to Havana, Cuba, from October 15, 1917, daily to and including April 30, 1918. Tickets to Havana, Cuba, will bear a final return limit of six months from date of sale, while tickets to other points will be limited to expire May 31 or June 1, 1918, as the case may be. Tickets permit of liberal stopovers on both the going and return trip. Fares, routes, etc., are shown in Joint Tariff B-138 issued by E. E. MacLeod, Agent. Agents and representatives are requested to familiarize themselves with this tariff in order that they can give the necessary information to passengers who contemplate trips to these points.

Summer Tourist Tariffs

The following is a list of tariffs quoting Summer Tourist fares for this year showing circular numbers, territory from and to which tariff applies and last authorized selling date.

Circ.	SELLING STATIONS AND DESTINATIONS	Last Selling Date
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7600 East of Montana to North Pacific Coast, Arizona, California and Western destinations. Sept. 30

7570 East of Montana to Glacier National Park. Sept. 30

7589 St. Paul, Minneapolis, Duluth, etc., to Minnesota Lake Resorts. Sept. 30

7595 Aberdeen, S. D., to Tacoma Park, S. D. Sept. 30

7574 Winnipeg, Man., to Alexandria, Melby and Osakis, Minn. Sept. 30

7576 From Montana to destinations in Central, Eastern and Western States. Sept. 19

7571 Montana to Glacier National Park. Sept. 30

7642 Montana to Los Angeles, San Francisco and San Diego. Sept. 30

7656 Eureka to Kalispell, incl., to Somers, Mont. Sept. 30

7543 Week End Fares, Butte, Helena and Great Falls to nearby Summer Tourist and Fishing Resorts. Nov. 29

7612 Billings to San Francisco. Sept. 30

7572 British Columbia, Idaho, Oregon and Washington to Glacier National Park. Sept. 30

7635 Spokane to Priest River, Ida. Sept. 15

STO. Washington to Lakeside, Chelan and Stehekin, Wash. Sept. 15

2111 STO. Oregon, Washington and British Columbia to Lakeside, Chelan and Stehekin. Sept. 15

STO. Week End Fares from Everett, Seattle and Tacoma to nearby Mountain Resorts. Nov. 25

2083 7565 Week End and Commutation Fares Vancouver and New Westminster, B. C., to Crescent, Ocean Park and White Rock, B. C. Sept. 30

7573 British Columbia, Idaho, Oregon and Washington to Rainier National Park. Sept. 15

7578 Montana, Idaho and Washington to North Pacific Coast Points and Beach Resorts. Oct. 15

Agents are requested to remove these tariffs from their files after their date of expiration.

Authorized Selling Dates for Round Trip Home Seekers' and Land Seekers' Tickets

By referring to Circular No. 7553, effective April 24th, quoting round trip Home seekers' fares from certain points on the Great Northern Railway in Minnesota, Iowa, Wisconsin, North and South Dakota, to certain destinations in Alberta, British Columbia, Idaho, Manitoba, Michigan, Montana, North Dakota, Oregon, Saskatchewan, South

Dakota, Washington and Wisconsin, agents will note by referring to section 5, page 3 of circular, that the last authorized selling date for such tickets is November 27th to destinations in Alberta, Manitoba, Montana, North Dakota and Saskatchewan, while the last selling date for such tickets to destinations in British Columbia, Idaho, Michigan, Oregon, South Dakota, Washington and Wisconsin is November 20, 1917.

By referring to Circular No. 7549, effective April 28, and Supplement No. 1, which quotes round trip second class landseekers' excursion fares for parties of five or more from certain points in Iowa, Minnesota, North and South Dakota to destinations in North Dakota and Montana, agents will also note that the last authorized selling date for such tickets is Sunday, November 25, 1917.

By referring to Circular No. 7513, effective February 20, 1917, which quotes round trip Homeseekers' fares from certain points in Idaho and Washington to destinations in Central and Eastern Montana, agents will also observe that the last selling date for such tickets is October 16, 1917.

Change in Train Service Between Oroville, Wash., and Princeton, B. C.

Effective September 29th, Trains 396 and 397 were changed to tri-weekly service, running on Mondays, Wednesdays and Fridays on the following schedule:

Lv. 7:00 A.M.	Oroville	Ar. 6:20 P.M.
7:45 A.M.	Night Hawk	5:42 P.M.
8:15 A.M.	Chopaka	4:51 P.M.
9:00 A.M.	Similkameen	4:21 P.M.
9:30 A.M.	Keremeos	3:51 P.M.
9:55 A.M.	Ashnola	3:25 P.M.
10:15 A.M.	Bradshaw	3:01 P.M.
10:30 A.M.	Hedley	2:46 P.M.
10:45 A.M.	Cory	2:25 P.M.
11:05 A.M.	Bromley	2:06 P.M.
11:20 A.M.	Norman	1:52 P.M.
11:30 A.M.	Allison	1:37 P.M.
Ar. 11:45 A.M.	Princeton	Lv. 1:30 P.M.

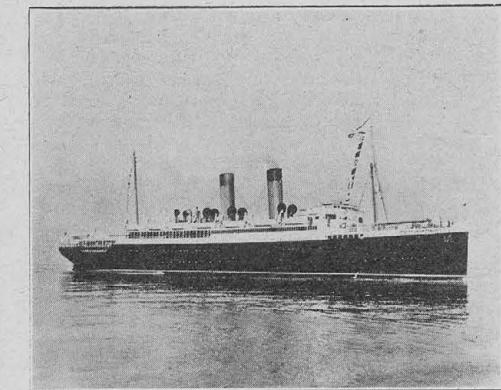
Inauguration Train Service to Camp Lewis American Lake (Wash.) Cantonment

Following is complete schedule of trains which became effective September 6, 1917:

Lv. Tacoma	9:00 A.M.	Ar. Lakeview	9:20 A.M.
Ar. Murray	9:28 A.M.	Ar. Amer. Lake	9:35 A.M.
Lv. Amer. Lake	12:40 P.M.	Ar. Murray	12:45 P.M.
Ar. Murray	12:45 P.M.	Ar. Lakeview	12:55 P.M.
Lv. Lakeview	1:10 P.M.	Ar. Murray	1:15 P.M.
Ar. Murray	1:15 P.M.	Ar. Amer. Lake	1:20 P.M.
Lv. Amer. Lake	2:05 P.M.	Ar. Murray	2:10 P.M.
Ar. Murray	2:10 P.M.	Ar. Lakeview	2:20 P.M.
Lv. Lakeview	2:40 P.M.	Ar. Murray	2:45 P.M.
Ar. Murray	2:45 P.M.	Ar. Amer. Lake	2:50 P.M.
Lv. Amer. Lake	5:00 P.M.	Ar. Murray	5:10 P.M.
Ar. Murray	5:10 P.M.	Ar. Lakeview	5:15 P.M.
Lv. Lakeview	5:30 P.M.	Ar. Murray	5:35 P.M.
Ar. Murray	5:35 P.M.	Ar. Amer. Lake	5:40 P.M.
Lv. Amer. Lake	6:05 P.M.	Ar. Murray	6:12 P.M.
Ar. Murray	6:12 P.M.	Ar. Lakeview	6:20 P.M.
Lv. Amer. Lake	6:40 P.M.	Ar. Tacoma	

This schedule will afford convenient service via the Great Northern Railway to and from Camp Lewis, the cantonment for the new national army. This cantonment will be the training camp for over 46,000 men of the national army from the states of Montana, Idaho, Washington, Oregon, Wyoming, Utah, Nevada and California and the territory of Alaska.

Supplement No. 6 to Local Passenger Tariff No. 222 I. C. C. No. E-2843 quotes fares from all stations, Portland, Ore., to Vancouver, B. C., inclusive, to American Lake, and other tariffs will be supplemented as soon as possible quoting fares between American Lake and all other stations on the Great Northern Ry. Until such tariffs are changed fares to American Lake from points not included in Local Passenger Tariff No. 222 will be constructed by adding 45 cents to the fare published in current tariffs to Tacoma, Wash.



S. S. Great Northern—Now in Government Service

The United States Government has taken over the Great Northern Pacific Steamship Company's "SS Great Northern" and "SS Northern Pacific," and all sailings of these steamers between Flavel and San Francisco are canceled.

The Nippon Yusen Kaisha Announce the Following Trans-Pacific Sailings:

STEAMSHIP	LEAVE	DATE OF SAILING	FOR
"Sado Maru".....	Seattle.....	October 7th.....	Kobe.
"Tokiwa Maru".....	Seattle.....	October 23rd.....	Hongkong.
"Tamba Maru".....	Seattle.....	November 9th.....	Kobe.
"Fushimi Maru".....	Seattle.....	November 13th.....	Kobe.
"Inaba Maru".....	Seattle.....	November 20th.....	Hongkong.
"Katori Maru".....	Seattle.....	December 12th.....	Kobe.
"Sado Maru".....	Seattle.....	December 18th.....	Kobe.
"Tamba Maru".....	Seattle.....	January 8th.....	Kobe.
"Fushimi Maru".....	Seattle.....	January 16th.....	Kobe.
"Awa Maru".....	Seattle.....	January 23rd.....	Kobe.
"Tokiwa Maru".....	Seattle.....	January 26th.....	Kobe.
"Katori Maru".....	Seattle.....	February 7th.....	Kobe.
"Inaba Maru".....	Seattle.....	February 12th.....	Hongkong.

Alaska Sailings from Seattle

S. S. COMPANY	DESTINATION	STEAMSHIPS	SAILING DATES	TIME
Pacific S. S. Co.....	Southeastern Alaska.....		City of Seattle—Spokane	October 5, 12, 17, 24, 29..
Pacific S. S. Co.....	Southwestern Alaska.....		Admirals Watson, Farragut, Evans.....	October 2, 10, 18, 26.....
Pacific S. S. Co.....	Nome.....		S. S. Umatilla.....	October 13.....
Alaska S. S. Co.....	Southeastern Alaska.....		Jefferson and Dolphin.....	October 5, 11, 17, 24, 29..
Alaska S. S. Co.....	Southwestern and S. E. Alaska.....		Alameda, Mariposa.....	October 6, 12, 18, 23, 28.....
Alaska S. S. Co.....	Seward to Kodiak, Uyak, Coal Harbor, Unalaska and Dutch Harbor.....		Dora from Seward.....	17th of each month.....
Alaska S. S. Co.....	Nome.....		S. S. Victoria.....	October 6.....
Humboldt S. S. Co.....	Southeastern Alaska.....		Humboldt.....	October 11, 23.....

Sell Upper Berths and Help to Conserve Equipment

Car conservation is being applied to the freight business of the nation with gratifying results. Shippers are realizing that it is bad business for themselves as well as for the railroads to waste equipment. This naturally calls to mind that the same difficulties which confront the freight traffic figure none the less strongly in the problems which the passenger service encounters. Just as half our freight car space is wasted, so half the sleeping-car equipment is rendered useless by failure to push the sale of upper berths.

Women, invalids or elderly men may find the lower berth more desirable, and good salesmanship would be opposed to trying to sell uppers to such classes where lower berths were still available. However, many men traveling alone sometimes ask for lower berths without any special reason for desiring that class of accommodation. Sometimes the passenger does not even specify whether he wants an upper or a lower berth when he first applies for sleeping-car accommodations.

The tactful salesman, watching for these opportunities, may suggest "a pleasant upper berth" and follow up the suggestion quickly by pointing out some of the advantages thus derived. The upper berth is 20 per cent less expensive, the ventilation is better as a rule, the temperature more even, the occupant of the berth is farther removed from the noise of the wheels, less disturbed by people passing along the aisle, and all fixtures, springs and mattresses are the same as provided in the lower berths. These facts should be borne in mind by those who sell sleeping car tickets.

Secure the Long Haul

Recently a passenger called upon one of our agents in North Dakota for a ticket to San Francisco, stating that he desired to be routed via St. Paul and Kansas City. The ticket seller informed the party that practically the same time could be made via Portland and the Southern Pacific, and after this information was given the passenger the ticket seller was successful in routing passenger via the Great Northern Railway to Portland and Southern Pacific Co. to San Francisco, thereby securing the long haul for our line to Portland as compared with the short haul to St. Paul. It often times happens that a little additional information and a few courteous questions will result in securing the long haul for our line.

Ticketing to Branch Line Stations

Ticket sellers should be careful when selling tickets to points on branch lines on which the train service is not daily to inform purchasers as to the service, particularly if by leaving selling station on certain trains and days it will be necessary to lay

over night to make connection. Recent claims filed indicate that ticket sellers either were not properly posted or they were negligent in not informing passengers as to the service, and the result was loss of time and extra expense that could have been avoided.

List of Tariffs and Circulars in Effect

From time to time circulars and supplements are issued showing exactly what tariffs and circulars are in effect and just what issues agents at each point should, as required by law, have on hand.

Tariff and circular files should be promptly checked over on receipt of such circulars and supplements and prompt application made for any publications which should be on hand, but which are not on file.

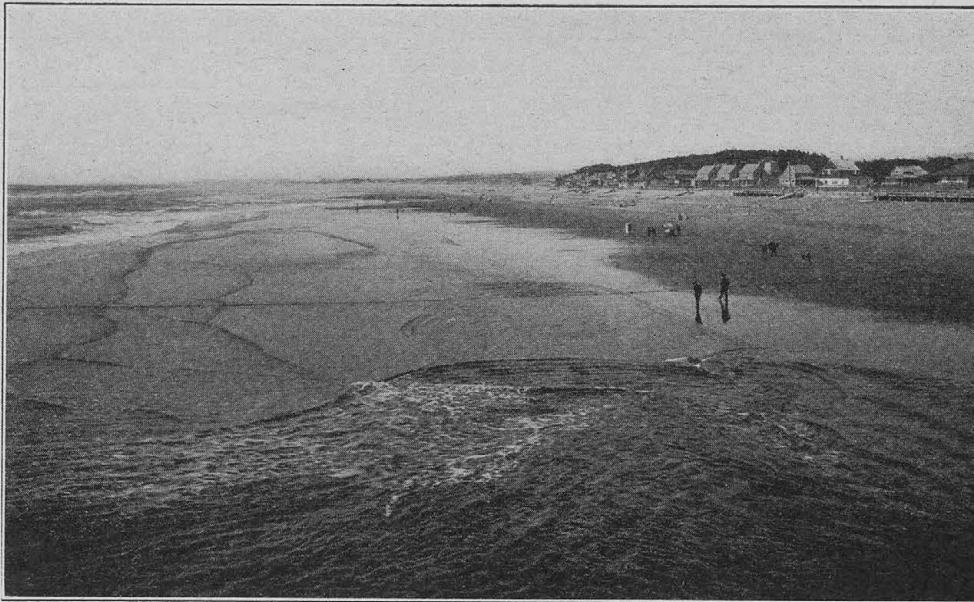
The law provides for penalties for failures. Agents should see that particular attention is paid this important feature.

Care of Tariffs, Issuance of Tickets, Etc.

Care in keeping tariffs in proper order, in correctly noting routes and fares, in use of proper tickets and in punching class, limits, etc., and noting that the tickets are properly issued, and similarly, in giving general information to passengers, will avoid numerous errors that are occurring and causing trouble to ticket agents and in many instances annoyance to passengers.

Prepaid Orders

The issue and acceptance of prepaid orders has been discontinued generally by the Southeastern lines in the territory south of the Ohio and east of the Mississippi Rivers, some of them, however, making an exception in emergency cases of death or sickness. The following lines have given indi-



One of the Beautiful Beaches Along the Pacific Coast

vidual notices, explaining that action is taken in co-operation with the farming, commercial and industrial interests.

Atlantic Coast Line, Atlanta & West Point, Central of Georgia, Georgia R. R., Georgia Southern & Florida, Louisville & Nashville, Macon & Birmingham, Mobile & Ohio (south of Cairo), Southern Ry. System (lines east), Western Ry. of Alabama.

Issuance of Tickets Via C. N. O. & T. P. and Southern Rys.

Attention has been called to the fact that agents in ticketing passengers destined to points on the Southern Railway beyond Harriman Junction and Chattanooga are using but one coupon from Cincinnati, St. Louis and Louisville to destination.

The line of the Southern Railway System from Cincinnati, Ohio, to Chattanooga, Tenn., is known as the Cincinnati, New Orleans & Texas Pacific Railway. In ticketing via this route, agents will use a coupon Cincinnati to either Harriman Junction or Chattanooga as specified in the tariff used in making fare via the C. N. O. & T. P. Ry. and another coupon from such junction point to destination via the Southern Railway.

When tickets are routed via St. Louis or Louisville to such destinations, tickets should contain three coupons reading Southern Railway from St. Louis or Louisville to Lexington or Danville, C. N. O. & T. P. Ry. to Harriman Junction or Chattanooga and Southern Railway to destination.

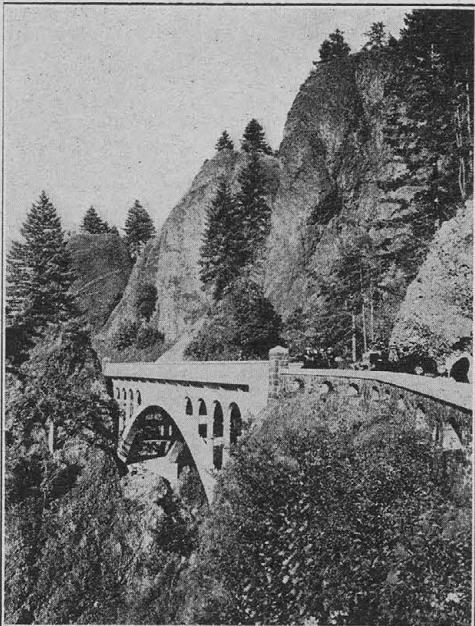
Agents should be governed accordingly in the sale of future tickets, as tickets sold with one coupon necessitate an exchange which often causes inconvenience to the passenger, as well as to cause considerable additional work in the Accounting Department.

Watertown & Sioux Falls Railway Use G. N. Depot at Sioux Falls

The Watertown & Sioux Falls Ry. trains now operate in and out of the Great Northern Railway depot at Sioux Falls, consequently no transfer will be involved on business to points on the W. & S. F. Ry. via the Great Northern Railway and Sioux Falls.

Passports

The United States government has issued an order prohibiting departure from the United States of any citizen between the ages of twenty-one and thirty without special permit from the Provost Marshal General, Washington. An order has also been issued to steamship companies not to accept as passengers on outgoing vessels destined to foreign ports any American citizen who is not the bearer of a valid passport issued by the Department of State of the United States, which passport shall be submitted for examination and approval of United States Collector of Customs at port of departure. This order also includes aliens.



Along the Columbia Highway

Bona-Fide Tourists to Canada

In order that there may be no uncertainty as to the attitude taken by the Canadian government towards tourist traffic, and that the regulations may be clearly understood, the following was issued on July 20, 1917, by the Superintendent of Immigration at Ottawa:

1. "Bona-fide tourists being American citizens or citizens or subjects of allied or neutral countries, do not require passports to enter or permits to leave Canada and are assured of courteous treatment and a hearty welcome. Citizens or subjects of countries with which Canada is at war may not enter even as tourists. Persons born in an enemy country claiming to be naturalized in the United States, or in some other allied or neutral country, should carry their naturalization papers. Persons of evident enemy origin who claim to have been born in the United States or in some other allied or neutral country should carry a birth certificate or some other evidence of their birthplace.

2. "To facilitate departure from Canada, males between 18 and 45 entering Canada for a temporary purpose, may secure on application to the Canadian Immigration Officer where they enter Canada, a card showing that they are not residents of Canada.

3. "Women and children do not require any identification card."

THE COLUMBIA HIGHWAY

From Surf to Snow

Contributed by Nathan Strauss in
"The Far Western Punch"

Because of its permanence of construction, the safety devices guarding the traveler, its paved surface on a five per cent grade for forty-seven miles east of Portland, the picturesqueness of its scenery, the coloring of its surroundings and the rare vistas of river, shore and sky it opens up, the Columbia River Highway stands out as one of the pre-eminent roads of the world. It is America's finest drive.

The Columbia River Highway is representative of the splendid spirit of a community of business men, as indicated by the bond issue which financed its construction.

It is in a section of America where every visitor may organize his own exploring party and where his reward will be a gem from the heart of nature.

It is flanked by forests of gigantic firs, over which tower the peaks of five mountains wearing caps of snow and ice, the sides of which are scoured by living glaciers.

It is flanked by beautiful valleys of eternal green, where rich returns reward agricultural industry.

It begins at the tide line on the shore of the Pacific Ocean and runs more than 300 miles eastward, an all-the-year road between the ports of the Pacific and the grain belt.

Eastward of Portland the road passes through the gorge of the Columbia River, where the greatest scenic values exist, and it is there that \$1,250,000 were originally expended in constructing a highway that will stand for centuries.

At the west end of the gorge the canyon is blocked by a gigantic rock more than 700 feet in height. There being no avenue for entering the gorge, the roadway was taken around the top of that stone, the roadbed being supported by pillars of concrete and steel. Leaving Crown Point, in quest of the bottom of the gorge, the highway runs out along a mountain side and along cliffs. It doubles back and forth, forming a double figure 8, more than 1,400 feet of the road being placed on a 40-acre tract of land. In places it is supported by retaining walls of dry masonry, each stone having been fitted to its place by Italian workmen, and there being three and one-half miles of this sort of construction. Each curve is guarded by a rail of concrete three and a half feet high.

In the next ten miles of travel eleven spellbinding waterfalls are passed, Multnomah Falls being the second highest in the United States. The roadway is moist with the mist from these falling waters, while on every hand the eye is assailed with marvelous combinations of color. It is noteworthy that not a tree or a rock was removed in building the road where its absence would mar a picture.

Going on eastward the highway passes through the tunnel at Oneonta Gorge, and another at Mitchell's Point. In the latter are five great windows framing scenes that would tax the artists of the world to reproduce. The road seeks out the petrified forests at Tanner's Creek, and passes the abutments of the fabled Bridge of the Gods, said to have gone down with the coming of the first white men, and then it runs out into the rich Hood River Valley, above which towers America's most beautiful mountain, Hood.

The highway gives the Portlander choice of winter or summer sports with only a lunch between. In the morning the traveler may use skis on the glaciers and in the evening bathe in the Pacific. In passing from one to the other the traveler is always impressed by the terrific magnitude of things. The Gorge of the Columbia, a slit in the Cascade Mountains, is the drainage tube through which the waters of Central Oregon reach the ocean. In walls stand 2,000 and more feet in height, frequently cleft by awesome canyons.

The highway takes the traveler through the Cascade Mountains on water level.

BRIEFLETS

Do it now.

Courtesy pays in every line of business. Cultivate accuracy and presence of mind.

It is better to be accused of extreme caution than carelessness.

Procrastination is the thief of time.

Be sure! Don't guess. Don't think. Don't suppose.

Be cheerful! Look pleasant, whether you feel so or not, and you will help dispel the natural gloom which surrounds many.

Good words live forever. Bad ones lower the speaker in the estimation of the party he addresses.

A smile at the right time often gets the good will of others, while a frown has the opposite effect.

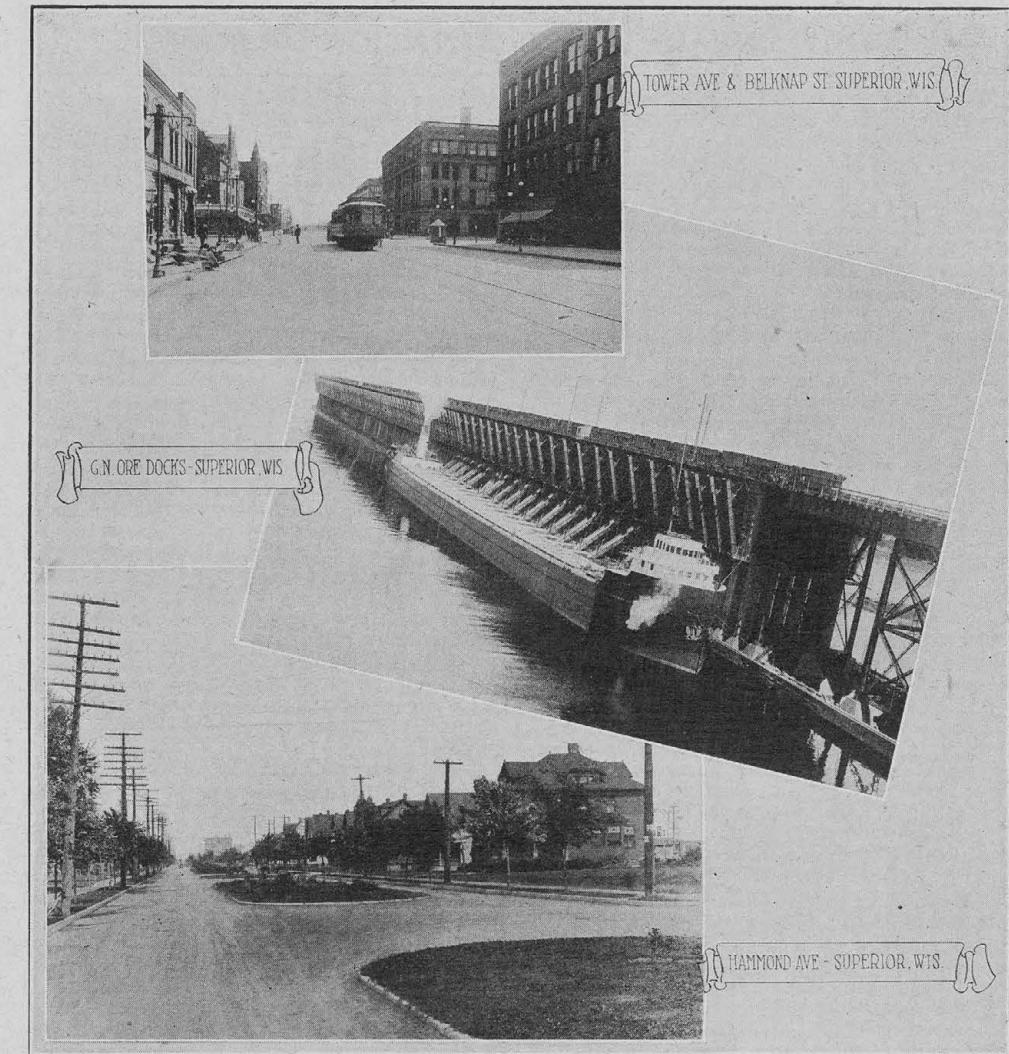
Be considerate! Think of the other fellow. The more kindly thought you throw out into humanity the more cheer will come back to you.

No business is so small that it cannot make friends, and no business is so large that it can afford to make enemies.

Competition produces different feelings, sometimes of pleasure, sometimes of something else; but when one has won out against competition the ensuing feeling is highly satisfactory.

Some passengers do not realize that the agent at a small town is in a position to sell him a ticket and check baggage anywhere he wants to go, and until they are better informed they may think it necessary to travel to a big city to buy their through tickets. It is for the agent at the small town to counteract that impression.

Be polite! Because it creates a wonderful impression on the traveling public. Politeness will get you out of many difficulties.



SUPERIOR

Superior, the second city of Wisconsin and the "Twin Port" of Duluth, is surrounded on two of its three sides by Superior Harbor, St. Louis Bay and St. Louis River, and occupies a triangle of level ground that contains 42 square miles. Its present estimated population is close to 50,000.

Superior has made good use of its portion of the wonderful harbor at the Head-of-the-Lakes—Superior Harbor, land-locked by Minnesota and Wisconsin Points, is, in reality, a continuation of Duluth Harbor—and has done all of its share in the work of building up the world's greatest inland water commerce at the Twin Ports.

The world's greatest iron ore docks, the property of the Great Northern Railway, are at Superior—on Allouez Bay. Fourteen of the

world's largest coal docks, the largest housing 2,000,000 tons, are at Superior. The world's biggest grain elevator, ten million bushels capacity, another Great Northern property, is here, on St. Louis Bay. All of Superior's elevators are capable of housing the grain from 600 trains. In the oil traffic Chicago is the only port to exceed Superior.

As a manufacturing city Superior is going ahead rapidly. While its big flouring mills make up its most conspicuous industry, Superior has in contemplation a number of factories allied with the great new steel plant at the Head-of-the-Lakes. Shipyards are here also.

The Wisconsin Normal School, the Gitchinadji Country Club on St. Louis Bay, and Billings Park are three other interesting things at Superior.

RAILWAYS AID IN CONSERVATION OF FOOD

The railways have taken decisive action to prevent food waste on dining cars and in station lunch rooms, and thus materially aid in conserving the country's food supply while the war lasts. Acting in concert with the other dining car superintendents of the United States, F. L. Hay, superintendent of the Great Northern Railway's dining car service, as a member of the United States Food Administration, today issued the following notice to all stewards, chefs, cooks, bakers, head waiters, dining car captains and waiters:

"Our Problem is to feed our allies this winter by sending them as much food as we can of the most concentrated nutritive value in the least shipping space. These foods are wheat, beef, pork, dairy products, and sugar.

"Our Solution is to eat less of these and more other foods of which we have an abundance, and to waste less of all foods.

"Bread—Serve breads or rolls made from corn, rye or from mixed flours. Use breakfast food and hot cakes composed of corn, oatmeal, buckwheat, rice or hominy. Under European plan, give individual service of bread and butter of uniform weight, rolls or slices to weigh not more than 1½ ounces. Serve absolutely no toast as garniture or under meat, etc. Serve war bread. Do not serve bread and butter before the first course. People eat them without thought. Where a charge is made for bread, a higher charge should be made for white bread. If white bread is demanded, charge for it.

"Meat—Use more chicken, fish, hare, rabbit, duck, goose, lobster, oysters, clams, sea foods and egg dishes of all kinds. Use less beef, mutton and pork. Serve smaller portions of these. Have fewer of these items on the menu. If you must include one of the three, use mutton in preference. Serve 'per person' portions of these meats, of moderate size, and charge accordingly. War portions at reduced prices may be served. Provide more entrees and made dishes. Beans are most useful, as they contain nearly the same nutritive values as meat. Serve bacon only as a dish, not as a garniture.

"Milk—Use it all. Economize on milk and cream except for children. Serve buttermilk. Serve cottage cheese regularly in varying forms; it is especially nutritious. Use skimmed milk in cooking. A great quantity of it goes to waste in the country. Use cheese generally. The children must have whole milk; therefore reduce the use of cream.

"Fats—Serve as few fried dishes as possible so as to save both butter and lard, and in any event use vegetable oils for frying—that is, olive oil, corn oil, cottonseed oil, vegetable oil compounds, etc. They are equally good. Serve all butter in standard

pats for guests and employes. A butter pat machine promotes economy. Trim all coarse fats from meats before cooking and sell the waste fats to the soapmaker, thereby increasing supply of soap and glycerine. We are short of soap fats, as our supplies of tropical oils for soap making are much reduced. Do not waste soap.

"Sugar—Use less candy and sweet drinks. Use honey, maple syrup, molasses and dark syrups with hot cakes and waffles in order to save butter and sugar. Use also all classes of fruit preserves, jams, marmalades and jellies. Use brown sugar in cooking and economize in the use of granulated sugar on the table. Do not frost or ice cakes. Use honey for sweetening pastry and cakes.

"Vegetables—Use more vegetables and potatoes. Make fruits and vegetables into salads and attractive dishes. Feature vegetable dinners and vegetable salads of all kinds. Encourage the use of cheese with salads. We have a great surplus of vegetables, and they can be used by substituting them for staples, so that the staples most needed will be saved.

"General—Use local and seasonal supplies. Do not require abnormal use of the railways to transport products from far afield, now that we need all cars possible for war purposes.

All waste food should be saved to feed animals or for reduction to obtain the fats. No food should be burned.

The encouragement of hors d'oeuvre of vegetable salads, fish and seafood at the start of the meal, and of cheese, fruit and coffee at its end, will save greatly in all staples and permit the effective use of many available foods. Reduce the number of courses served which contain the staples that must be saved for export. This means beef, pork products and wheat.

Table d'hôte service, unless very carefully supervised, results in waste in eating and preparation, and should be discouraged in larger hotels and restaurants wherever conditions will permit. In circumstances requiring table d'hôte meals articles of food not required for export to our allies should be served. The American plan hotel or restaurant should require its guests to choose specifically in writing, from the items offered as in the European plan so as to avoid waste.

The cafeteria system is recommended for employes wherever possible, as it facilitates service and eliminates waste.

"Note—Under various circumstances and with varying conditions advisable modifications of our plan and other opportunities for food saving will suggest themselves to you. The essential is: a sincere and patriotic will to save, and thus serve the country.

UNITED STATES FOOD
ADMINISTRATION."



ROLL of HONOR



SUPERIOR AND MESABI DIVISIONS

- C. R. MALMQUIST, Brakeman—Report of finding of piece of broken flange which enabled dispatcher to stop train and discover defect.
J. F. BRENNER, Signal Maintainer—Prompt action taken when broken rail was found.
ZOE E. SHOOP, Brakeman—Prompt report of discovery of broken brake rigging.
C. W. ROSS, Brakeman—Prompt action taken on finding piece of broken flange, enabling dispatcher to stop train and discover defect.

FERGUS FALLS DIVISION

- J. D. MCKERSIE, Conductor—Discovery and prompt extinction of fire on bridge.
J. HUDSON, Engineer—Prompt action taken on discovering defective condition of two cars.
C. F. WINDBLADE, Agent—Promptness in discovering and remedying wire trouble.

TERMINALS DIVISION

- GEORGE POWELL, Switch Foreman—Action taken at considerable personal risk in riding car which had got away on main line.

WILLMAR DIVISION

- THEO. RASMUSSEN, Section Foreman—Prompt action of self and wife on discovery of fire at depot.
PAUL J. BORGAN, Pump Repairer—Discovery and prompt report of broken brake rigging.
JAMES LOUGHLAN, Agent—Prompt action taken when fire was discovered in roof of car.

SIOUX CITY DIVISION

- F. H. GEELAN, Conductor—Discovery and prompt report of broken spring hanger.
P. H. RISTOW, Conductor—Discovery and prompt report of defective drawbar.
H. P. HANSEN, Pumper—Discovery and prompt report of broken rail.
H. W. ROST, Conductor—Discovery of defective hopper bottom in car.

BRECKENRIDGE DIVISION

- W. A. MILLS, Brakeman—Prompt action taken in stopping train when defective wheels were discovered.
E. C. TURNER, Agent—Prompt action taken on discovering fire in depot platform.

DAKOTA DIVISION

- L. A. WARNER, Agent—Discovery and prompt report of dragging brake rigging.
W. SHANNON, Brakeman—Discovery and prompt report of broken rail.

MINOT DIVISION

- H. E. MARTIN, Agent—Prompt action taken on discovering fire caused by lightning striking elevator.
A. M. PEARSON, Operator—Prompt action taken on discovering grain leaking from car in train passing station.
L. L. BERCE, Operator—Discovery and prompt report of dragging brake beam.

HAVRE DIVISION

- M. CHRISTENSON and C. N. REDDICK, Operators—Prompt action taken on discovering bridge on fire.
R. I. DICK, Extra Gang Foreman—Prompt action taken on discovering fire in car in yard.
J. KILLAM, CARL JOHNSON, Engineers; I. E. JOHNSON, JOE LAKMAN, Conductors; H. J. PRESSLEY, H. E. LORANGER, D. E. BRODEN, and V. MELL-BLOOM, Brakemen—Prompt and efficient service rendered in extinguishing fire on bridge.
P. LENAHAN, Engineer—Prompt action taken on discovery of fire in car.
E. F. RODMAN, Air Inspector—Prompt action in stopping runaway which would have tied up yard.
ANDREW B. CAMPBELL, Conductor—Prompt action taken on discovery of broken rail.
R. M. THOMPSON, B. and B. Department—Prompt report of broken car wheel.

ROLL OF HONOR—Cont'd

JENNIE HOWELL, Operator—Prompt action taken on discovery of fire in cars of coal.

KALISPELL DIVISION

C. E. EPLEY, Operator—Prompt action taken on discovery of air on tank car not working.

O. R. RUE, Operator—Prompt report of fire discovered in car while not on duty.

P. H. BAKER, Conductor; **H. E. WEBSTER**, Engineer; **E. F. EBERLY**, Fireman; **W. R. STEUARY**, **FRANK MOORE**, **L. R. CHAPMAN**, Brakemen—Averting bad tie-up in yard by stopping runaway cars.

W. G. LOCKER, Engineer—Discovery and prompt action in extinguishing fire in car of shingles.

ERICK WELIN, Engineer—Discovery and prompt action in extinguishing fire in roof of icehouse.

SPOKANE DIVISION

A. V. JONES, Conductor—Discovery and prompt action taken in repairing grab irons in defective condition.

F. A. CLARKSTON, Brakeman—Prompt action taken in stopping runaway cars and averting yard tie-up.

P. J. MCGUIRE, Conductor; **T. O. BEATTY**, Brakeman—Prompt action taken on discovery of fire in roof of car.

J. E. HAY, Switchman—Prompt action taken on discovery of loose wheel.

W. F. CROTTY, Engineer—Prompt action taken in extinguishing fire along right of way.

L. L. LIVINGSTON, Conductor—Valuable service in promoting the interests of the Company by securing freight business.

HARRY M. HOGAN, Brakeman—Prompt report of discovery of defective hand brakes on car.

HARRY H. MORGAN, Brakeman—Prompt report of discovery of broken grab iron.

ERNEST SEVERSON, Brakeman—Prompt action taken in stopping engine on discovering switch had been run through.

S. P. JOHNSON, Storekeeper—Prompt report of discovery of broken brake rigging on passing car.

MARCUS DIVISION

ALMER NELSON, Section Foreman—Prompt action taken in extinguishing fire.

GEORGE KNOX, Engineer—Discovery and prompt report of broken flange.

J. C. MAHAR, Brakeman—Discovery and prompt report of broken brake hanger.

F. B. HARDING, Clerk—Prompt action in extinguishing fire near storehouse.

H. C. CLARK, Brakeman—Discovery and prompt report of defective grab iron.

D. F. WILSON, Conductor—Discovery and prompt action taken in extinguishing fire in pile of timber.

ALBERT A. YOCHEM, Brakeman—Discovery and prompt report of broken brake rigging while deadheading on passenger train.

CASCADE DIVISION

J. F. BOW, Brakeman—Discovery and prompt report of broken rail.

ROBERT E. MOORE, Operator—Discovery and prompt report of broken brake rigging on passing train.

B. H. CRITZMACHER, Engineer—Discovery and prompt report of fire at station.

HARRY S. MOORE, Operator—Discovery and prompt report of broken brake rigging on passing train.

LAUGHLIN MCPHAIL, Conductor—Discovery and prompt report of broken rail.

PETER J. KOERBER, Brakeman—Prompt action in reporting fire in barn along right of way.

WILLIAM KESSELL, Brakeman—Discovery and prompt report of broken rail.

WILLIAM E. DANIELS, Signal Maintainer—Discovery and prompt report of broken rail.

MRS. BEULAH HENRY, Operator—Discovery and prompt action taken in having train stopped when brake beam was noticed dragging.

R. W. McDONALD, Brakeman—Discovery and prompt action taken on finding broken flange.

GUY AFORD, Non-Employee—Discovery and report of broken rail.

N. A. PELTIER, Conductor—Prompt action taken on discovery of broken wheel.

SUPERIOR SHOPS

FOLLY FISHER and **ANDREW MATSON**, Car Repairers—Prompt action taken on discovery of fire in car on repair track.

DINING AND SLEEPING CAR DEPARTMENT

OSCAR SMITH, Porter—Discovery and prompt report of fire on back platform of sleeper.

ACCIDENTS AT GRADE CROSSINGS AND TO TRESPASSERS

By Hon. Alex Gordon, Commissioner, California State Railroad Commission

While the operation of trains in the United States has become safer, so far as passengers and trainmen are concerned, it has become much more hazardous to those who are compelled to cross the tracks. The reasons for this increase are not difficult to find. Before the coming of the automobile, traffic on the highways was carried on by horse-drawn vehicles at a speed which rarely exceeded ten miles per hour and which probably averaged less than five. On account of the limitations of the horse, drivers were generally in territory which was so familiar to them that they knew where each crossing was located, its condition and surroundings, and were often even familiar with the time tables of the railroads. In the country, because many horses were unused to trains, drivers as a rule desired to be as far away as possible from a crossing when a train passed over it. This has all been changed. The coming of the automobile has vastly increased the mileage of good roads, and the two together have made it possible for much traveling to be done in territory unfamiliar to the traveler, while the speed of traffic on the roads has been very greatly increased.

During this period in which the automobile has been developing, there has developed also a desire on the part of those who work in the cities to live in the suburbs, and this has led to the construction of interurban railroads and the use of high-speed cars upon them, as well as additional high-speed service on the steam railroads. Population in and about the larger cities has also greatly increased during this time, and the traffic on both rail and road has been intensified by this growth.

Carelessness Responsible

We are horrified at the waste of human life going on in Europe, but we hardly give a thought to the absolute waste of life which is going on around us unless we happen, in a measure, to be charged with responsibility for it. Crossing accidents result from a

	Killed	Injured
Ignored train and its warning.....	35.0%	37.1%
Ignored train and its warnings and warning of crossing bell, automatic and human flagman, and warnings of other persons.....	13.8	12.6
Ran into side of train.....	10.1	15.3
Stalled on track.....	7.8	4.2
Tried to beat train to crossing.....	16.0	9.3
Other causes.....	17.3	21.5
Total.....	100.0	100.0



One Life Was Lost Here

This company, during two years, had 525 crossing gates broken by vehicles which drove into them while they were down.

In view of these figures the eventual solution of the crossing problem, it is plain, must be grade separation, but this solution is a long way in the future. There are over 10,000 grade crossings in California, and \$30,000 would be a low estimate of the cost of eliminating one crossing. To separate grades at all of the crossings would cost over \$300,000,000, and it is, of course, out of the question to consider any such an expenditure at this time. Neither the people nor the railroads can stand it.

As long as the grade crossings must remain we must do what we can to make them as safe as possible.

There are three ways of protecting crossings. The most expensive is that of installing crossing gates with attendants. It costs \$700 to install a set of crossing gates, and \$900 per year to pay the wages of attendants and the cost of operation. Probably the next best method of protecting crossings is by human flagmen. The railroads have found that it costs them about \$600 per year to protect a crossing in this manner. The third type of crossing protection is by automatic bell, wigwag, automatic flagman or similar device, and while they are not as efficient as the other two types they are much better than no protection at all. These devices cost from \$350 to \$600 to install, and the cost of maintaining them is from \$2 to \$10 per month. From this it can be seen that even the cheapest sort of protection cannot be installed at once at all the crossings—yet something must be done.

Increase of Crossings

I would like to point out to you a few things you can do to assist the commission in the work it has undertaken—things which will have their influence in bettering the crossing situation in the state.

Most of the crossing applications upon which the commission acts, except spur track crossings, are made by cities, towns or counties to cross main line tracks of railroads. The railroad lines, and especially the main lines and the more important branch lines in California, are located and permanent. As the country settles up, large farming tracts are subdivided into smaller farms and property in and adjacent to the towns and cities is cut up into lots. It has been the experience of the commission that these subdivisions are laid out with but slight reference to the location of railroads within their boundaries, so far as grade crossings are concerned, and the streets and highways which traverse them are later accepted as public highways by the counties almost without question. When property in one holding is laid out on both sides of a railroad track, the streets or highways are located exactly as they would be if the railroad were nonexistent, and although few streets are opened across the track when the project is first

started, it is the expectation that later all of the various streets will be dedicated to public use and will cross the rails. If future subdivisions were laid out with the realization that all grade crossings will eventually be abolished, a large decrease in the number of grade crossings to be made would be effected.

This is a matter in which you can be of great assistance. The commission has, of course, no jurisdiction over the roads the counties accept as public highways, but if the county officials would refuse to accept road dedications which involve, or may, in the future, involve, the construction of crossings in close proximity to each other the number of crossings to be applied for would be lessened.

Another matter is that of closing railroad crossings which are not absolutely necessary. There are many instances in the state where public crossings have been built to serve one or two people who could be served almost as conveniently at some adjacent crossing. There are still other crossings which can be closed without causing inconvenience to any one if short highways are built to some other crossing where the traffic can cross with more safety.

Here, again, is something which can very well be done by the boards of supervisors. I have said that every crossing carries with it a certain amount of hazard. It also carries with it the promise of future expenditures when all crossings are made at separated grades. When that time comes each crossing then in existence will mean an outlay of from \$30,000 to \$150,000, and the cost of that work will finally be borne by the people in higher rates even if the original cost is borne by the railroads. It is not only a good safety measure, but it is good business, to keep the number of new crossings down and eliminate now all crossings which are not absolutely needed.

Remedies for Crossing Accidents

Meanwhile the existing situation must be met. It has been suggested that the legislature should pass laws requiring all motor vehicles to come to a full stop before passing over a grade crossing. In the opinion of many, such a law would be unreasonable and because it was unreasonable would not be enforced. The city of Long Beach has an ordinance requiring all jitneys to stop before crossing a railroad track, and it is reported to be very successful in its operation, but this is a different matter from requiring all motor vehicles to stop at all railroad crossings in the state, and the difficulties of enforcing it are much less than they would be in enforcing a similar law that was statewide in its application. To my mind a better suggestion is a law requiring the drivers of motor vehicles to drive slowly when approaching an intersection of a track and a highway. Such a law would not be unreasonable. The law-abiding drivers—and I believe they form a large majority—would

be careful to observe it, and those who would not otherwise respect it would be compelled to respect it by the same officers that make them respect the speed limit law.

Personally I have not a great deal of sympathy with the careless driver who gets hurt in a crossing accident. But our figures show that when a driver is hurt or killed three or four people with him are also hurt and killed. Last September may be taken as a typical month. Three auto drivers were killed in the state that month, and 10 other occupants of the automobiles were killed at the same time. Nine drivers were injured and 37 other occupants were injured. These other occupants of the vehicles struck by trains were in many cases—possibly in most cases—relatives of the drivers, often wives and children, and if the careless driver, when left to himself, so far forgets the safety of himself and those who are nearest to him as to jeopardize their lives in this fashion, it is time for the law to step in and tell him what he must do to guard them.

It has been suggested that some state body—the railroad commission, for instance—should have the right to place distinctive signs in a conspicuous location at all exceptionally dangerous crossings which would, under the law, require automobile drivers to bring their vehicles to a stop before crossing the track. Such a law, in connection with a law requiring slow speed over all crossings, might have a very helpful effect.

Evil of Railway Trespassing

Although the topic assigned to me was grade crossings, I cannot resist the temptation to say a few words about a near relative of the grade crossing in causing death and injury; and that is trespassing on railroad right of way.

In 1914, 5,396 persons were killed in the United States and 6,176 were injured while trespassing on railroads, and these figures are about the same as those reported for previous years. During that same year there were 165 trespassers killed and 217 injured in California.

In the last 25 years there have been over 212,000 people killed in the United States in

railroad accidents, and of this vast number over 112,000 were trespassers. This record would be bad enough if those who suffered were tramps and "hobos," but when we find that 75,000 of the total killed while trespassing, were citizens of the locality in which the accident occurred and 13,000 were children under 18 years of age, we must all admit it to be absolutely disgraceful.

The grade crossing problem is one which is met with, more or less, in all countries, but trespass accidents occur only in the United States. In Europe the property of the railroads is no more used for public thoroughfares than are the privately owned ranches and farms in this country, and even Canada, with more excuse than the United States for permitting trespassing in and around railroad tracks has rigid, anti-trespassing laws which are strictly enforced.

What would we think of the manufacturing plants of this country if they permitted any one who so desired to wander at will around dangerous machinery and, as a result of this, killed and injured between 11,000 and 12,000 people every 365 days? We would tell their owners, very shortly, that they would have to keep those people out, and if they could not do it we would see to it that the police did. Yet the case is exactly parallel with railroad trespassing. The railroad companies are anxious to have strong anti-trespass laws, and in the few states in the east where there are such laws, they do their best to enforce them. But they cannot keep people from their property unless laws have been passed and unless, when passed, they are enforced.

It is sometimes so convenient to use the railroad track as a footpath, and we have grown so accustomed to considering ourselves entitled to walk on the track to save ourselves a little longer walk by road or street, that I am not very hopeful that I shall live to see the day when legislatures will pass and the people themselves will enforce laws which will do away with this evil. But I believe the day will come when it will be done, and those of us who are compelled to think of these things should do all we can to hasten its coming.

THE RED CROSS

Were You Ever Sick or Injured?

Do you remember the sympathetic care and cheerful word of mother or nurse when you were in pain and suffering—what it meant to you to know that you would be given every care in your time of trouble?

Thousands of your friends and brothers will need the services of the Red Cross nurses very soon. The men at the front will need the care and cheerfulness only possible through the work of these self-sacrificing sisters of ours.

Why not join the Red Cross today? A \$1.00 payment gives you the Red Cross button—but any amount will help.

THE RAISING OF THE STAR SPANGLED BANNER TO THE FOUR WINDS OF HEAVEN AT SUNNY SPOKANE

In the folds of our flag, through my window each morn,
In its stars in the blue and its stripes white and red,
I shall mentally see how our Freedom was born
And the price that was paid by the patriot dead.
Their spirit still lives in our boys and our men,
Of whose deeds throughout time will history brag.
'Mongst a crowd of the bravest who man the G. N.
Today it shines forth—we are raising our flag.
But a mission more holy remains for Old Glory,
When followed by scions of sires who have bled,
Speak Freedom on earth as a non-failing story
Till autocracy's vanquished and tyranny's dead.
Come in your millions—numbers uncounted;
Forward and onward—no end to your might;
With tyranny gone, Mother Earth will be Heaven;
There's little between if your spirit is right.
Go follow your Star Spangled Banner to glory,
Go practice maneuvers and tactics to know
How an end may be made of the conflict so gory
And your far distant brothers released from their woe.
Give heed to the words of our president—Wilson—
The finest e'er spoken—"Freedom for all;"
With courage the greatest and Godlike intention
He tells you the crowns of world must fall.

[Editor's Note.—The above poem was written by a gatekeeper in the employ of the Company at Spokane on the occasion of the flag raising at that point.]

THE HEART OF AMERICA

Every man worthy the name, and every woman, carries in his or her breast the Glory of Inspiration. Always for peace, but sometimes outraged into war, we strive for a nobler life and higher ideals.

America is awakening and will be true to her great traditions. The men who toil in the shops, the mines, and on the railroads have used the stones in their path to build steps to success.

America looks to her industrial army to "see her through."

Her Faith Is Well Founded When She Places Her Honor in Your Hands.

THE BUILDERS

It's not alone by the steel barrage
Or the rumbling bass of the gun
Or the thunder peal from the tubes of steel
That a nation's work is done.
The sparks that spill from the spinning drill
When it pierces the pulseless steel—
Star points are they that light the way
For the drivered and the wheel.
Great structures rise as the hammer falls
With its rhythmic clang and thud,
In a land that's scarred, and a land that's marred
At the price of its heroes' blood.
Each blow for France, whose gray expanse
Once bloomed with her lilies fair;
Each hammer blow for the land we know—
The land that sends us there!
For the Builder's heart and the Builder's arm
This destined trail must blaze—
The shining trail of the slender rail,
The road to better days.
The smoke wreath's flight from the treasted height,
The song of the hissing steam,
As we force our course through rock and gorse—
This is the Builder's dream!

San Francisco Bulletin.

United States Naval Training Camp
San Diego, California

August 17th, 1917.

Editor G. N. Safety First Magazine,
St. Paul, Minn.

Sir: After having seen your number of July—seeing my name listed with those of the G. N. boys who have answered the call to our beloved country; also note that any of us can send in a photo, so I am enclosing one herewith. I feel as Mr. Hill said in his letter in July number, "I cannot conceive of any American citizens being lukewarm in their loyalty."

Mr. Hill's letter is worthy of the highest commendation, and as badly as efficient men are needed in the railroad business, I feel the Great Northern has gladly seen her quota go, and I am proud to have been an employee of a road that has so willingly given her men.

I am very glad to have gone as soon as I could be relieved from my duty with the Great Northern, and to be as far along with my training as I am at this time.

Thanking you for a little space somewhere in your magazine for the picture, I am,

Very respectfully,
CHAS. N. ABLES.



Lieut. A. L. McMahon



John Selinger



C. N. Ables



Geo. C. Dayton



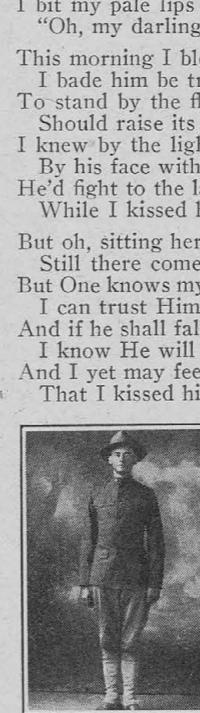
Clarence Adkins



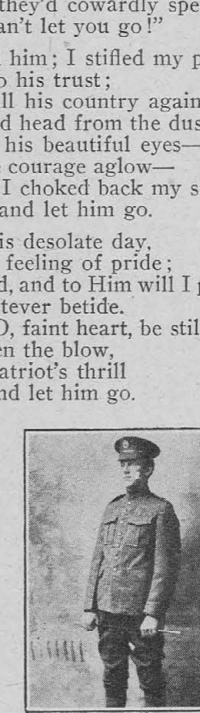
Sam Kramer



Peter Newberg



H. W. Grace



J. S. Dennis



C. A. Proulx



A MOTHER'S ANSWER
(This poem, a great favorite in Civil War times, was printed anonymously in "Lyrics of Loyalty.")
He's my own boy, and this is my plea:
Perhaps it is foolish and weak;
But mothers I'm sure will have pity on me,
And some word will tenderly speak.
The light of my home—my tears fall like rain—
Is it wonder I shrink from the blow—
That my heart is crushed by its weight of pain?
But I've kissed him, and let him go.
Last night, with soft steps, I stole to his bed
As oft in childhood I'd done;
On his pillow I bowed my poor, stricken head
Till out of the East rose the sun.
His dreams were of me; for he turned in his sleep,
And murmured "Dear Mother!" so low,
I bit my pale lips lest they'd cowardly speak
"Oh, my darling, I can't let you go!"

This morning I blessed him; I stifled my pain;
I bade him be true to his trust;
To stand by the flag till his country again
Should raise its proud head from the dust.
I knew by the light in his beautiful eyes—
By his face with true courage aglow—
He'd fight to the last. I choked back my sighs,
While I kissed him, and let him go.

But oh, sitting here, this desolate day,
Still there comes no feeling of pride;
But One knows my need, and to Him will I pray,
I can trust Him whatever betide.
And if he shall fall—(O, faint heart, be still!)
I know He will soften the blow,
And I yet may feel a patriot's thrill
That I kissed him, and let him go.

"I Regret Having But One Life to Give to My Country"—HALE

The following are the names of the employees from the various branches of service who have heard their country's call. This list is as complete as we have been able to make it. Any names omitted, if forwarded to us, will be published in the following issues. Photographs of all men enlisted, if forwarded to the Magazine Department, will be published from time to time.

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Martin Maher, Fireman.
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P. O. Sundell, Brakeman.
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O. L. Headstrom, Brakeman.
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C. H. White, Timekeeper.
Arthur A. Albrecht, Fireman.
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H. Gutheir, Operator.
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Larry Byrne, Switchman.

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George Honetschlaguer, Operator.
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Thomas Hameline, Fireman.
Earl Banks, Fireman.
C. H. White, Timekeeper.
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Stanley H. Atkinson, Brakeman.
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Otto J. Berger, Foreman.
Joseph C. Buff, Brakeman.
Leonard E. Neuman, Brakeman.
John H. Ruetten, Brakeman.
George Wright, Brakeman.
Jesse Cunningham, Timekeeper.
Everett Grant, Brakeman.
Harold M. Remmen, Brakeman.
Ivan Person, Fireman.

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Joe Walker, Fireman.
Elmer H. Engstand, Brakeman.
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L. J. Kohlmeier, Engineer.
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Torbé Olson, Clerk.

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G. A. Norquist, Operator.
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Jas. Bonneis, Sec. Foreman.
Wm. J. Lahey, Brakeman.
H. E. Kardell, Brakeman.
C. A. Lilly, Brakeman.

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Ralph Conway, Machinist.
Patrick McKenna, Machinist.
John Connolly, Machinist.
Ford Boaz, Machinist.

HILLYARD SHOPS

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Lucas J. Boyson, Handyman.
E. J. Baker, Machinist.
Frank E. Pearson, Machinist.
Roger M. Woodward, Handyman.
James Fisher, Handyman.
Harry Meyer, Handyman.
Ralph Harner, Handyman.
Albert Meicho, Apprentice.
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Jerry Dean, Clerk.
A. H. Wuerch, Machinist.

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A. J. Vaardal, Clerk.
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Maurice Rittmaster, Accountant.
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Thos. J. Fowler, Clerk.
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T. J. Moore, Clerk.
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Gunnard Nelson, Clerk.
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Lorin Solon, Inspector.
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George A. Weidl, Clerk.
Omer L. Brokow, Clerk.
P. G. Spencer, Clerk.
Hugh F. Dumas, Clerk.
J. F. Maroney, Clerk.
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I. T. Dugan, Claim Agent.
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W. G. Smith, Clerk.
C. H. Boltman, Clerk.
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E. C. Keilkopf, Clerk.
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Carroll Jackson, Clerk.
H. G. Dimond, Clerk.
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Ralph Norgaard, Clerk.
J. E. Kidd, Clerk.

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Paul Schneider, Clerk.
Samuel Drucker, News Agent.
John S. Tuomey, Conductor.



Mayo G. Wilson



W. H. Schurmeier



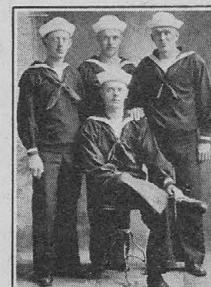
Dan J. Burris



Emmet Gordon



Dominick McDonald

H. Crook
C. Brown
L. Helterline**THE KID HAS GONE TO THE COLORS**

The Kid has gone to the Colors,
And we don't know what to say;
The Kid we have loved and cuddled
Stepped out for the Flag today.
We thought him a child, a baby,
With never a care at all,
But his country called him man-size,
And the Kid has heard the call.
He paused to watch the recruiting,
Where, fired by the fife and drum,
He bowed his head to Old Glory
And thought that it whispered: "Come!"
The Kid, not being a slacker,
Stood forth with patriot-joy
To add his name to the roster—
And God, we're proud of the boy!

The Kid has gone to the Colors;
It seems but a little while
Since he drilled a schoolboy army
In a truly martial style.
But now he's a man, a soldier,
And we lend him listening ear,
For his heart is a heart all loyal,
Unscourged by the curse of fear.
His dad, when he told him, shuddered,
His mother—God bless her!—cried;
Yet, blest with a mother-nature,
She wept with a mother-pride.
But he whose old shoulders straightened
Was granddad—for memory ran
To years when he, too, a youngster,
Was changed by the Flag to a man!
—W. M. Herschell in Indianapolis News.



George A. Berg



Roy Danielson

TWO GREAT ARMIES

America will soon have a great army in the field.
She will always have the greatest industrial army of any country.
These two great armies, each supporting the other, will wield a mighty influence
in the World War for Liberty.
If we are called to the colors, our brothers will be true and will work for us.
If we stay at home and work in the shops or in the mines or on the railroads, our
brothers at the front will fight for us.
If we follow the flag and fight in the trenches, we will fight bravely and obey
orders cheerfully.
If we are industrial soldiers, we must do our work cheerfully and carefully and
strive to protect our health and avoid accidents.

We Will Fight True in Whichever Army We Serve—We Are Americans!

**GREAT NORTHERN RAILWAY
EMPLOYEES' MAGAZINE**

This magazine is published at the Great Northern General Office for free distribution to employees of the Great Northern Railway and to interested friends and patrons of the road.

Contributions are solicited. If used, due credit will be given; if not used, they will be returned intact.

Employees are earnestly solicited to send in items of their daily work or of their fellow workers which will be of interest to the readers.

J. A. Cochrane, Editor

Vol. IV. OCTOBER, 1917 No. 4

THE first duty of every employee is to perform his work in a manner that will result in safety to himself and his fellow workmen.

In the past every man who entered the railway service assumed that it was necessary to encounter certain risks as an incidental part of his daily employment. Whenever an accident occurred, those who were fortunate enough to have escaped considered those who were injured unlucky; but since the inauguration of the Safety First movement it has been proven conclusively that accident prevention is not so much a matter of luck as it is a matter of inspection, co-operation and the education of employees. Where these factors have been taken into consideration accidents decreased in a manner which astonished even the projectors of the movement and spurred them to greater efforts in the hope that in time to come accidents would entirely disappear.

Transportation employees have co-operated very successfully to bring about a higher standard of working conditions. This indicates what employees may accomplish, not only for themselves, but also for those dependent upon them, if they will take the same active interest in the Safety movement and make it a part of their daily program to investigate and correct dangerous conditions and practices around their places of employment. To instruct and educate employees as to how to avoid injuries, eighty-five per cent of which are due to careless practices on the part of those injured or their fellow employees, is the elementary principle in accident prevention.

It requires care and watchfulness—not part of the time, but all of the time. Men must be physically fit, and those who sap their strength, either by dissipation or otherwise, are adding to the chances of accidental death or injury.

The train or engine man who runs through a switch and fails to report it so that the proper protection and repairs may be made before a through train is due has disregarded his most important duty to his fellow employees. Undiscovered defects in tracks or switches that should have been repaired or reported by section foremen so that train crews might be notified of what to expect are instances of this. Rock or dirt slides which occur without sufficient time to give warning of such condition to train and

engine men are conditions over which no human agency has control and will always exist, but accidents of this kind are few in comparison to those which are caused purely through carelessness.

Men who withhold their support from the accident prevention movement are of the "milk-and-water" kind, having a fear or prejudice towards coming out in the open and placing the responsibility where it belongs. They are passive where action is needed, and the principle of inaction in this movement is selfish and cruel.

You men have within your power the correcting of dangerous practices, but as long as you remain inactive these conditions will continue to exist.

A number of railroad men have developed literary ability, among them Mr. C. J. Byrne, St. Paul, a former switchman and brakeman at that point. A number of poems from his pen expressing the romance of railroad life, have appeared from time to time in the Railroad Man's Magazine and other publications. In this issue of the magazine we are publishing two of these entitled "The Dead Engine" and the "Switch Tender," which we think will carry their own story to our readers. These poems have been collected under the title of "Rhymes of the Rail," a little volume of thirty-two pages, which may be secured by addressing Rhymes of the Rail Company, Box 216, St. Paul. The price is twenty-five cents.

**WATCH YOUR STEP
Accidents and Afterthoughts**

By J. L. P.

Self-preservation is the first law of nature . . . Safety first is nothing else but his first law of nature applied to you for YOUR benefit. Do you abide by this law? Are you doing all you can to preserve yourself for yourself and for yours? Ordinarily you do, of course. You are not going to enter a cage where a tiger is pacing around; when you see a mad dog making for you, you get under cover; you don't dive into deep water, unless you are sure you can swim; when there is a thunderstorm you don't look for safety under a lonely tree; why, then, don't you use the same judgment around your work?

Being careful is a habit that can be readily acquired and easily cultivated. Once the seed is planted it grows upon you very rapidly and the benefit of it is manyfold, for, as other habits, it is contagious.

A modern philosopher says:

"To Live Longer"

Worry less Work more
Ride less Walk more
Eat less Chew more

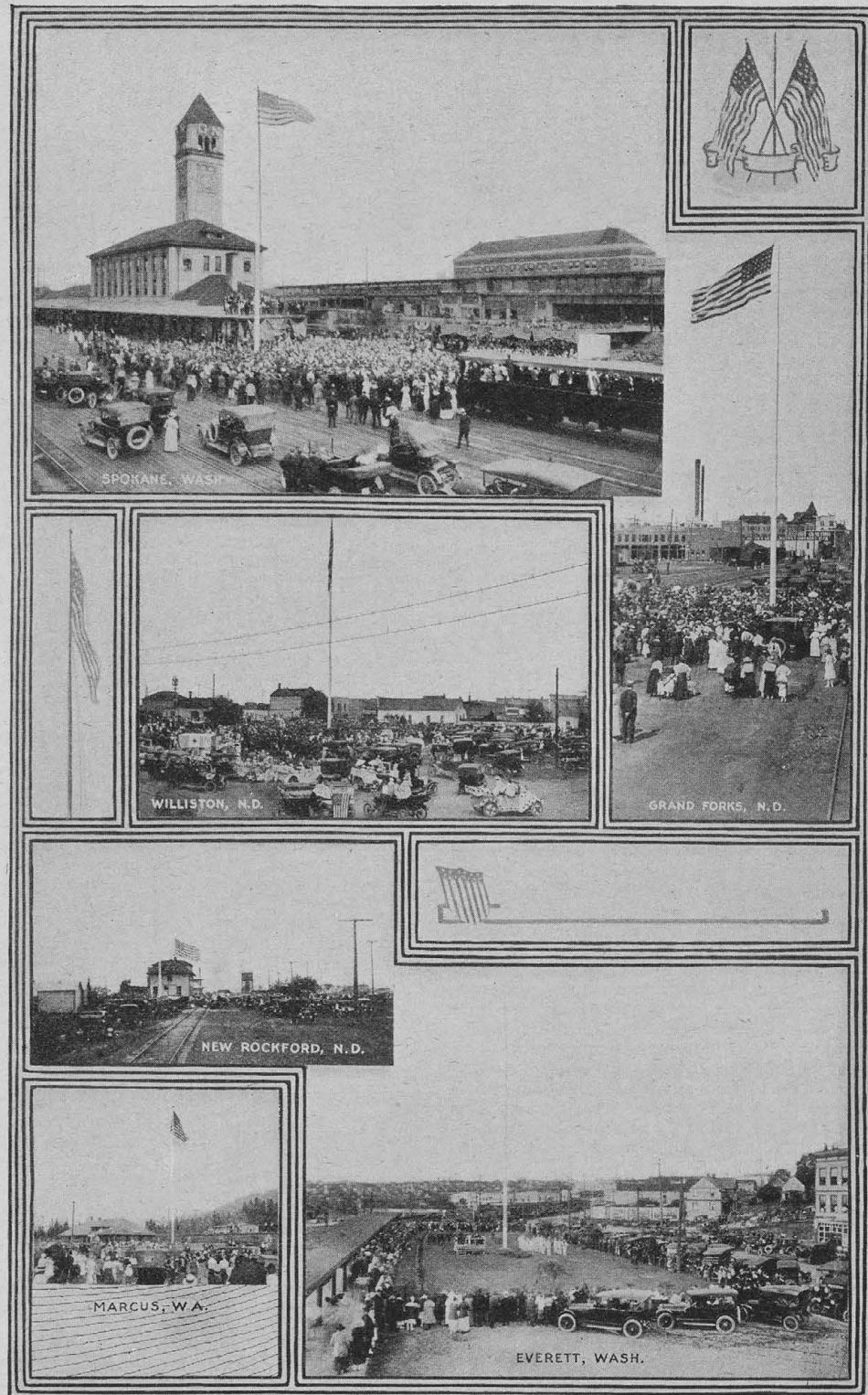
Preach less

Practice more.

Common causes of accidents—Cause No. 6

Horseplay.

Eliminate the cause—and you eliminate the accident.



Flag Raising Along the Line

INSPECTION OF CARS AND ENGINES

- (a) Prevention of Accidents
- (b) Prevention of Fire Loss

By Mr. J. A. Cochrane

Superintendent of Safety, Great Northern Railway Company, Before the Railroad Section, National Safety Council, at the Sixth Annual Safety Congress, at New York, Thursday, September 13, 1917

The successful salesman is the man who believes in the article he has for sale. His enthusiasm and belief in it is what sells it to his customers. The same principle applies to the safety movement. Real progress can only be made when every man in charge of men is made to realize the necessity of his being enthusiastic along accident prevention lines, when his enthusiasm will, in the natural course of events, be communicated to his men. Safeguards may be provided, rules and instructions issued and unlimited reading matter dealing with safe methods be distributed among men, but all these will be valueless unless the man in charge be an active exponent of such principles.

This is specially true in regard to the work of car foremen. The inspection of cars with a view of preventing accidents can only be performed by inspectors who are painstaking and minutely careful in every detail, if the desired end is to be attained, and if the foreman in charge of these inspectors does not lead the way, it is hardly to be expected that the men in his charge, who look to him for their instructions and guidance, will do their work in the proper manner. This applies even further to the foreman, who in each case is a man who has come up from the ranks, the inspector of today becoming the foreman of tomorrow, and he will naturally reflect the character of the man under whom he has received his training.

The matter of education—continued education—is important. The instructions issued should be as simple and as easily understood as it is possible to make them. Involved technical instructions given to men not capable of fully understanding them are apt to do more harm than good. The plainest and simplest of language should always be used and each point brought out clearly.

The enactment of the Safety Appliance Law of 1893 and the various amendments thereto, including the Ashpan Law, Boiler Inspection and Locomotive Inspection Laws, which are controlled and enforced by government bureaus, places the responsibility of seeing that repairs are made directly upon the carriers, and should an inspector fail to discover penalty defects, which are later discovered by government inspectors, the company is penalized for non-compliance with federal laws. The car foreman should incorporate the federal requirements into lan-

guage easily understood by his inspectors, calling particular attention to the more important points. In addition to this he should further instruct his men in the best method of performing their work. While it is important that no point be forgotten when issuing such instructions, it is equally important that such instructions be reduced to as concrete form as possible, for if they go into much detail some really important point may be overlooked due to attaching too much importance to minor ones.

Once the inspector has a thorough understanding of all the defects for which he is to examine a car or engine, the next thing for him to do is to formulate a method of procedure so that each action will follow in a natural sequence. As good a method as any, and one which has been used successfully for some time, is as follows:

The inspector should commence by uncoupling the air hose, in order to examine the hose, coupling and gasket. Then he should examine the uncoupling mechanism, coupler, end of car, including handholds, running boards, brackets, cleats, end and side ladder and sill step. Then the coupler and parts, draft gear and sill, wheels on inside, axles, longitudinal sills, body and truck bolsters, brake beams, connection, etc.

Then to the side of the truck and examine the tread, flange and outside of wheel and oil box, inside of oil box to determine condition of the journal, its bearing and wedges. Next the arch bars, bolts, brakeheads, shoes, etc., are examined. He should then look under the car for any defects which may be visible to the eye from that side of the car, note the condition of the side of the car as he goes along, proceeding to the center of the car, where he examines the condition of the side door, etc. Here he inspects and tests the air brakes and connections, which is very important. Should a car be empty, he will also look inside, inspecting the interior for any defects. He then goes to the next truck and proceeds as before. This concludes the inspection of one side of the car and should be repeated on the other side.

When the ground inspection is completed the inspector should climb to the top of the car and make a thorough inspection of the roof, examining handholds, hand wheel ratchet, wheel pawl, running boards, etc., from one end of the car to the other.

The same careful inspection should be given to outgoing trains as is given to incoming ones. Cars are often switched after inspection, and rough handling by yard crews may cause damage and result in defective equipment.

After inspection is completed the air hose should be coupled and a test made to see that it is cut in on all cars and that the angle cock handle is closed on the last car so that the train will be ready for the terminal test for air brakes.

This terminal test is carried out in this manner: When the engine couples on to

cars, and while the engineer is charging cars so that they will have seventy pounds of air pressure, it is the duty of car inspectors to look over the train to see that the air is cut in, to watch for any leaks, and to remedy the same if found, and when the engineer applies the brakes the inspector should again go over the train and see that cars have the proper piston travel and watch to see that the retaining valve handles on cars are closed to prevent sliding wheels. He should also see that the air properly applies and releases on all cars. Full set and full release constitutes a terminal test of air brakes. When this has been done, and equipment on all cars has been found to be in proper working order, the train is ready to leave so far as the inspector is concerned.

In addition to the above examination, however, it is also the duty of the car inspector to see that cars are properly loaded. They must not be loaded beyond their safe capacity. It must be seen that the load on open cars is properly distributed and that material does not extend beyond the authorized height or width. Particular attention should be paid to the manner in which material is loaded on two or more cars to see that loading rules are complied with. Flat cars loaded with machinery or like commodities must not be permitted to go forward unless the load is secured to prevent it from shifting.

Longitudinal sills over the body bolster and cross-tie timbers of the car are more apt to break there than at any other place and require special attention. At the same time the inspector should look over the decking underneath the cars between the sills, paying particular attention to stock cars, for the reason that this class of cars will be found to contain more or less manure at all times, and a damaged deck may not always be readily visible from the inside of the car. Such inspection will prevent many accidents to live stock.

Proper protection should at all times be afforded the men who are making inspection of cars, either by means of blue flags, derails or some other device. The inspector who makes a proper inspection of cars for defects will never fail to provide adequate protection for himself while making such inspection. There are many ways in which inspectors can add to their own safety. For instance, when examining wheels on the inside, looking for cracked flanges, spokes, plates or wheels loose on axles, it is always well to inspect the wheel from the opposite side of the car. In order for an inspector to look over the wheel nearest to him it is necessary for him to be right up against the wheel where the slightest movement may catch him.

The question of engine inspection is one which is equally, if not more, important than that of cars. As heretofore stated, this matter is regulated by the Interstate Commerce Commission, which defines very clearly the

matters which require attention. The engine house foreman is charged with the responsibility of knowing that at the end of each trip proper inspection has been made of each engine. He must depend in part upon his inspectors to detect such defects as will in any manner fail to meet with the requirements of the law, as well as to see that mechanics make the necessary repairs.

The engine inspector should have a regular routine when making an inspection. He should start at the same point each time, inspecting the various parts in regular order.

Pit Inspection—Inspection should be made of buffer beam brackets and bracket bolts, cylinder keys and fastenings to determine whether bolts are tight in male and female castings to engine truck. The frame should also be looked over carefully for flaws and to see that the jaw bolts are all secured. Cradle pins and hangers, springs and spring hangers should also be inspected for broken leaves or other defects as well as for loose bands on springs.

All truck brasses should be examined as to the amount of babbitt between brass and journal. Boxes should be inspected for lateral motion—one inch is the requirement for swing truck, and one and one-half inches for rigid truck. Engines with pony truck should be inspected closely for clearance of swing and center casting as lack of proper clearance may cause the engine to derail on a short turnout.

Side bearings on tanks should be in place and properly secured with sufficient clearance between bearings maintained at all times. Steps should be examined to see that they are secure and the treads in good condition and back stops on treads in place.

The main frames back of cylinder and in front of driving boxes should be inspected at the end of each trip and driving box brasses examined to ascertain if they are broken or working out. Springs and spring hangers should be gone over carefully for broken leaves, loose bands and worn hangers, also for cracks or flaws. All nuts and cotter keys should receive close inspection. The crank pin collar bolts on the back side should be examined to see that split keys are in place.

The Stevenson valve motion should be inspected after each trip to see that the cams are tight on the shafts, set screws in their places and keys in the cams. An examination should be made of the blades and eccentrics and eccentric strap bolts should be looked over closely for flaws and to see that all cotter keys are in bolts.

It is very important that the foundation brake gear be given a thorough inspection for worn pins, eyes in connecting rods examined and care taken to see that split keys, properly spread, are in all pins and hangers, as well as cotters in brake shoe pins.

On engine trailers the A-frame hanger should be inspected closely at the main frames to see that they are secure and that

all braces are properly bolted. The bolts that hold collars in driving boxes should be carefully examined to see that they are capable of holding the collars in place.

Deck, deck castings and drawbar pockets should be examined for flaws and cracks, also drawbars and pins. Drawbars should be equipped with cotter keys as well as with safety chin pins. Driving box binders should be examined closely to see that they are not working in the fits, loose binders often causing frames to break. It is also well to tap the shoes and wedges on all driving boxes, as the hammer will show readily if they need adjusting.

The male and female castings on tender and truck transoms should be inspected carefully to see that all bolts are tight and that there are no flaws in the transoms. The foundation brake gear on tenders should be observed to see that all clevis pins are in place. It should be seen to that safety chains are securely fastened to the brake beams, and cotter keys in the brake rods. The pull rod eyes and draft gear keys in the back end of the tender should be examined closely. Careful inspection should be made for broken arch bars.

(This article will be concluded in our next issue.)

FORGET IT

Today is the day.
Yesterday is gone and
Tomorrow may never come.
What if we sinned yesterday?
What if we failed yesterday?
What if we were defeated yesterday, dis-
comforted or disheartened?

Forget it.

What if we were sinned against yesterday?
What if envy cast its barbed dart and the
iron entered our very soul yesterday?

Forget it.

Life is a series of new starts.
You can never climb to a place in the sun
upon the wings of regrets.
Today is the day, it is ours. We must for-
get all that has passed and make this day
as perfect as possible.

Nothing that will happen tomorrow can be
taken from today's perfection.

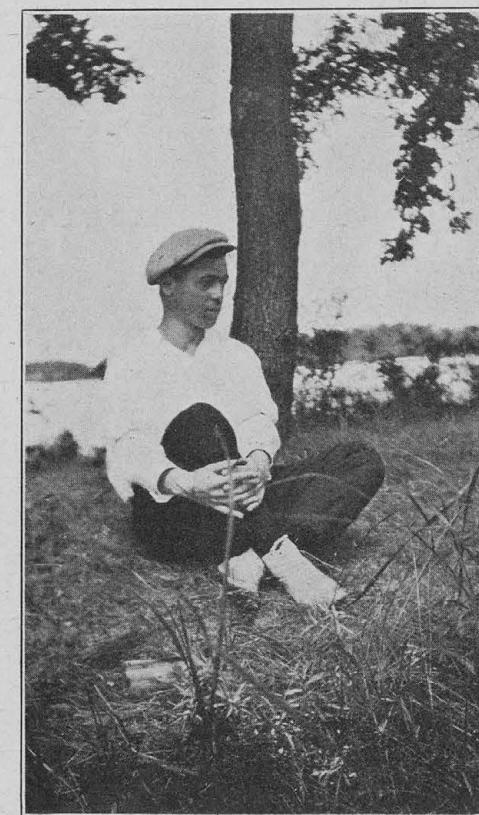
A good deed done by us or to us is ours
to cherish in memory.

A bad deed done by us or to us today must
be undone before today is done, so let's
Forget it.

“BE ON TIME”

Has it ever occurred to you, when you find yourself strolling into the office five minutes late in the morning, that your employer would be considerably the loser should every one follow your example? True enough, five minutes is not a very long time, but listen: It is estimated that in round figures the Great Northern Railway employs 1,500 persons in the General Office

Building, and considering each one of these employees five minutes late in the morning, we will find some very astonishing facts. In the first place, it would mean the loss of approximately 2,340,000 minutes' time each year, or 39,000 hours, or to be still more explicit, 4,588 days, or the services of one person for 14½ years. The average office man receives \$75.00 per month for his work, and using that figure for our principal, we would find that our tardiness was costing the Company in the neighborhood of \$13,200.00 per year. Then we must further consider that the General Offices are but merely a drop in the bucket, as the payrolls show that the Company employs nearly 55,000 persons, of which but three per cent are General Office employees. Furthermore, it is not alone a loss to the Company, but it is a loss to each one of us, as it makes us appear to be of a careless nature, and when promotion puts in an appearance we find that in the majority of cases the promotion goes to the man or woman that is always “on the job,” which is rarely the fellow that strolls into the office five minutes late. **Be on time.**—G. L.



JULIAN WIRTH
Who Holds the Building Record of 12 Years' Service
Without Once Being Tardy. Employees of the Passen-
ger Receipts Office Who Are Down Early Enough Set
Their Time Pieces by His Arrival.



GENERAL OFFICE

The Glacier Park Band is looking for additional members. If you can play any kind of a brass band instrument and want to join the band, let Coppe in the advertising department know. We want to make this as big a band as possible and all employees in any branch of the service in St. Paul are welcome.

On August 22nd, Edwin A. Ringwald, of the Passenger Receipts Department, rounded out twenty-five years of continuous service in that department. Chief Clerk Lewis A. Malmgren will soon be in the same class.

After twelve years of service in the Passenger Receipts Office, Thos. J. Moore has left to serve his country in the field.

On the night of August 18th, Chas. A. Dolan, Passenger Receipts Department, while passing the Great Northern shops, discovered fire in the tool house and promptly turned in an alarm. His action, no doubt, prevented considerable loss.

Miss Charlotte Waller, Passenger Receipts Department, is wearing mourning for a "friend" who has left for the front. Charlotte will wear roses when he comes back.

On August 4th, Edgar Braun of the Passenger Receipts Office became the father of a little stenographer to be. Edgar travels in luck.

George E. Morrison, Jr., of the Mechanical Department, has received notice to report at Camp Dodge.

M. Rittmaster, Valuation Accountant, has written friends from Camp Dodge advising that he has been made a sergeant. Here's hoping he gets a commission before long.

Bessie Ryan of the Train Statistics Department has been confined to her home for the past two months, due to a nervous breakdown resulting from her father's death. She is expected back soon.

Walter Reichow, Engineering Department, is now in Seattle inspecting bridges.

Friends of Walter L. Lewis will be glad to know that he is getting along nicely at Camp Dodge.

Leonard Hansen, formerly investigator of the Freight Claims Department, has accepted a position with the Great Western at Chicago.

W. D. McNamara has been appointed A. G. F. C. A., with headquarters at St. Paul. Mac has put in about fifteen years in the Claim Department and knows the business from the ground up. Here's luck to him in his new position.

Captain George Garing of the Great Northern Drum Corps has sent out a call for ten more drummers. The corps has now twenty men and Captain Garing is desirous of recruiting to full war strength.

E. C. Mogren, Freight Claim Department, is soon to be a Benedict. Another man gone to war.

A. B. Fisher has been appointed Assistant Comptroller of the Great Northern Iron Ore Properties.

Sam Levinne has returned to his former position in the Freight Claim Department.

About fifty Great Northern employees have joined the Home Guard. Even Shorty Boyles is learning to "right face."

If you receive an invitation from the Billiken Club to a private dancing party at Dayton's Bluff Commercial Club, October 6th, don't be surprised. A number of G. N. employees have organized the club and will give frequent private dances.

The sixth floor is undergoing rebuilding. The hallway is being continued and the Miscellaneous Accounts office split up. The Joint Facility Department, under J. A. Sandberg, goes to the fifth floor.

C. N. Iffert, Assistant Chief Clerk, Superintendent of Motive Power, was married recently. Another good man gone.

P. P. Bartholemey, formerly with the Mechanical Valuation Department, has been appointed Assistant General Car Foreman, with headquarters at Great Falls. Paul was car foreman at Hillyard before being

assigned to valuation work in 1915. We wish him every success in his new position.

William Gordenier, who joined the Third Minnesota Artillery, has been discharged from the service account of suffering from broken arches. Bill is back drafting in the Engineering Department.

Leo McHenry of the Engineering Department has made application for entrance to the aviation corps.

J. H. Marthaler took several of our distinguished employees on a "back to the farm" trip recently. Among those present were James Welch, George Nordstrom, H. J. Sturmer and J. Schweizer. The day was spent in picking fruit which Mr. Marthaler raises on his farm. The program was concluded with regular chicken dinner. It's our turn next, Jake.

H. W. Lillengren, Chief Clerk to the General Manager, was married recently.

SUPERIOR AND MESABI DIVISIONS

Conductor M. Harty and wife are spending a few weeks in Franklin, S. Dak.

Conductor J. L. Leonard and son are visiting relatives in Quebec, Canada.

Louis Ackley, brakeman, has returned from a leave of absence. He has joined the ranks of the Benedictines.

George Williamson laid off a few trips to get married. George is one of our freight brakemen.

Mrs. Bartell, mother of Frank Bartell, brakeman on No. 621, is spending a few weeks in Spokane, Wash.

John J. Miller, brakeman on No. 407, and T. Keplar, on ore, have voluntarily entered the army.

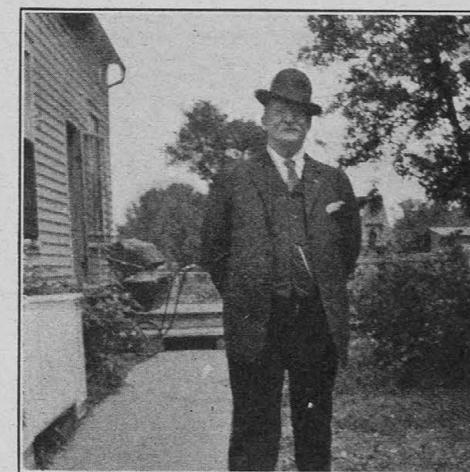
Mrs. S. McNaughton, wife of passenger conductor, has been away to Sioux Falls on a trip.

Misses Luella and Bernadine McCurdy are on a vacation at Rothsay, Minn. They are daughters of Conductor McCurdy.

Mrs. W. D. Campbell, wife of pensioned conductor, is spending a few weeks at Flint, Mich.

P. N. Nelson has returned from a short trip to Davenport, Iowa. Mr. Nelson is one of our old passenger conductors.

Mrs. Ellen Patterson, aged 70, mother of Night Chief Dispatcher Thos. R. Patterson, died Sept. 9th, after a short illness. She is survived by five other sons, four of whom are locomotive engineers in the employ



Wm. Feaster, the Oldest Car Foreman in the Service

of the G. N. and terminal railways, and by one daughter and two sisters. The sincere sympathy of all is extended to the bereaved.

Dispatcher D. O. Townsend is away on a six-months' leave of absence and is being relieved by Edw. G. Stack.

Dispatcher E. H. Schulhof has returned from a three-weeks' vacation.

Maurice Peterson, formerly employed by the Soo Line, has accepted a position as assistant E. & F. time-keeper.

Ray Wehrle, O. S. & D. clerk, and Thomas Patterson, Jr., are at the officers' training school, Fort Sheridan, Ill.

Olaf Berg, assistant chief clerk, has resigned to accept a position with one of the large grain firms in the Duluth Board of Trade. Mr. Berg leaves a wide circle of friends and we hope he makes good.

General office are all wondering why Jack Taylor makes so many week-end trips to Rice Lake.

B. W. Meyer, brakeman at Kelly Lake, was called to Rochester on account of death of father.

Scot Thornton, brakeman, has been called to Michigan on account of death of father.

Sybil Partridge of Cass Lake has accepted a position in the chief dispatcher's office as stenographer.

John Pappell, section foreman at Island, has enlisted in the Sixth Engineers' Regiment and has been ordered to report for service Sept. 18th.

Wm. McKinnon, carpenter mechanic at Superior, has just returned from an extended trip through eastern Canada, his old home. It has been thirty-two years since he left there and he reports things greatly changed. No doubt they were all glad to see Bill.

Clifton Wright, from Butte, Mont., has accepted a position as clerk in yardmaster's office.

Yard office ball team are still waiting for a supper to have been furnished by superintendent's office for being winners of the annual ball game for the championship of the two offices.

George Brew, a promising clerk in agent's office, had his hair shaved off. He now finds it easier to comb.

Randall Gordon, cashier, has returned from his vacation. He was on an extended trip through Iowa.

Ben W. Peterson, material clerk, resigned to enter the contracting business with his father. Wm. Little, formerly E. & F. timekeeper, stepped into Mr. Peterson's place.

Ike Jorstad, employed on the Willmar division for many years, has accepted a position as assistant chief clerk.

Dick Kuehlthau, assistant material clerk, has been called to the colors for Sept. 19th. The girls will surely miss Dick because he was an A No. 1 dancer.

W. B. Odegard, formerly in charge of special time, is now the E. & F. timekeeper.

Bill Herman is our new O. S. & D. clerk.

NORTHERN DIVISION

John C. McNairney, who formerly pulled the throttle on the Cass Lake local, has been promoted to traveling engineer on the Northern division, and is assisting Master Mechanic Dreelan keep up the mechanical end of operation in moving the heavy grain crop of the Red River Valley.

R. L. Lucas asked for a two weeks' relief from his duties as agent at Borum, and we now understand why he was so anxious to get away as he has returned a Benedict.

John Lytle, O. S. & D. clerk, has accepted a position in special agent's department under Mr. T. Yerrick, being relieved by Mrs. Montgomery, formerly agent at Angus.

E. E. Clements, extra passenger conductor, has been assigned to run on trains 13 and 14 between Fargo and St. Paul, taking charge of that run July 1st.

Conductor F. H. Heligas has just completed the construction of a fine residence on Riverside avenue, Highland Park addition, and is at present moving into it. He now has one of the finest homes in that locality.

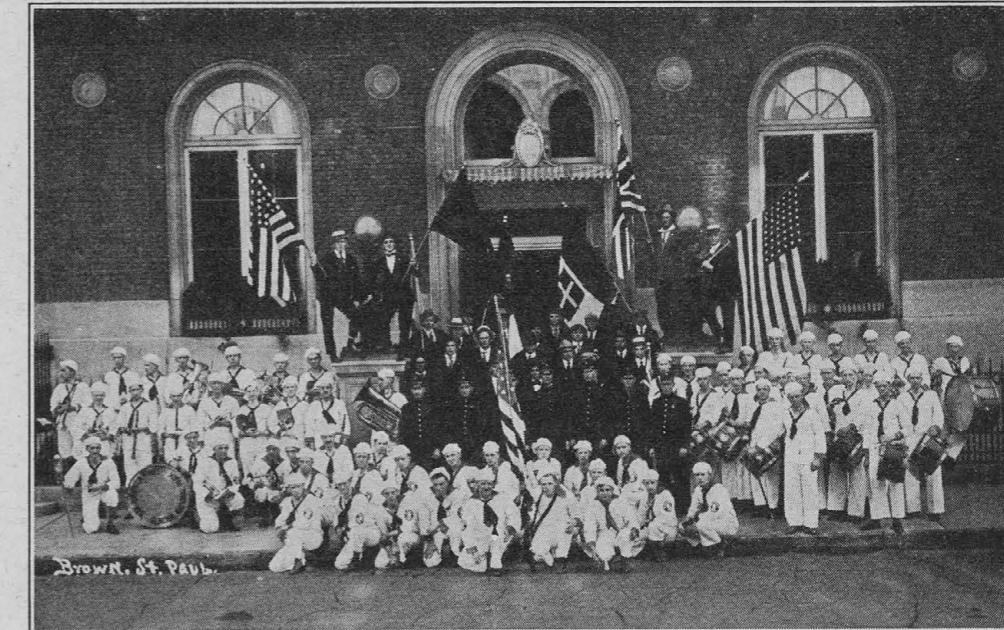
A. J. Rutowski, agent at Eldred, has taken a leave of absence and has started out to "See America First." M. McLaughlin, freight conductor, has again resumed his duties after having a forced lay-off due to an attack of rheumatism.

Steve Withey, old time passenger conductor on the Warroad line, is making preparations for the big fall hunt of moose. "Steve" was laid up during hunting season last year, the first he had missed in twenty-five years, and says this year it will be a bigger and better hunt than ever.

Conductor Hebert and Engineer McCrae have concluded that there is more pleasure running autos than freight trains, a good deal of their time now being occupied in burning the gas in their new "sixes."

Chief Clerk Mahoney likewise enjoyed the same pleasure until he started mixing with the country buzz-wagon and the city peanut vendor, the incidents causing too much expense for pleasure.

Brakemen H. V. Brengman, D. Mullin, G. P. Hebard, Ed. Bergstrum, Alex MacDonald and W. S. Cyr have



Glacier Park Band, Drum Corps and Drill Squad with Marine Recruits

been promoted to conductors. This change was necessary account anticipated heavy movement of grain from the Red River Valley.

John Sletton, the heavyweight ticket clerk at Crookston station, has transferred to chief dispatcher's office as car distributor and clerk.

Agent G. S. Olson of Beltrami mingled with the crowd at St. Paul during the state fair and reports the life is all right for a few days, but the prairie around Beltrami is more suitable to his idea of life.

Carpenter Foreman Thos. Thygeson is passing the cigars on the arrival of a boy Sept. 12th.

ST. PAUL LOCAL FREIGHT

Edward J. Coughlin, O. S. & D. clerk, who resigned July 15th to enlist in the First Minnesota Ambulance Corps, has since been promoted to sergeant, and we also hear that he has taken unto himself a wife. He was married Aug. 16th to Miss Rose Hoffbauer.

Daniel Spillane, collector, was married to Miss Maude Dibble, July 17th.

Charles W. Stewart of the cashier's department, was married Sept. 1st to Miss Muriel Taylor.

Thomas H. Hughes, our chief clerk, who has been away for four weeks on account of his health, has resumed work and we are all glad to see him restored to his old good form. Mr. Harrison, in the absence of Mr. Hughes, held down the chief clerk's desk, in addition to his regular duties.

Cecil B. McCann, clerk in the office, was married to Miss Philomena Beaulieu of Minneapolis, Minn., Sept. 12th.

BRECKENRIDGE DIVISION

Miss Sadie McCarty spent several days in the cities last week.

Raymond Miksche and Ward L. Kinnaw, master mechanic's clerk and assistant timekeeper, respectively, have resigned to accept positions with the Southern Pacific at Dunsmuir, Calif.

Engineer and Mrs. J. C. Leathart of Casselton are parents to a little son who arrived August 17th.

Margaret Alice is the name of a young lady who came to make her home with Dispatcher and Mrs. J. H. Butler on July 29th.

Trick Dispatcher J. L. Byrum returned August 25th from his vacation spent in Alabama and other southern states. He was accompanied by Mrs. Byrum.

A. E. Shaw, operator at New Rockford, is spending a month on his claim in Oregon.

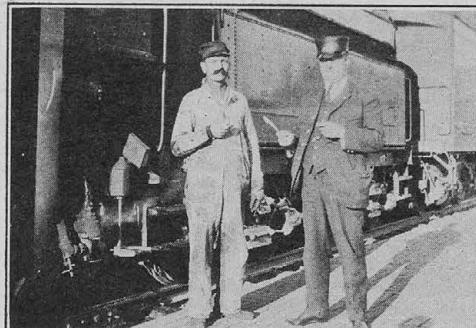
Mark Kraker, road clerk, spent his vacation in the southern part of Minnesota, making the trip with his auto.

Carl Mohler spent his vacation at his former home, Deer Creek.

Ney Jones, chief dispatcher's clerk, spent his vacation at and near Chicago.

Ed. Sadlier was at his home at Akeley, Minn., during his vacation. He returned by way of the Twin Cities and reports he paid out good money to see a baseball game at Nicollet Park, Kansas City vs. Minneapolis being on the program, and that it was nothing more than highway robbery for the management to accept money for same.

Martin Walz, assistant material clerk, resigned his position and has enlisted in the Minnesota light artillery. He expects to eat his Christmas dinner in Berlin—with Kaiser Bill.



Engineer White and Conductor Tibbs, Minot Division



Havre Division Office Force

Warren Buck is back as car clerk after being gone about a year. All are glad to see him again.

John Person, former material clerk, has been transferred to the general superintendent's office.

F. A. Nolan and family attended the Minnesota state fair.

H. Shirley, former clerk in division office, who has been working for the Great Northern Express Company, has returned to the office as E. & F. timekeeper. Karl Erdman, B. & B. clerk, expects to spend his vacation in Minnesota hunting chickens.

The Breckenridge division now employs ten lady clerks, the new clerks being Mrs. Evelyn Truax, cashier at the yard office; Miss Marion Potter, O. S. & D. clerk; Miss Florence Mueller, file clerk, superintendent's office; Miss Mary James, roundhouse foreman's clerk, and Mrs. Helen Wenner, master mechanician's clerk.

An 8½-pound girl arrived at the home of Mr. and Mrs. H. D. Lord, Sunday the 9th.

C. H. Dablow, fireman, and Miss Nora Weling of Wahpeton were married recently.

I. L. Kellog, conductor, is to be married.

C. W. Tyler, yardmaster, is on a two-weeks' vacation. H. D. Lord is now on days and Jas. Grey nights.

BUTTE DIVISION

Agent A. J. Schuster and Operator Miss Agnes Ryan of Cushman surprised their friends and fellow employees by coming to Great Falls and getting married, Sept. 6th.

Trainmaster T. F. Dixon left on his annual vacation Sept. 4th and will visit Seattle, Spokane, Superior and Twin Cities.

A. L. Vining, assistant chief clerk, superintendent's office, took advantage of chief clerk's absence and surprised his friends by getting married August 19th. Rest of us didn't even know that he had a girl in this vicinity at that particular time. The happy bride's maiden name was Miss Lillian Brown.

E. J. Daly, chief clerk in superintendent's office, spent two weeks' vacation during August at Alexandria, Minn.

J. W. Hyndman, chief dispatcher, left on his annual vacation Aug. 28th to visit St. Paul, Chicago, New York, St. Louis and Kansas City, and incidentally help the Chicago White Sox win the pennant. Mr. Hyndman expects to be gone three or four weeks.

Dispatcher T. J. Murphy is the proud father of a new 8-pound boy who arrived Sept. 2nd.

HAVRE DIVISION

M. M. Koenigs, formerly employed at Grand Forks as material clerk, was transferred to the Havre division as assistant chief clerk July 23, 1917.

Guy Graybill, material clerk, hid himself back of the hills near a small mud-hole which he called a lake, and claims to have bagged eight ducks, but we are still in doubt, as we have to be shown.

Ray Smith, road clerk, is going to leave for a few days early part of October. From all appearances it looks as though he is going to bring back a life partner. As yet we have not received cigars, but understand they will be forthcoming on his return.

Following made a flying trip to Great Falls: Mrs. M. Hageland, Grace Landis, Francis Loomis, Cordelia Lampert, Mrs. M. O. Wood, L. F. Kolb and Wm. Kaste, who report having a very nice time at the Falls, which is evident as they all complained of their finances on their return.

W. Carswell, trainmaster, has been transferred to the Spokane division in same capacity, and is being relieved by Mike Welsh from Spokane.

W. Victor, from Cascade division, has been appointed trainmaster with headquarters at Havre, succeeding W. F. Lefever, who has resumed former duties as conductor on Kalispel division.

Henry J. Sletton, who has been agent at Cut Bank for the past few months, is taking a short vacation and is being relieved by S. A. Whitford.

Miss Herman from Williston has taken a position as manifest clerk in yard office on the Havre division.

The new yard at Cut Bank was completed about a week ago and is now in service. This is a fine improvement at Cut Bank and gives us lots of yard room at that point.

It is expected that the new tracks, as well as extensions to other tracks in Havre yard will be completed within a short time. This will give us fine switching facilities in Havre yard.

Trains are now using the new double track between Cut Bank and Baltic, and gangs are busily engaged completing balance of double track work as far east as Shelby, which will be put in service within three or four weeks.

The new double track between Havre and Pacific Junction was put in service September 17th. This is another fine improvement for the Havre division. Eventually we will have about 28 miles of double track.

J. R. W. Davis, who has been in Havre for the past six weeks supervising the work on new yards and double track between Havre and Pacific Junction, made a trip to Great Falls September 14th.

N. J. Luther, formerly of Grand Forks, N. D., has taken a position as track dispatcher on the Havre division, effective September 17th, vice C. J. Magoon, resigned.

Otto Kopp, relief agent, is with us again, all smiles. Must be that he is going to have a life partner before long. Good luck, Otto.

Paul M. Long, one time yardmaster at Havre, and now yardmaster at Willmar, is renewing old acquaintances in Havre for a few days.

SPOKANE DIVISION

C. V. Snyder, brakeman at Leavenworth, will leave soon for Pittsburgh, Pa., to be married. They will spend a brief honeymoon throughout the east and on their return will make their home at Leavenworth.

H. Toreson, master carpenter at Spokane, and wife left Aug. 1st for San Diego and other California cities to spend their vacation.

Trainmaster C. A. Manthe and wife of Spokane recently returned to Spokane after spending their vacation in California and other coast cities. Mr. Manthe reports having had a very enjoyable trip.

Blodwin James and Marion McHugh, stenographers at Spokane, will leave about October 1st for California to spend their vacation. They expect to be gone about a month.

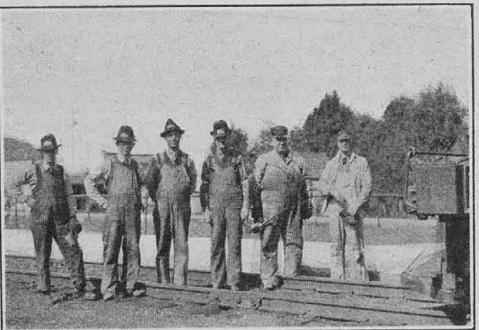
Mabel Sheire and Esther Martin, stenographers at Hillyard, left Aug. 12th for a trip to Alaska to spend their vacation.

Engineer J. Farrell and wife, at Leavenworth, left for St. Paul to visit with friends and relatives.

M. C. Byram, chief clerk at Spokane freight, has been promoted to fruit agent and car distributor at Wenatchee. He assumed his new duties July 22nd. A. G. Watkins, formerly freight inspector, has been appointed to succeed Mr. Byram as chief clerk.



Wipers at Great Falls



Crew of Way Freight, Coast Line. Left to Right—E. J. Thompson, Swingman; L. J. Bowen, Flagman; Stacy LaFountain, Head Brakeman; C. E. Brower, Conductor; O. C. (Oil Can) Larisch, Engineer; J. Main, Fireman.

Switch Foreman J. A. McCullough and wife left for Tacoma to visit their son, who is with the W. N. G., now encamped at American Lake. He expects to leave soon for service in France.

A. P. Sheridan, formerly locomotive foreman at Hillyard, and now traveling engineer on the Kalispel division, made a few days visiting his friends at Hillyard.

W. L. Musselman, operator at Wenatchee, recently took a trip to Seattle.

Locomotive Foreman J. M. Smith and family at Hillyard recently made a three days' trip, visiting towns through the Inland Empire in their new car.

James Scrimgour, machinist at Hillyard, has been promoted to work foreman at Cut Bank, Mont.

Margaret Dwyer, stenographer at Spokane, left for the coast on a month's vacation.

J. G. Luhrsen, dispatcher at Spokane, left Aug. 1st for Tuscola, Ill., to meet his family who are now in the east visiting with relatives.

Conductor G. A. Bunch and wife at Hillyard left for Portland on a visit with friends.

F. E. Anderson, E. & F. timekeeper, and L. L. Rice, road clerk at Spokane, have returned from a week's fishing trip at Newport, Wash. They returned well stocked up with the usual fishing stories but with few fish.

Geo. A. Croak, brakeman at Hillyard, will leave soon on a vacation trip to southern California.

J. W. Balmer, formerly claim agent at Minot, is visiting his brother, Attorney J. W. Balmer, at Spokane while waiting a call to join the navy at Newport News, R. I.

Mrs. J. W. Chatterton, wife of assistant claim agent at Spokane, is visiting with relatives at Marshall, Minn.

E. Pearson and wife, car foreman at Hillyard, left for Rochester, Minn., where Mr. Pearson will take treatments for the benefit of his health.

Conductor F. E. Van Orden and family at Hillyard were called to St. Paul, account of the serious illness of his mother.

J. C. Davis, night roundhouse foreman at Hillyard, and family will leave soon for White Salmon, Ore., to visit friends and relatives.

E. A. Proulx, material clerk, superintendent's office, has entered the second officers' training camp at the Presidio, San Francisco, Calif.

Fred Anderson, E. & F. timekeeper, has gone to St. Paul and Olivia to visit his brother who graduated from West Point with the class of August, 1917.

B. P. Hoey, formerly with the legal department, Spokane, has received his appointment as second lieutenant in the regular army.

Trainmaster M. J. Welsh has gone to Havre, Mont., as trainmaster, succeeding W. Carswell, who comes to Spokane as trainmaster.

J. R. Chancey, trainmaster's clerk, was called to Sedalia, Mo., by the serious illness of his father.

MARCUS DIVISION

Mrs. W. D. Kessler, wife of bridge carpenter, left Sept. 1st for points in South Dakota and Minnesota to visit relatives.

Mrs. E. L. Smith, wife of engineer, left Sept. 5th for an extended visit with relatives in Minnesota.

C. B. Walker, road clerk, enjoyed a week's vacation June 8th to 14th.

John Campbell, carpenter, has resumed work at Marcus after three weeks' absence account sickness.

Chris Dahl, master carpenter, is accompanying T. G. Hastie, assistant engineer, on the annual tour of inspection.

F. T. Harley, in engineer's office, is spending two weeks' vacation in Seattle, relieved by E. V. Harley.

Peter Couman, section foreman, Keremeos, was called to Vancouver account sickness of his wife.

J. T. Frettag, material clerk, took a week's vacation beginning Sept. 11th.

W. W. Moller, brakeman, returned from 60-day leave of absence Aug. 20th.

After a drought lasting 73 days, rain fell over almost the entire division Sept. 8th, diminishing the fire hazard and benefiting late crops.

H. M. Scott, trainmen's timekeeper, left Sept. 8th for two weeks' visit with relatives in Minnesota. He was accompanied by Mrs. Scott and their son.

Mrs. J. B. Clapp and daughters are visiting with relatives in North Dakota.

Conductor J. F. Getsey and wife are spending two weeks with friends and relatives on the coast.

Conductor C. L. Hannah and wife are spending ten days at Chelan, Wash.

Conductor W. R. Eddy, who has been in California for his health, returned to work Aug. 1st.

General Superintendent O'Neill made a trip over the division Aug. 12th.

Conductor F. E. Hardy, wife and daughter, spent a week at Nelson, B. C., on a fishing trip.

Mrs. W. B. Wallace, wife of conductor, is spending several weeks at Boundary.

L. V. Fauch, clerk in superintendent's office, and wife returned from a two weeks' vacation visiting relatives in Minnesota.

Chief Clerk J. C. Dalrymple took a week's vacation July 8th, making a trip to Portland. Mrs. Dalrymple, who has been at a sanitarium for a few weeks, accompanied him home, very much improved in health.

Geo. J. Weir is now trainmaster on this division, having succeeded M. J. Welsh, transferred to the Spokane division.

The following changes have taken place in the superintendent's office: Miss Florence McCaslin, master mechanic's clerk; Miss Marie Fitzgerald, chief

clerk's stenographer; Leon Wurzburg, E. & F. time-keeper; Robert Connel, superintendent's stenographer.

H. J. Croffut, agent at Marcus, is seriously ill at Northport where he is under the care of Dr. Goss. The agency at Marcus is being filled temporarily by his son, Clarence Croffut of Whitefish.

Chief Dispatcher D. W. Dunn enjoyed two weeks' vacation in August, and with his family spent a portion of it at Sheep Creek fishing, where he had his usual good luck hooking the elusive trout. L. F. Shores, first trick dispatcher, acted in the capacity of chief during Mr. Dunn's absence. Mr. Shores will take his vacation shortly and with Mrs. Shores and daughter will take an extended trip through the eastern states and to Montreal, Quebec. H. Granger, third trick dispatcher, will fill Mr. Shores' place during his absence, and R. A. Chiles, relay operator, work in the capacity of third trick dispatcher. M. B. Roach, second trick dispatcher, will take his vacation when Mr. Shores returns, and with Mrs. Roach will take a trip to Ohio and other eastern points.

G. S. Richey, formerly machinist at Marcus, has been promoted to position of roundhouse foreman at Weston, B. C.

Harry Granger, third trick dispatcher, is the proud father of an 8-pound daughter who arrived Monday, Sept. 10th. Harry is saying, "It's a fine girl, boys; have a cigar."

CASCADE DIVISION

Engineer John Annen got his arm broken cranking a "flivver."

Charles Starkey, brakeman, got married.

Conductor A. R. Carlton is on a trip through the east. W. W. Lott, brakeman, is going to take a trip back east.

Conductor Clyde Price is on a trip through the east.

Harry Neibergall, chief dispatcher's clerk, is away on a vacation. Harry had the misfortune to have a fire in his chicken coop a few days ago.

Paul Long, yardmaster from Willmar, has been visiting in Everett.

Walter Victor, conductor, has been promoted to trainmaster at Cut Bank.

Switchman Armstrong and Switch Foreman Bowen are getting fashionable coming to work in automobiles now.

Barney Bruce, weighmaster at Delta, was married a few days ago.

Miss Quist and Miss Hickey, stenographers in the superintendent's office, spent the week end at Alpine.

J. E. Campbell has been promoted to assistant roadmaster of the First district with headquarters at Tye.

G. G. Smart, division roadmaster, spent ten days motoring around the country in a "Tin Lizzie."

H. F. Imholz, master carpenter, spent ten days in Stillwater.

J. C. Deyery, chief dispatcher, spent several days in Methow Valley and Idaho. Says his back is lame yet from shocking grain.

Frank Goodrich, formerly signal maintainer on this division, is now stationed in the Hawaiian Islands in the field artillery.

A. E. McCabe, formerly car distributor on this division, is now located in the officers' training camp, San Francisco.

The clerks in the superintendent's office at Delta organized a baseball team known as "The Brake Shoes" and have been out trying to clean up the surrounding country. The last game of the season, that was played in Everett, however, looked like a battlefield in Flanders.

A. B. Wise, agent at Carnation, is away on 90 days' leave of absence.

L. G. Waggoner, formerly agent at Duvall, has been transferred to Edmonds.

Harry M. Evans, road clerk, passed around the cigars a few days ago on account of the arrival of a daughter.

THE RESULT

Meeks—"My wife prefers tea for breakfast while I prefer coffee."

Bleeks—"Then I suppose it is necessary for you to have both, eh?"

Meeks—"Oh, no. We compromise."

Bleeks—"In what way?"

Meeks—"We have tea."—Indianapolis Star.



J. C. Gamble and H. F. Staff Who Came to Clancy from Helena in 1896

HOW TO SUCCEED

By H. G. Best

Immigration Department, Seattle, Wash.

A great deal has been said about the science of laborship in all kinds of commercial businesses, but there are a good many points that have been overlooked or not touched upon.

The science of laborship exists everywhere, in every nook and corner. Of course it is true that we have men who become mere pieces of mechanical machinery, and when they are questioned about their position and success they say: "Well, it's the big corporations which make a man mechanical." It is no such a thing; a man can use his abilities and integrity wherever he is at work, and there is no physical power that can keep him from going up higher with his company.

As is the case everywhere, there are a good many men who never get anywhere, one reason being that they are always fault-finding, never satisfied with their work, superior officers, or the company. "Things don't seem to come their way," as they put it, or "I've never been lucky." Now these false imaginations have nothing to do with a man's success in life. If man will cast aside this blind-sense belief and dig deep enough for truth, he will find that his daily work will be a pleasure instead of a grind, and that his relations with his fellow man, employer and company will be more harmonious. Without harmony success is a failure.

There are a few things that I wish to bring out for the office man, freight solicitor, ticket agent, traveling man—in fact, it will apply to all employees in all departments in the railroad business.

1. **Employees, employer and the business man in general should learn the value of time.** Time is the most important asset that a man possesses; yet he cannot hoard it, cannot increase it by any manner of business acumen, and he must spend it continuously. He can only control its use. Every day is exactly the same length to you that it is to your business competitors; but the way each day shall be employed by yourself is for yourself alone to say. And right here is where Time hands out success or failure. If your competitor (and all have competitors) devotes a part of his time outside of regular business hours to the study of how he can better his business, while you idle yours away, he will certainly get the start of you. If he is more diligent of his time during business hours than you are, he will get the start of you. If you are a dawdler, a time-waster, an idler, you can never succeed. Learn the value of time. You can waste years of it, but you cannot make the smallest fraction of a second.

2. **Business Men Should Be Punctual.** Keep your business appointments to the minute. You would not think of robbing your business associate of money; why then steal his

time, which is more precious to him than money, by failing to keep an appointment or by coming late? Nothing begets confidence quicker than punctuality; and confidence is the soul of business. Distrust and success never go into partnership. "Punctuality is the politeness of kings," said Louis XIV. It is much more than this; it is the duty of all who need or use the time of others. Some make the punctuality of others the thief of their time. If you wish to succeed, don't be one of those men.

3. **Give Special Attention to the So-Called Little Things,** the details of your business. It is their combined forces, marching and fighting harmoniously together that will enable you to capture the citadel of success. The great men of the world all have given great attention to "little" things. Napoleon looked closely after the clothing, feeding, weaponing and marching of his armies, for he knew that those were exactly the things that would make those armies effective when the day of battle came. Wellington was a master of detail. A. T. Stewart understood thoroughly all the minutiae of his great business. "Little" things are little only to minds too little to comprehend their bigness.

4. **Employes, do not spread yourselves over too much territory.** Concentrate your abilities, focus them determinedly and constantly upon the point to be attained. A steel-capped rifle ball will go through many inches of solid oak, while a charge of pigeon shot, backed by the same powder force, will scatter over several square feet of space and only stick in the surface of the wood. Employes, don't pigeon-shot your abilities. Mold them into one ball, steel-capped with determination, and then put all the force of your being back of it, and, when you hit anything, there will be "something doing," to use an expressive bit of slang.

5. **An employe should know his work in his department, and should aim high, but should load up before he aims.** If you were hunting ducks, you would not wait until you had found the ducks before you loaded your gun. Be as sensible when hunting after business and after the successes of life. Load carefully, load considerately, and then aim steadily. The rifle that wobbles will never hit the mark. In life's great hunt, few—very few—hit success. The few who hit loaded carefully; the many who missed loaded carelessly. They may have aimed just as straight, but there was not enough powder to carry up. Load up before you aim, but do not try to make a cannon out of a 12-bore shotgun and curse your luck if the gun bursts. Load according to the weight and calibre of your gun. A lower mark well hit is better than a shattered gun and burnt powder. Load up before you aim; but, if you are looking for big game, use a big gun and put in a big load. If you wish to become a great man, load for it, but don't go hunting elephants with a squirrel gun loaded with pigeon shot.

6. **Employees should get the perseverance habit.** "Genius is patience," says Buffon. "Do as I have done—persevere," was the way George Stephenson usually summed up his advice to young men. "Work—spell it in capitals—WORK, WORK all the time," Jack London writes in an article of advice to writers. Perseverance might be termed the glue of success. It is the thing that holds our efforts together and finally solidifies them into success. The man who sticks is the man who succeeds. Because of this quality of sticktoitiveness the Anglo-Saxon races have become the most powerful people of the earth. They have won, not by cleverness and brilliancy of mind, but by pure tenacity of purpose, the bulldog grip of perseverance. I believe what is true of the race is even more true of the individual.

The cheapest thing in the world is fresh air. Perhaps this is the reason why we limit our supply and refuse to have as much of it as we might. Why not work on the principle that windows should remain open excepting when it is absolutely necessary to have them closed through the inclemency of the weather? Invite the sunshine and fresh air into your house, chase out that musty smell, and with it, bad complexions and diseased conditions.

Don a woolen wrap in early spring, and late fall, and if necessary light a fire, but keep the windows open. Then live outside as much as you can; you will be surprised how your doctor bills will decrease, and how much rosier, rounder, and happier you will be.

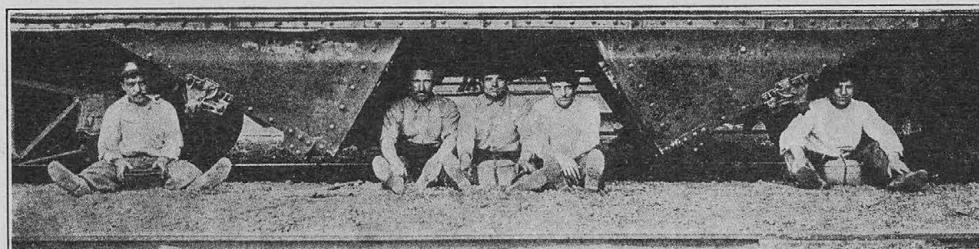
Anyone who has been in Europe remembers with delight the garden dinners, and out-of-door lunches which add immeasurable enjoyment to the life of the European. Such a procedure is just as profitable in this country, as the sky is just as blue, and the sunshine just as invigorating as across the sea. Try it.

—Selected.

Rome was not built in a day. Neither is Safety acquired through one good resolution. Keep everlastingly at it.

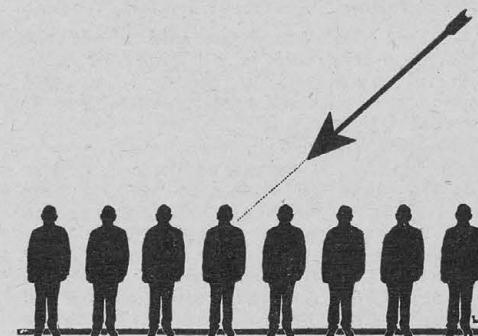
Remember the new man coming into the plant is not familiar with all the dangers around him. Help teach him.

Safety First means a clear mind, a steady hand and quick action in emergencies.



These Men Could Not Have Selected a More Dangerous Place to Eat Their Lunch. One Movement of the Car, and the Result Is Easily Imagined.

Are You the Man?



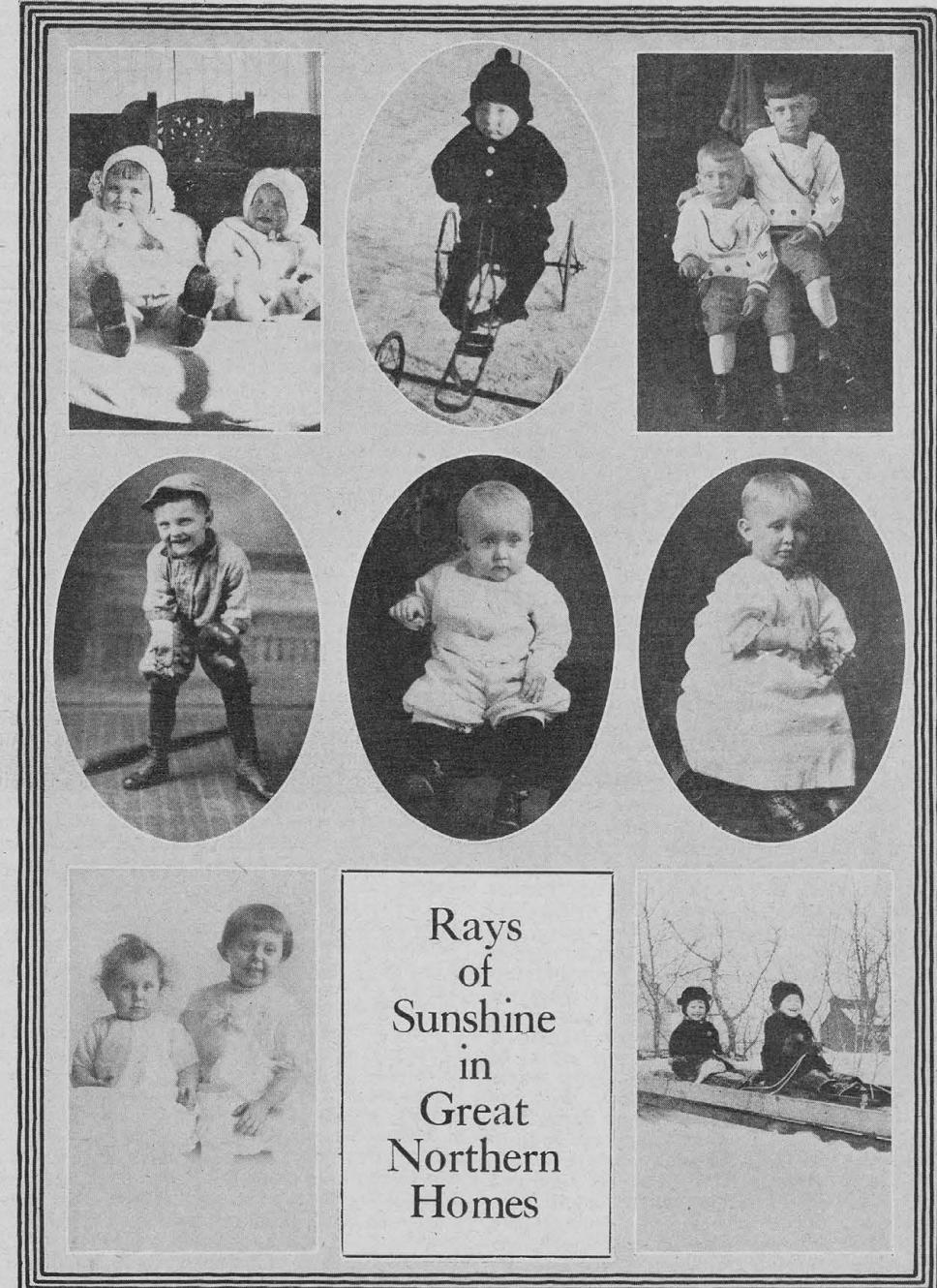
(Drawing Courtesy of Oregon Industrial Board)

One man in every eight (working full time) will be injured during the coming year. Don't you be that man. Watch your step.

THE BUILDING OF THE SHIP

By Henry Wadsworth Longfellow.

Thou, too, sail on, O Ship of State!
Sail on, O Union, strong and great!
Humanity with all its fears,
With all the hopes of future years,
Is hanging breathless on thy fate!
We know what Master laid thy keel,
What workmen wrought thy ribs of steel,
Who made each mast, and sail, and rope,
What anvils rang, what hammers beat,
In what a forge and what a heat
Were shaped the anchors of thy hope!
Fear not each sudden sound and shock,
'Tis of the wave and not the rock;
'Tis but the flapping of the sail,
And not a rent made by the gale!
In spite of rock and tempest's roar,
In spite of false lights on the shore,
Sail on, nor fear to breast the sea!
Our hearts, our hopes, are all with thee,
Our hearts, our hopes, our prayers, our tears,
Our faith triumphant o'er our fears,
Are all with thee—are all with thee!



Rays of Sunshine in Great Northern Homes

Who do these little fairies live with? Their names were not given.

Lafey Ludwig
Grand Forks, N. D.

Mary and Gertrude Nockles
Grand Forks, N. D.

Milo Jerome Moen, Willmar

Robert Jensen, Willmar

Joe and Angiolo Orestirante
St. Paul

Frances Elizabeth Nash
Alhambra, Mont.

Beulah and Kenneth Olson
Beltrami, Minn.



United States Department of Agriculture,
Bureau of Animal Industry—Circ. 152.

A. D. MELVIN, Chief of Bureau.

Directions for the Home Pasturization
of Milk.

By L. A. Rogers, Bacteriologist, Dairy
Division.

Milk delivered in the cities in the summer months frequently contains bacteria in such large numbers that it is not a safe food for children, especially for infants whose food consists entirely of milk. In many cities a special milk can be secured but this is sometimes difficult and always involves additional expense.

Under such circumstances it is advisable to pasteurize all milk consumed by small children. The pasteurization should be done in such a way that disease-producing bacteria as well as those likely to produce intestinal disturbances are destroyed without at the same time injuring the flavor or the nutritive value of the milk. This may be accomplished in the home by the use of a simple improvised outfit.

Milk is most conveniently pasteurized in the bottles in which it is delivered. To do this use a small pail with a perforated false bottom. An inverted pie tin with a few holes punched in it will answer this purpose.

This will raise the bottles from the bottom of the pail, thus allowing a free circulation of water and preventing bumping of the bottles. Punch a hole through the cap of one of the bottles and insert a thermometer. The ordinary floating type of thermometer is likely to be inaccurate, and if possible a good thermometer with the scale etched on the glass should be used.

Set the bottles of milk in the pail and fill the pail with water nearly to the level of the milk. Put the pail on the stove or over a gas flame and heat it until the thermometer in the milk shows not less than 150° nor more than 155° F.

The bottles should then be removed from the water and allowed to stand from twenty to thirty minutes. The temperature will fall slowly, but may be held more uniformly by covering the bottles with a towel. The punctured cap should be replaced with a new one, or the bottle should be covered with an inverted cup.

After the milk has been held as directed it should be cooled as quickly and as much as possible by setting in water. To avoid danger of breaking the bottle by too sudden change of temperature, this water should be warm at first. Replace the warm water

slowly with cold water. After cooling, milk should in all cases be held at the lowest available temperature.

This method may be employed to retard the souring of milk or cream for ordinary uses. It should be remembered, however, that pasteurization does not destroy all bacteria in milk, and after pasteurization it should be kept cold and used as soon as possible. Cream does not rise as rapidly or separate as completely in pasteurized milk as in raw milk.

Approved:
JAMES WILSON,
Secretary of Agriculture.

Washington, D. C., October 6, 1909.

BRAINS

By Don Herold

Brains are superfluous.

Eat three meals a day, and digest them. Don't get in front of a moving street car. Go to bed at a reasonable hour. Work a good deal. Don't start fights. Be fairly good to your folks, but not too good.

These are about all the practical rules that it takes to get along in life, and the rest of what you know is superfluous. If you know anything about Bernard Shaw or Ibsen or Frank Tinney or Mrs. Vernon Castle, or eugenics, it is superfluous.

The spread of brains is appalling. It would be well to shut down all the colleges, right now, before brains have gone any farther. Maybe a national quarantine on brains ought to be enforced. Women's clubs should be shut down. Chautauquas should be discontinued. (No, on second thought, let chautauquas be continued.)

A brain is apt to be a disappointment after it is raised and full grown. It is like a mustache—you think it is going to help out, but it only makes you funny.

Anyone having the least bit of culture should strive tirelessly to conceal it. A person should use his culture scarcely—even in self-defense. Even when other people come around all bristling with intellect, do not let it get a rise out of you.

It is a breach of manners to be intelligent, even if you can.

This problem of brains lies largely with the individual. It hardly does to take your friend around a corner and say, "Look here, Charley, you're too darned smart here lately."

Each individual must stand his own ground, and be ignorant against all odds.

This is getting more and more difficult, but it is worth working for.—Harper's Weekly.

THE THOROUGHBRED

By Dr. Frank Crane

(Copyright, 1917, by Frank Crane)

In one of the plays of this season, "The Very Minute," one of the characters says something to this effect: You go on till you can go no further, you reach the limit of human endurance, and then—you hold on another minute, and that's the minute that counts.

The idea is a good one. That last minute, the other side of the breaking point, is worth thinking about.

It is that which marks the thoroughbred.

There is a something in the hundredth man that bespeaks a finer quality. It is unconquerableness, heroism, stick-to-it-iveness, or whatever you have a mind to call it.

We have a way of attributing this to breeding, after the analogy of horses and dogs; but while there's something in blood I doubt if it is a very trustworthy guaranty of excellence. So many vigorous parents have children that are morally spindling, and so many surprising samples of superiority come from common stock, that heredity is far more dependable.

But the quality exists, no matter how you account for it—a certain toughness of moral fibre, an indestructibility of purpose.

Any mind is over matter, but there are some wills so imperial, so dominant over the body, that they keep it from collapse even after its strength is spent.

We see it physically in the prize fighter who "doesn't know when he is beaten," in the race horse that throws an unexpected dash into the last stretch even after his last ounce of force is gone, in the Spartan soldier who exclaimed, "If I fall, I fight on my knees."

Of all human qualities that have lit up the sombreness of this tragic earth, I count this, of being a thoroughbred, the happiest.

It has saved more souls than penance and punishment, it has rescued more business enterprises than shrewdness, it has won more battles and more games, and altogether felicitously loosed more hard knots in the tangled skein of destiny than any other virtue.

Most people are quitters. They reach the limit. They are familiar with the last straw.

But the hundredth man is a thoroughbred. You cannot corner him. He will not give up. He cannot find the word "fail" in his lexicon. He has never learned to whine.

What shall we do with him? There's nothing to do but to hand him success. It's just as well to deliver him the prize, for he will get it eventually. There's no use trying to drown him for he won't sink.

There's only one creature in the world better than the man who is a thoroughbred. It is the woman who is a thoroughbred.

A woman gets almost as much satisfaction out of a good cry as a man does out of a good laugh.

HE WORRIED ABOUT IT

By Sam Walter Foss.

The sun's heat will give out in ten million years more—

And he worried about it.

It will sure give out then, if it doesn't before—

And he worried about it.

It surely will give out, so the scientists said, In all scientifical books he had read,

And the whole boundless universe then will be dead—

And he worried about it.

And some day the earth will fall into the sun—

And he worried about it.

Just as sure and as straight as if shot from a gun—

And he worried about it.

"When strong gravitation unbuckles her straps,

Just picture," he said, "what a fearful collapse!"

It will come in a few million ages, perhaps."

And he worried about it.

And the earth will become much too small for the race—

And he worried about it.

When we'll pay thirty dollars an inch for pure space—

And he worried about it.

The earth will be crowded so much, without doubt,

That there won't be room for one's tongue to stick out,

Nor room for one's thoughts to wander about—

And he worried about it.

And the Gulf Stream will curve, and New England grow torrid—

And he worried about it.

Than was ever the climate of southernmost Florida—

And he worried about it.

Our ice crop will be knocked into small smithereens,

And crocodiles block up our mowing machines,

And we'll lose our fine crops of potatoes and beans—

And he worried about it.

And in less than ten thousand years, there's no doubt—

And he worried about it.

Our supply of lumber and cod will give out—

And he worried about it.

Just then the ice-age will return cold and raw,

Frozen men will stand stiff with arms outstretched in awe

As if vainly beseeching a general thaw—

And he worried about it.



A short time ago the two daughters of O. P. Hanson, agent at Marysville, Wash., went to the rescue of a little boy who had his foot caught between the plank and rail on the track at Second street, Marysville. They could not get the shoe out and had to unlace it to release the little boy's foot. An engine was switching there at the time and cars were being thrown in on this spur.

This act of bravery on the part of these two children—for that is all they are, Evelyn being ten years of age and Hilda nine—was one of the finest things it has ever been our pleasure to hear of. Instead of becoming panicky and running for help, which might have been too slow in coming, these little girls retained their presence of mind, and when the foot would not come loose along with the shoe they promptly unlaced the shoe and in all likelihood saved the life of the little boy. Too much credit cannot be given for this action. Mr. Hanson has every right to be proud that he is the father of two girls of this kind who did not stop to consider the personal risk they were taking when some one else was in danger.

BRAINLESS EATING

Perhaps the hard necessities of war force us to common sense in the matter of eating.

Certain it is that in no other matter has man made so big a fool of himself, and it appears likely that the race would be better off if it had no sense called taste. At any rate, it is the sense which man has permit-

ted to corrupt himself, physically, mentally and morally.

Many of our social evils, most of our economic weaknesses and about all of our physical ills can be traced back to perverted taste. Charge up against ambition to "live high" fully half of the social and domestic follies and disasters; charge up against the cravings of abnormal and "cultivated" appetites a big part of our economic weakness and silliness; charge up against senseless feeding 90 per cent of the cost of drugs, doctors and hospitals—and you have the bill to render against the fact that we eat with the sense of taste alone, and without exercising our brain faculty.

Man is about the only animal who packs his stomach when he doesn't need food and who makes a specialty of picking out foods that he is least able to assimilate.

When war cuts down all supplies, nations begin to exercise their brains. We are informed that food is eaten to be converted into heat or power, and that certain foods produce, under digestion, certain units of heat, or power, which units are called calories.

But you don't like to be talked at in calories, and you don't like rice rather than potatoes, fish rather than beef, cornmeal rather than nice white, light flour. Taste! Habit! That's all. Good sense, economy, physical progress lie in combating the perverted taste. War actually may make folks eat things that are best for them, and, when you get down to the nubbin of the matter this is really hardship only when the corrupted taste is stronger than the mentality. —St. Paul News.

More advice would be taken if it were not given in a manner leading the recipient to believe that the giver is anxious to get rid of it.

YOUR LITTLE WIFE

Who plans to make your future bright?

Your little wife.

Who cooks to tempt your appetite?

Your little wife.

Who tells her women friends that you Are one grand husband through and through?

Who's the best girl you ever knew?

Your little wife.

Who pats your cheeks when you get home?

Your little wife.

Who smooths the thin hair on your dome?

Your little wife.

Who looks at you, her brown eyes clear, And, snuggling to you, extra near, Says, "This is pay-day, ain't it dear?"

Your little wife.

—Three Partners.

—M. K. & T. Magazine.

No one will deny that we are passing through a great industrial revolution where old things have been swept away, and much has become new.

Individuals are the first to be affected by economic changes; and individuals make up the whole world. Imagine a modern family content to gather around the hearthstone for an evening's entertainment, such as is pictured in Whittier's "Snowbound." Such gatherings are practically unknown in our present organizations. Yet the heart of our social system is the home, and will continue to be so.

Of all the problems man has to solve, one of the most pertinent questions is "To live, what is it?" Most men accede it is to have health, to enjoy pleasures of the senses, such as taste, sight, and sound, to learn to do, and to love, are essentially the aim of man. But man's life is short, and in the storm and stress of it, humanity often loses sight of what is intrinsic value to its wellbeing.

It is at this point that woman's expending life answers the demand laid upon it; that man's leisure may become the expression of higher life. Our homes have ceased to be manufacturing centers as they were fifty years ago, but they are still homes, and the demand placed upon woman in the home is today an intellectual demand rather than an industrial one.

The woman in the home has had no control over the circumstances which have changed her domain from one of industrial importance to that of an unorganized dependency, and compelled its detail to fall into menial drudgery. Circumstances have changed, and woman's attitude must change to meet the new conditions. They must become organized and superintendents of a center of economic consumption.

Housework today does not mean what it meant to our mothers. Then washing dishes, scrubbing floors, and providing raiment claimed the attention, while today the home maker's task is mainly to spend the family income so that the maximum moral and physical health be procured, and the greatest mental satisfaction may be gained. Many homes are wrecked, and many lives ruined, because the adjustment to exciting conditions is not faced with the poise and judgment the question demands. For this reason our women must place themselves in a position where they put away the childish consideration of life and recognize the end in view as a sufficient incentive for utmost endeavor to meet the questions placed before them, to renew interest in domestic tasks which have been lost due to changed conditions, and to restore permanency to the shifting sands of civilization.

The old idea of laying up a permanent store, of handing down heirlooms to one's children, and anchoring the family in one place for a generation gives a spirit of union, and an idea of warding off an enemy which our present conditions are apt to wrongfully undervalue.

THE DEAD ENGINE

C. J. Byrne.

Just back of the door, on the play-room floor,
With drivers shining bright,
An engine and train are blocking the main
And the yards are lonely tonight.
For every one of the crew has gone
And left it standing there,
On a long iron track that leads away back
To the round house under a chair.

A laughing boy, a mother's joy,
Has answered his Maker's call.
For he was the crew, the manager, too,
The brakeman, conductor and all.
But never more at the parlor door,
Will he whistle for "Sofa Grove"
As his train sweeps down and into the town
Behind the kitchen stove.

Quiet as a mouse, a lonesome house,
No laughing, noisy boy
To cheer our life, our grief and strife,
To fill our hearts with joy.
Your train is here, but you, my dear,
Our engineer of seven,
Will need no cars up in the stars
The "Great White Way" of Heaven.

ELECTRICITY

"I ran down the steps and caught a trolley car, jumping on the front end. As I stood there by the motorman, a little behind him, I saw a sign over his head, 'Do not talk to the Motorman.' This suggested an interview, and so I said, 'Partner, what is electricity?'

"It's the juice," he said without an instant's hesitation.

"Yes, I know something about electricity," he added. "It's God's best gift to man."

"I thought woman was God's best gift to man," I ventured. "Same thing," he answered. "Electric manifestation, the great mystery; nobody knows what it is; very dangerous if you do not know how to handle it!"

"I get off there at the next corner," I said. The car stopped, within a foot of the crossing, and as I stepped off on 'terra cotta,' I said 'Good-bye, my friend.'

"Good-bye, old man," he said. But he never even looked up at me. He didn't know that I was one of the great literary lights of the world—neither did he care a snap. He was just intent on carrying that car through in perfect safety. He saw everything and nothing; and as the car moved away I said to myself, 'There goes an educated man. HE IS ON TO HIS JOB.'

—ELBERT HUBBARD,
In Electrical Safety Magazine.

WHY SHE KNEW

"Do you know what time your sister's young man left last night?"

"I think it was about one, dad, because when he was going I heard him say: 'Just one! Only one!'"—Pearson's Weekly.



Obituary

Since the last issue of the Employees' Magazine, the following have left their faithful service to the Company to journey to their long rest. "We understand Death for the first time when he puts his hand upon one whom we love."



GEORGE TITUS—

Engineer, Northern Division. Entered the service of the Company October 9, 1906; deceased July 12, 1917.

GEORGE DAVIS—

Conductor, Montana Division. Entered the service of the Company April 12, 1900; deceased September 15, 1917.

WILLIAM B. De RUSH—

Engineer, Spokane Division. Entered the service of the Company August 4, 1902; deceased August 26, 1917.

VINCENT J. McGRATH—

Engineer, Cascade Division. Entered the service of the Company April 26, 1903; deceased June 27, 1917.

GEORGE N. MARTIN—

Engineer, Minot Division. Entered the service of the Company September 1, 1898; deceased August 24, 1917.

FRED S. WETHERBY—

Agent and Operator, Winton. Entered the service of the Company in 1905; deceased May 18, 1917.

ENGBERT J. LOKEN—

Car Foreman, Redland. First entered service of the Company May 18, 1882; deceased September 3, 1917.

CHARLES J. PARSONS—

Janitor, Dale Street Shops. Entered the service January, 1872; pensioned September 16, 1916; deceased September 11, 1917.

JACOB DAFFERT—

Machinist, Dale Street Shops. Entered the service of the Company September, 1881; retired September 16, 1916; deceased September 22, 1917.

JOHN SHAULE—

Machinist, Everett. Entered the service of the Company April, 1887; retired June 13, 1917; deceased September 25, 1917.



YOUR CO-OPERATION IS NECESSARY.
MAKE A SUGGESTION—DO IT NOW.

R. R. B.

This card may be mailed by handing it to the Agent
at any G. N. Ry. Depot.

J. A. COCHRANE,
Superintendent of Safety,
GREAT NORTHERN RAILWAY COMPANY,
ST. PAUL, MINNESOTA.

IT TAKES LESS TIME TO PREVENT AN ACCIDENT THAN TO REPORT ONE.

R. R. B.

If sent by U. S. Mail one cent stamp must
be affixed. It may be sent by R. R. Mail
by handing it to any G. N. Ry. Agent.



Safety and
Courtesy First

G. H. SMITTON
Assistant Traffic Manager
Great Northern Railway
ST. PAUL, MINN.

R. R. B.

If sent by U. S. Mail one cent stamp must
be affixed. It may be sent by R. R. Mail
by handing it to any G. N. Ry. Agent.



Safety and
Courtesy First

C. E. STONE
Passenger Traffic Manager
Great Northern Railway
ST. PAUL, MINN.

Great Northern Railway
Passenger Traffic Manager
ST. PAUL, MINN.

A Suggestion is Requested from Each and Every Employee in the Interest of Safety

191

Dear Sir:

I beg to advise that the following condition exists:

Station _____, Mile Post No. _____, Bridge No. _____, Shop _____

Yours truly,

(Name and Occupation.)

PROSPECTIVE FREIGHT BUSINESS

Name of Consignee or Shipper _____

Address _____ Town. _____ State. _____

Between what point or points will freight move _____

Remarks: Will Consignee or Shipper instruct routing via Great Northern Ry. _____

Employee's name _____

Date. _____

Department _____

N. B. To Employees:—Your co-operation is requested in securing above information so that the business may be secured for this company.

Team Work Wins!

Dear Sir:

I have the following prospective business to report which I hope can be secured for the Great Northern Railway.

Yours truly, _____

Occupation. _____

Name of prospective passenger. _____

Address. _____ Number in party. _____

Proposes going from. _____ to. _____ Date. _____

Remarks: _____

We will gladly send Glacier Park literature or our Zone of Plenty books to any of your friends or acquaintances who you think may be interested in them if you will furnish their names.

191

The Switch Tender

▽ ▽

(Written for The Railroad Man's Magazine)

▽ ▽

A little red shack built close to the track,
With a window in either end;
A little red door and ten feet of floor
And plenty of switches to tend;
A little old man with only one hand
And a little old pipe made of clay,
A little old smile from old "Erin's Isle,"
He's a happy old fellow all day.

In that little shack built close to the track
There are memories of bygone years,
When youth and its prime was all summer-time
Now gone amid sorrow and tears;
When this little man with only one hand
In the days of the old "link and pin,"
While coupling up cars was caught in the bars
And the iron hand of Fate turned him in.

In that little shack turn life's pages back,
When youth to success looked ahead;
Since those balmy days the future's bright rays
Have changed like the hair on his head.
As he sits there tonight in the glare of the light
That shines through the little stove door,
You can easily trace, by the lines on his face,
The gladness and sadness of yore.

When you come along and the switches are wrong
And the lights all around you are red,
Don't shout and abuse, and curse and misuse;
Have respect for that weary gray head.
For this little man with only one hand
May soon pass away from your view,
And the iron hand of Fate may not hesitate
To make a switchtender of you.

—C. J. Byrne.

The American Soldier Speaks:

I wear the uniform. From head to foot my country has marked me. Chosen as fit among millions, dedicated to the service of mankind, I connote the past, I am the present, I hold the future in my hand.



What the fathers builded with blood and sacrifice, with peaceful toil and honest good will, it is for me to maintain. I am the minute-man of today, master of myself and the servant of all. I believe this nation is one of liberty and equality and opportunity, made so by the consecrated devotion not only of great leaders, but of generations of men and women who wrought for the vision without which a people perishes. I believe not only must it be preserved as such, but all the world must come to know that wherever the colors fly, America is.

I know that what I am doing is right. I know it in my father's hand on my shoulder, in the look in my mother's eyes. I know it in the softened speech

of men in street and office, in their warm handclasp and frank caress, revealing the depth of the brotherhood that passes all family ties. I know it in the strained voices of friends and in their sudden tears that spring at sight of that which I wear —the uniform of the Republic.

Life is very sweet and hate is far away. I bear no man ill will. But, as I know there are things in this world that count more than ease—duty and honor and the rights of men—I gladly serve as I am called. What is life that a man should place it above the things that make it lovely? What though a man die before his time, if he may leave a deathless heritage to the land he loves?

Where I go, I go willingly. Though I never come back, I can say that. For I know that ever in the hearts of my own folk, of my friends and of my countrymen my memory will be green. They will rear for me a monument of remembrance that shall be more precious than gold and more lasting than granite. Children will cherish my name, and hand it down with pride and thankfulness as that of one who played a man's part in the Great War. I am ready.

—Selected.

October 20, 1919.

Mr. Walter C. Weiss,
Capt. Inf. USA, Executive Officer,
Office of Chief of Staff, War Department,
Education and Recreation Branch,
Washington, D. C.

My dear Sir:

Your letter dated October 15th containing a list of all Minnesotans who were engaged in work with the Commission on Training Camp Activities has been received and filed. We have also received the pamphlets sent under separate cover.

Please accept our thanks for the prompt attention given this matter and for the help and information you have given us.

Very truly yours,

FFH*MW

Secretary.

WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF
WASHINGTON
Education and Recreation Branch.

October 15, 1919.

Mr. Franklin F. Holbrook,
Minnesota War Records Commission,
St. Paul, Minnesota.

My dear Sir:

In compliance with the request contained in your letter of October 6th addressed to Major Foote, we take pleasure in forwarding you under separate cover a set of pamphlets which we believe will give you the information you desire regarding the work of the former Commission on Training Camp Activities. The functions of that Commission were taken over on September 15, 1919 by the War Plans Division of the General Staff.

Below is given a list of Minnesotans who were engaged in work with the Commission on Training Camp Activities during the war:

Mrs. Grace Chase,
Chisholm.
L. W. Feezer,
c/o Minnesota Social Hygiene Co., (1153 Igglehart)
St. Paul.
M. J. Gibbons,
1193 Como Boulevard,
St. Paul.
Tom Gibbons,
(Appointed from Minnesota. C.T.C.A. 998 Dayton ?
files show only his Maryland address).
Johnny Salvator,
University of St. Paul. 2363 Long Ave. ?
Dennis R. Scanlon,
2218 University Ave., St. Paul. 1276 Dayton ?
M. E. Weisenberger,
Hennetin.

Very truly yours,

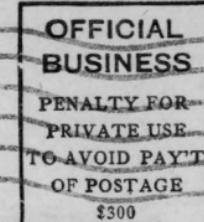
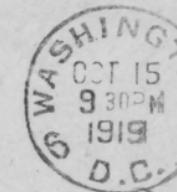
Walter C. Weiss

WALTER C WEISS
Capt Inf USA
Executive Officer
Camp Activities Section

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WAR COLLEGE DIVISION

WASHINGTON

1800 Virginia Ave



Mr Franklin F. Holbrook
Minnesota War Records Commission
St Paul
Minneapolis
Minn

AGENTS

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILROAD
DULUTH, SOUTH SHORE & ATLANTIC RAILROAD
MINERAL RANGE RAILROAD
LAKE SUPERIOR TERMINAL & TRANSFER RAILROAD
COPPER RANGE RAILROAD MACKINAC TRANSPORTATION CO.

APRIL, 1919

\$00
SINE

KEEP POSTED
(VALUABLE INFORMATION INSIDE)

AND THEY
THOUGHT WE
COULDN'T
FIGHT

VICTORY LIBERTY LOAN

Belgred, D.	Section Foreman	Dvorak, Emil.	Warehouseman	Liedke, Albert.	Blacksmith Helper
Brill, B. J.	Brakeman	Engan, Gillman	Fireman	Meidle, Joe.	Machinist Helper
Boyle, C. H.	Train Dispatcher	Fisher, Laurence	Operator	Meyer, G. R.	Brakeman
Carberry, Myron.	Machinist Apprentice	Kidder, H. P.	Cf. Sorting Mach. Opr.	Nelson, Frank.	Cashier
Cassette, Edward.	Fireman	Larson, G. J.	Brakeman	Scobie, Thomas	Clerk
Dreif, Albert.	Boilermaker Helper				

HAVE MADE THE SUPREME SACRIFICE

THE FOLLOWING

Have returned from the War their Prewar Positions or better (up to April 1st, 1919)

Assistant Federal Auditor's Office.

Name Position Held

Chapman, J. R. Chief Clerk

Pring, G. W. Special Accountant

Anderson, C. E. Clerk

Wagner, J. F. Clerk

Holton, C. F. Bookkeeper

Updugrove, T. J. Pay Roll Clerk

Leffingwell, Lowell. Pay Roll Clerk

Stock, P. J. Pay Roll Clerk

Assistant Auditor's Office.

Leffingwell, Lowell. Claim Checker

Ahlbom, A. H. Clerk

Dieglo, Walter. Clerk

Klaesges, W. J. Clerk

Miller, W. H. Clerk

Simon, Audry. Clerk

Wold, H. P. Clerk

Ticket Auditor's Office.

Williams, H. J. Clerk

Peterson, Lawrence. Clerk

Purchasing Department.

Coleman, L. F. Clerk

Hubrig, Carl. Multigraph Operator

General Freight Department.

Altland, Lee. Clerk

McAndrew, J. T. Clerk

Chief Special Agent's Department.

Webb, D. L. S. Special Agent

Thompson, L. D. Watchman

Sandgren, R. T. Stenographer

Chief Engineer's Office.

Flaherty, A. J. Clerk

Foster, E. E. Instrumentman

Hanson, Nestor. Clerk

Holmgren, R. G. Chairman

Kelly, W. F. Assistant Engineer

Mail Traffic Department.

Friedman, J. Mail Clerk

Miller, W. W. Mail Clerk

Legal Department.

Erdall, A. C. Law Clerk

Stebbins, L. H. Stenographer

General Passenger Department.

Gehrey, J. P. Tray. Pass. Agent.

Swanson, H. J. Clerk

Commissary Department.

Arthur, Gus. Dining Car Waiter

Guzey, Andrew. Clerk

Johnson, S. F. Timekeeper

Morch, Earl. Dining Car Cook

Quigley, Chas. Sleeping Car Porter

Mechanical Department.

Bastian, George. Painter

Benzanson, Ralph. Fireman

Birmingham, R. J. Fireman

Brandt, E. W. Fireman

Brasch, John. Fireman

Brennan, O. T. Fireman

Bryant, W. R. Car Man

Butcher, Frank. Fireman

Campbell, A. M. Mach. Helper

Castle, Ralph. Fireman

Crowley, E. L. Fireman

Dishno, Aug. Fireman

Dovick, Edward. Fireman

Driscoll, Ray. Fireman

Ducket, Fred. Fireman

Dupius, E. J. Fireman

Eberhardt, W. C. Engineer

Ends, Harry. Machinist

Engle, Sigvard. Fireman

Fiegel, P. L. Fireman

Festl, Angelo. Engine Inspector

Fireman

Fierek, J. N. Fireman

Frederickson, O. W. Blacksmith Helper

Freund, E. Fireman

Francis, J. M. Fireman

Frankle, C. P. Painter Helper

Gram, B. F. Car Man

Hagner, John. Car Man

Haidvogl, Leonard. Fireman

Hallin, E. H. Fireman

Halverson, Henry. Fireman

Harden, R. J. Fireman

Hausler, J. J. Fireman

Hayes, T. P. Fireman

Johnson, A. A. Fireman

Kakaskas, Roy. Fireman

Keapock, Pat. Fireman

Keeney, W. J. Fireman

Kennedy, Henry. Fireman

Lang, Arthur. Boiler Maker

Section Foreman

Brakeman

Train Dispatcher

Machinist Apprentice

Fireman

Boilermaker Helper

Engan, Gillman

Special Accountant

Clerk

Bookkeeper

Pay Roll Clerk

Pay Roll Clerk

Dvorak, Emil.

Mechanic

Fireman

Operator

Cf. Sorting Mach. Opr.

Brakeman

Liedke, Albert.

Warehouseman

Match. Helper

Brakeman

Lee, H. E.

Warehouseman

Fireman

Car Man

Long, Harry.

Fireman

Lemense, Fred.

Warehouseman

Car Man

Maddy, Gaylord.

Fireman

Manowski, Walter.

Warehouseman

Welder

Fireman

McLean, George.

Warehouseman

Car Man

Miller, J. D.

Fireman

Mlejnek, J. J.

Warehouseman

Car Man

Murphy, Raymond.

Fireman

Nahm, Herbert.

Warehouseman

Fireman

Air Man

Stenographer

O'Connor, Gordon.

Warehouseman

Fireman

Pasqual, John.

Warehouseman

Car Repairer

Car Inspector

Peterson, W. J.

Warehouseman

Car Man

Peterson, William.

Fireman

Phillips, John.

Warehouseman

Car Man

Puls, Richard.

Fireman

Rathen, W. A.

Warehouseman

Fireman

Regner, R. T.

Warehouseman

Fireman

Reed, F. E.

Warehouseman

Fireman

Sacket, H. W.

Warehouseman

Fireman

Shedd, C. P.

Warehouseman

Fireman

Smith, Alfred.

Warehouseman

Fireman

Trotz, Fred.

Warehouseman

Fireman

Wold, Ole.

Warehouseman

Fireman

Zinnecker, A. A.

Warehouseman

Fireman

Zorn, Willis.

Warehouseman

Fireman

Switchman

Warehouseman

Match. Helper

Liedke, Albert.

Warehouseman

Match. Helper

Brakeman



price? Is America going to quibble about expenditures or is it going to set about finishing the job with gratefulness and joy?

The money that was spent scaring Germany to death is the money we must raise by selling Government securities in 1919.

WHERE AMERICA FOUND HERSELF

So, with the fighting stopped, we of America took an inventory. We found:

1. The war had cost us \$21,000,000,000, of which \$8,000,000,000 is owing to us and is drawing interest from our allies. This is compared to war costs for Great Britain of \$37,100,000,000, and for France of \$27,000,000,000.

2. Our own battle deaths were only 50,000 as compared to 1,385,000 for France, 800,000 for England, 460,000 for Italy, 102,000 for Belgium and 1,00,000 for Russia.

3. With all our ready money spent, our expenses were running \$2,000,000,000 a month. We had an army of 2,000,000 soldiers in Europe and millions more at home that had to be paid, fed, clothed and transported; we had a great and victorious navy to support; we had ships to build; we had immense contracts to adjust, and we had a moral obligation to continue to aid our allies until their homeless, starving peoples could again become self-supporting. In short, we had to keep our promises, do our share in the re-construction or re-adjustment of our own and the world's affairs. The best of figuring by the Treasury Department indicated that for the first half of 1919 the necessary Government expenditures would amount to practically \$10,500,000,000, only a portion of which could be realized from taxation.

4. We found that the United States had been changed over night, as it were, from a "debtor" to a "creditor" nation. Before the war we went to Europe for money to finance our great projects. In 1914, Europeans owned about \$6,000,000,000 worth of American securities. These were bought back and in 1919 America holds about \$9,000,000,000 of European paper. We are truly "out in the world to stay because we cannot get our possessions home." Our position in the financial world is reversed. We cannot borrow money from Europe. There isn't any to borrow. We cannot even collect the money Europe owes us, and we do not want to because the immediate payment of this money would so unbalance trade and so raise the exchange rates that we would be forced out of the competitive markets of the world.

OUR PRESENT DUTY

What, then, must we do?

FIRST. We must accumulate enough money in America to finance America and take over the other duties of a leading "creditor nation," among which

BUY A BOND

In the years to come you will wish you were a Liberty Bond holder. The Liberty Bonds will not be so easy to get or so low in price then, and there is no time like the present to buy Liberty Bonds.

BUY A BOND

Hold fast to that which is good. Don't sell or trade your Liberty Bonds unless imperative necessity requires you to.



are the producing and transporting of merchandise and the re-investing in foreign securities.

SECOND. We must, as a people, practice thrift, spend wisely, save and buy Government securities.

To get the money necessary to finish the job and to insure prosperity for the nation, the officials of the Treasury Department have adopted a three-fold plan which calls for:

A. A nation-wide campaign of education in thrift, carried on through War Savings Societies, in which Americanism, saving and investing will be effectively taught and practiced.

B. The sale of practically \$2,000,000,000 worth of War Savings Stamps, a tangible result of thrift practised.

C. The sale of probably \$6,000,000,000 worth of securities during the Victory Liberty Loan drive in April.

SOME ARMY FACTS

An army corps is 60,000 men.
An infantry division is 19,000.
An infantry brigade is 7,000 men.
A regiment of infantry is 3,000 men.
A battalion is 1,000 men.
A company is 250 men.
A platoon is 60 men.
A corporal's squad is 11 men.
A field battery has 195 men.
A firing squad is 20 men.
A supply train has 283 men.

A machine gun battalion has 296 men.
An engineers' regiment has 1,098 men.

An ambulance company has 66 men.

A field hospital has 55 men.

A medicine detachment has 13 men.

A major general heads the field army and also each army corps.

A brigadier general heads each infantry brigade.

A colonel heads each regiment.

A lieutenant-colonel is next in rank below colonel.

A major heads a battalion.

A captain heads a company.

A lieutenant heads a platoon.

A sergeant is next below a lieutenant.

A corporal is a squad officer.

IMMIGRANTS THAT MAY NOT ENTER CANADA

An Order-in-Council was passed by the Dominion Government on March 14th prohibiting the entry into Canada of immigrants of German, Austro-Hungarian, Bulgarian or Turkish race or nationality except with the permission of the Minister of Immigration and Colonization. This Order, however, is not intended to debar from Canada one or other of the races or peoples mentioned who have acquired citizenship in an allied or neutral country.

THE NEW PASSENGER TARIFFS

EFFECTIVE MARCH 15th

At this time a few remarks concerning the features attaching to the passenger tariff revision effective March 15th should be of interest to all Agents and Conductors.

(1) **New Index of Tariffs.** You have just been supplied with Index of Tariffs No. 21, an up-to-date list of effective Tariffs, Circulars, etc., which should be on file at your station or in the hands of conductors, as shown therein.

It will be noted that the Index numbers appearing opposite tariffs listed are in a good many cases changed. This was made necessary by the radical change in style of tariffs adopted in the March 15th tariff revision as against the old system of passengers fare tariff. To illustrate: We now have 18 Local Passenger Tariffs naming the fares between stations on that number of conductors' runs or divisions and 3 Interdivision Tariffs where formerly fares were contained in 7 State Tariffs and 3 Interdivision Tariffs.

Old Index No.	New Index No.	DESCRIPTION OF TARIFF
58	62	West. Pass. Bureau No. 28-1 (Special Cars and Trains)
58-A	58	Circular No. 3312-19 (Special Baggage Cars)
60	47	Circular No. 3219-18 (Commutation Fares)
61	48	Circular No. 3222-18 (Furloughed Soldiers, etc.)
65	49	Circular No. 2581-13 (Extension of Limit account illness, etc.)

Change the Index numbers on tariffs as per above and with the use of Index of Tariffs No. 21, arrange to get your binder in shape at once. DO NOT WAIT for a traveling representative to do it for you.

(2) **Local Passenger Tariffs.** With a few exceptions, agents are interested in and have on file only one Local Passenger Tariff naming the fares from his station to all other stations on the division or conductors' run—for example—Cameron, Wis., station uses Local Passenger Tariff No. 59 which furnishes fares to all stations on the conductors' run Minneapolis to Pembine, including Reserve and Ridgeland branches.

(3) **Interdivision Tariffs.** Local Interdivision Tariffs must be used to obtain the fare from station on one division to stations on another division or conductors' run—for example—Agent at Cameron, Wis., in the sale of an Interdivision ticket to a point East of Pembine, South or North of Ladysmith, etc. would find the proper fare applying to such ticket or a basis for constructing same, in Interdivision Tariff No. E-7 (Index No. 21.)

Some stations are so situated as to be shown in two or more Local Tariffs—for example:

Buffalo, Minn., and other stations between St. Paul and Glenwood are on the line of two conductors' runs (St. Paul-Enderlin and St. Paul-Emerson). They are accordingly shown with detail fares to all stations on those lines, and such agents are only obliged to use the Interdivision Tariff W-6 (Index No. 22) when selling tickets to points West of Enderlin, Hankinson, Thief River Falls, etc.

(4) **Foreign Line Basing Tariffs.** Agents will find a list of Foreign Line terminal basing tariffs in the Index of Tariffs under Index numbers. If such tariffs are not shown as being on file at your station according to the Index of Tariffs, the foreign line tariffs you might have on file should be returned to General Passenger Department bearing impression of your office dater or stamp.

(5) **Conductors Tariffs.** It has come to our notice that few, if any, of our conductors are making any effort to keep their passenger tariffs and Circulars in shape. Invariably, when you receive a new tariff or Circular of instructions, it cancels an old issue which should be removed from your file and sent in to the General Passenger Department. Your file should be kept up-to-date by checking it frequently against the current Index of Tariffs which shows on page 26 a list of the tariffs which should be in your possession.

OF INTEREST TO SOO LINE EMPLOYEES

\$OO
DINE

TICKETING PASSENGERS THROUGH TO DESTINATION

We find that a good many agents are making no effort to sell through interline tickets to passengers destined to points beyond our terminals. The sale of through tickets is not only an accommodation to the passenger but is desirable for a number of other reasons. When you ticket an interline passenger through to his destination and check his baggage through—

You **satisfy** the passenger by saving him the inconvenience of repurchasing ticket and rechecking baggage at a congested terminal or junction point—

You **reduce** the **cost** in some cases by the application of a through fare which is lower than the combination of fares to and from junction points—

You **reduce** the work at the terminals or junction points.

We make a liberal distribution of District Passenger Tariffs, such as the CHICAGO and ST. PAUL Rate Sheets and Foreign Line terminal basing tariffs, enabling agents to construct such through fares. **MAKE USE OF THEM! DON'T PASS THE BUCK!**

If you haven't a through ticket, use an exchange order Form S. T. Ex. 1 or if there is time secure the through ticket and fare from General Passenger Department.

HONORING GOVERNMENT TRANSPORTATION REQUESTS AND STATE ORDERS FOR SLEEPING AND PARLOR CAR ACCOMMODATIONS

Effective April 1, 1919, the practice of issuing sleeping and parlor car tickets in exchange for Government transportation requests and State orders calling for accommodations to be furnished by sleeping and parlor car lines will be discontinued, and in lieu thereof the following will apply:

The transportation requests may be presented to ticket agents and the accommodations called for by the requests when available will be reserved.

The ticket agent will indicate on the request, in space provided for showing the form and number of ticket, the specific space to be furnished, that is, berth or seat number, car number, train time, and, unless shown on request, the name of the initial road, proper notation to be made by the ticket agent on his office diagram, and the request returned to the holder for surrender to conductor.

If, after reservation has been made, trip is abandoned, the ticket agent should be notified so that the space can be released, it will be permissible, if the request is returned to the ticket agent before departure of the train, for him to erase the reservation from the diagram and from request and new reservation, if desired, made.

All transportation requests must be lifted by the initial sleeping or parlor car conductor, and transfer tickets issued where necessary.

BUY A BOND

We are enjoying victory now; think of what, if we were defeated, we would be willing to give for victory, and make your subscription to the Fifth Loan accordingly.

TICKETING TO ESCANABA "CITY" and to VALLEY CITY "CITY"

It will be noted that March 15th tariffs do not provide any fares to or from Valley City "City" or Escanaba "City". Heretofore we have sold tickets which protected passengers into the city at Escanaba and Valley City by use of a check which was honored by the electric line. We are no longer in a position to sell such tickets and passengers will have to make their own arrangements between Valley City station and the city also between Gladstone and Escanaba when using Trains No. 7 and No. 8 to or from Gladstone.

CANCELLATION OF OPTIONAL ROUTES

On March 15th we cancelled all Optional Route arrangements. Tickets reading over this line will now be honored only over the **direct line** except where ticket bears an endorsement indicating that the higher fare for an indirect route has been collected.

USE OF STOPOVER CHECKS TO INDICATE STOPOVERS

While stopovers are no longer allowed on one-way tickets or local round-trip tickets, stopovers are **permitted** on All Year Tourist tickets, on application to Conductor. In such cases conductors will use pasters, with which they are supplied, to indicate the point at which stopover is made.

COLLECTION OF WAR TAX APRIL 1st.

Circular No. 3350-19 contains revised arrangements governing collection of War Tax on Passenger Traffic. Briefly the changes are—

(a) On **sleeping and parlor car collections** the War Tax has been reduced to 8%.

(b) On passenger fares and also baggage collections the tax is only chargeable where the fare or amount collected is **43 cents** or more. No tax on amounts under 43 cents.

CONDUCTORS TARIFF SUPPLIES

All tariffs, circulars, etc., issued by this Department for the use of conductors are now supplied through the Division Superintendents. The current index of passenger tariffs shows on page 26 list of tariffs to be used by conductors. Any conductor not receiving all the tariffs charged to him should immediately take up with his division superintendent for copies of the missing ones.

W. R. CALLAWAY, General Passenger Agent.

TICKET DATERS

Ticket dater unless frequently cleaned do not give a clear impression. Remove the brass die and clean with pin or stiff brush using gasoline or benzine. When a new ribbon is required order it from the stationer. A clean, legible impression on tickets is absolutely necessary.

BUY A BOND

The problems of peace require solution and call upon your loyalty as did the problems of winning the war.

OF INTEREST TO SOO LINE EMPLOYEES

\$OO
DINE

CONVENTIONS 1919

JUNE	
Lutheran Conference of the Eilson Synod.	Minneapolis 5-9
Lutheran Free Church of America.	11-18
Delta Gamma Sorority.	24-30
National Federation Remedial Loan Association.	..
Tri-State Country Grain Shippers Association.	25-27
Minnesota Trap Shooting Tourney.	26-28
Shriners.	Indianapolis 10-12
Rotary Clubs.	Salt Lake City 8-10

AUGUST	
National Association of Chiropractors.	Minneapolis 5-6-7

SEPTEMBER	
Knight Templars.	Philadelphia ..
Grand Lodge of Herman Sisters.	Minneapolis ..
Norwegian Danish Press Association.	..

OCTOBER	
Northern Minnesota Conference of the M. E. Church.	Minneapolis ..
Northern Congress of the Salvation Army.	..

NO DATE GIVEN	
Minnesota Funeral Directors Association.	Minneapolis ..
Motion Picture Exhibitors Association of the Northwest.	..

AGENTS, CONDUCTORS AND BAGGAGEMEN

The following is a list of forms, other than tickets and baggage checks, furnished by the General Passenger and Baggage Departments.

GENERAL PASSENGER DEPARTMENT	FOR AGENTS
Form	Description
1474	Request for sleeping car space.
1550	Sleeping car diagram—12 section standard.
1552	Sleeping car diagram—Tourist.
†-1554	Sleeping car diagram—Winnipeg Compartment Car.
†-1555	Sleeping car diagram—Vancouver Compartment Car.
§-1562	Parlor Car diagram—Duluth line.
1571	Ticket Envelope—Small.
1587	Advise of Passengers Ticketed.
†-1589	Parlor Car diagram—Trains Nos. 5 and 6.
	†-St. Paul and Minneapolis only.
	§-St. Paul, Minneapolis, Duluth and Superior only.
	†-Agents having space on trains Nos. 5 and 6.

BUY A BOND

We backed our faith in our nation's cause and our nation's fighting men; let us back our faith in the establishment of the principles and purposes of the nation.

FOR CONDUCTORS

- 1569 Sleeping car Tally Envelope.
1591 Warning to Passengers.

GENERAL BAGGAGE DEPARTMENT FOR AGENTS

- 1511 (Old 891) Baggage Forwarding Sheet.
1512 (Old 892) Baggage Forwarding Sheet Envelope.
1514 (Old 894) Lost Article Tag.
1515 (Old 895) Company Material Tag.
1524 (Old 907) Unclaimed Baggage Record Tag.
1525 (Old 908) Storage Label.

FOR BAGGAGEMEN

- 1523 (Old 906) Bonded Baggage Tag.
1527 (Old 912) In Bond Paster (size 3x5).

FOR CONDUCTORS

- 1514 (Old 894) Lost Article Tag.

REQUISITIONS FOR TICKETS

We are receiving a great many "Rush" requisitions for tickets from agents and conductors. Invariably these requests are accompanied by the information that their supply is nearly exhausted.

Attention is directed to paragraphs 27 and 28 page 5, Book of Instructions No. 4. You are expected to keep on hand at least a thirty day supply of tickets. All requisitions should be made promptly on the first of each month and to include a sufficient number to carry you for thirty days. Do not wait until you are down to the last ticket, but systematically check your stock on the first day of the month.

It is also noted that some agents are ordering single tickets for passengers when they have the proper form on hand. Study carefully your chart of forms and when you have request for an Inter-line ticket, make sure that you do not have the ticket before ordering from this office.

If your tariffs do not contain the fare and you have no means of figuring it, apply to this office and it will be promptly given you. In such cases when proper form of ticket is not on hand, exchange order will usually serve the purpose. By following this course agents will be enabled to ticket passengers who apply only a short time before they are ready to leave and there is not sufficient time to send to this office for tickets.

W. R. CALLAWAY,
General Passenger Agent.

RECALLED TICKETS

All obsolete forms and expired interline tickets have been recalled (See Circular No. 3346-10). In some cases this will leave a station without the proper coupon forms and your stock should be checked immediately and necessary tickets ordered. All stations should be supplied with exchange orders Form S. T. Ex. 1.

BUY A BOND

What is peace to you? You were willing to give anything you had to bring victory to our soldiers; then support the Fifth Liberty Loan to bring the boys back home.

OF INTEREST TO SOO LINE EMPLOYEES



TRAIN ANNOUNCEMENTS—ADVICE TO PASSENGERS AND PUBLIC

To all Agents, Conductors and Passenger Representatives:

The following order has been issued by the U. S. Railroad Administration.

1. Whenever passenger train service is disarranged, the station master or station agent will inform the public by posting in a conspicuous place at the station (or otherwise, where posting of notice is not practicable) and by announcement to passengers when purchasing tickets, the probable length of time of interruption, and when it is expected that service will be restored.

2. (a) When unusual or serious delay occurs to a passenger train the conductor shall notify the passengers, either direct or through the agency of trainmen and Pullman employees regarding the cause and the approximate time the train will be delayed, except at night, when, of course, passengers should not be awakened to give them this information.

Or

(b) When unusual or serious delay to a passenger train occurs the conductor will properly instruct trainmen, porters and Pullman employees, so that they may intelligently reply to inquiries which may be made by passengers as to the cause and probable extent of the delay.

3. When delays occur at points where it is safe for passengers to get out for exercise, luncheon, etc., they should be given such information as will enable them to take advantage of the opportunity.

4. Special arrangements should be made when, on account of delays to passenger trains having no dining cars, passengers would otherwise be materially inconvenienced.

POLK COUNTY LIMITED (TRAIN NO. 60)

LEAVES

*MINNEAPOLIS..... 4.10 P. M.
ST. PAUL..... 5.00 P. M.

ARRIVES

DANBURY..... 8.45 P. M.

*Local Depot 5th Ave. North and 2nd St.

NEW TIME TABLES AT TICKET OFFICES.

TO AGENTS

We keep on hand folders of all roads, also descriptive matter of all Summer, Fishing and Hunting Resorts, and when you have call for any of this matter—if you cannot supply—please make requisition on form 861, or take party's name and we will supply direct.

BUY A BOND

We bought the bonds of our nation at war with a great military power. Surely we can buy the bonds of our great nation victorious and at peace.

THE PUBLIC BE SERVED

A railroad's business is to sell service, the BEST SERVICE, and not part of the time but ALL of the time. One hundred percent efficiency is a high mark at which to aim, but it is not unattainable if everyone makes the best effort of which he is capable. If there is any particular in which this Company is not doing its best for its patrons we want to hear of it as quickly as possible. Every employee no matter in what branch of the service notices matters or has them brought to his attention, which if corrected or at least improved would help us gain a few points toward the coveted one hundred percent. It is impossible for our travelers to cover all our lines as often as they would like but YOU are meeting the public EVERY DAY, you are in the front line and the passenger who has a suggestion to make usually does not take the trouble to report it to us, usually YOU are the one to whom the information is given, "Pass it along to us." Cultivate our patrons and get their viewpoint. Find out if the train service is meeting with approval, if our equipment is all that could be desired, are our employees handling passenger traffic in a manner above criticism. The public MUST be served. Keep this motto in mind and write us fully.

W. R. CALLAWAY,
General Passenger Agent.

NEW CIRCULARS

Issued by the
GENERAL PASSENGER AND BAGGAGE DEPARTMENTS

All interested are urged to read carefully the following circulars.

AGENTS AND CONDUCTORS

Circular No. Subject
†3343-19 New Passenger Tariffs, effective March 15, 1919.
§3351-19 Honoring Government orders for sleeping car accommodations.
†3352-19 Checking Tariff Binders.
3354-19 Lost Government Transportation Requests

AGENTS ONLY

3346-19 Recalling obsolete tickets.
3356-19 Trains on which reduced fare tickets will not be honored.

BAGGAGEMAN

3339-19 Fire Prevention—Protection of Baggage and Express cars.
3347-19 Articles received without checks or bills

ALL AGENTS, CONDUCTORS, BAGGAGEMEN AND PORTERS

3349-19 War Tax Circular.
3350-19 War Tax Circular.

†Also of interest to Station Baggagemen.
§Sleeping car conductors and porters are also affected.

BUY A BOND

Our work was only partly done when we financed the fighting; we must now finance peace with the Fifth Liberty Loan.

OF INTEREST TO SOO LINE EMPLOYEES



TICKETING CHINESE

Bond Requirement in Connection With Chinese Aliens

TO AGENTS AND CONDUCTORS:

The United States Railroad Administration has issued the following rules in connection with Chinese aliens passing through the United States.

"Rule 17 of the Department of Labor governing the admission of Chinese aliens, subdivision 3, paragraph (b), requires bond from some responsible person or the carrier whose through ticket such alien holds in the penal sum of \$500 conditioned upon continuous transit through, and actual departure from, the United States.

An arrangement has been effected between the Director General of Railroads and the Department of Labor under which all carriers under Federal control are relieved from the necessity of furnishing such bond upon the following understanding:

(1) In the transportation of Chinese aliens on carriers under Federal control through such part of the United States as may be necessary in order to continue a journey to a destination outside the United States, the treaties, laws, and regulations of the Bureau of Immigration of the United States Department of Labor relating thereto shall be strictly complied with.

(2) Chinese aliens applying for transit through the United States shall by continuous transit actually depart from the United States via the proper port as soon as the departure may be made in accordance with the ordinary and available modes of rapid travel and within twenty days immediately following the date the privilege in each particular instance is granted and within thirty days immediately following such date either the Chinese alien or the *carrier whose through ticket he holds shall present to the United States Immigration Officer in charge at the proper port satisfactory evidence of the actual departure from the United States in accordance with the above.

(3) If any Chinese alien escapes while in transit through the United States the facts shall be fully developed and report made to the Director General of Railroads.

(4) Where it appears that any official or employee directly or indirectly furthered or permitted the escape of such Chinese alien he shall be held personally accountable and will be subjected to such disciplinary measures as the facts in each particular case may warrant."

Conductors and agents must use every reasonable precaution to see that Chinese so ticketed make passage through the United States by continuous trip as outlined above. They should be informed as to the conditions under which they are permitted to travel through the United States and warned that they are not permitted to stop over enroute beyond the time necessary to make connections where change of trains is necessary.

Attention is especially directed to paragraphs 3 and 4 of the Administration rules and all employees interested in such movements will be held strictly accountable for any failure to properly carry them out.

This must not be construed as changing in any way the rules for handling Chinese passengers ticketed to Vancouver, B. C. when enroute to the Orient as covered by rules 56 and 57, page 10, and rule 97, page 17, of our Book of Instruction No. 4.

W. R. CALLAWAY,
General Passenger Agent.

*Soo Line conductors must escort Chinese to proper Immigration Officer at post of exit from the United States.

OPENING and CLOSING DATES OF NATIONAL PARKS

United States

The following opening and closing dates of National Parks have been fixed for the season of 1919:

Crater Lake	July 1 to September 30.
General Grant	May 24 to Oct. 10.
Glacier	June 15 to September 15.
Grand Canyon	Open all year round.
Hawaii	Open all year round.
Hot Springs	Open all year round.
Mesa Verde	May 1 to October 31.
Mount Rainier	June 15 to September 15.
Rocky Mountain	May 1 to November 1.
Sequoia	May 24 to October 10.
Wind Cave	June 1 to September 30.
Yellowstone	June 20 to September 15.
Yosemite	Open all year round.

The Petrified Forest National Monument is open all the year round. Zion Canyon National Monument will be open May 15th to November 1st. No special opening dates have been fixed for the other national monuments as travel to these reservations is unrestricted.

Canada

CANADIAN NATIONAL PARKS

Banff, Alta.	May 15 to September 30.
Glacier, B. C.	July 1 to August 31.
Lake Louise, Alta.	June 1 to September 30.
Emerald Lake, B. C.	July 1 to September 15.

Opening of Navigation

The Detroit and Cleveland Navigation Co. announces the opening of Navigation between Detroit and Cleveland. Overnight service leaving each point at 10:45 P. M.

The Great Lakes Transit Co. announce 1919 service the first sailing from Duluth being June 28 and last sailing September 19.

STATION GARDENS IN 1919.

NOW is the time to make our plans for the STATION FLOWER GARDENS. We have not had much time to think about the pleasures of life during the past year but the boys are coming home by the thousands every week. Let us, as a part of our welcome, brighten up their surroundings. Flower seeds and potted plants will be furnished as follows. Make your requisition conservative please, as the supply is limited.

Potted Plants
Begonias
Geraniums
Salvia
Coleus
Zinnias
Blue Ageratum
English Daisy
Phlox
Cosmos
Arctotis Daisy
Snapdragons
Feverfew
Outdoor Carnations
Petunia
Cannas

Lawn Grass Seed
ONE LB.
of
LAWN GRASS
SEED
will seed a plot
30 ft.
SQUARE

Flower Seeds
Antirrhinum
Alyssum
Aster
Balsam
Candytuft
Cucumber
Morning Glory
Mignonette
Poppy
Petunia
Pansy (Giant and Mixed)
Nasturtiums (Tall and Dwarf)
Sweet Peas

TRAINS 5 and 6

(CHICAGO DIVISION)

WILL BE RESUMED MONDAY

MAY 5th

Running As Before Between

**CHICAGO,
CHIPPEWA FALLS
AND
EAU CLAIRE**

SCHEDULE WILL BE ANNOUNCED
SHORTLY.

ADVANCE ANNOUNCEMENT SUMMER EXCURSION FARES

TO

**CANADIAN NATIONAL
PARKS**

From	To	Banff, Alta.	Lake Louise, Alta.	Field, B. C.	Glacier, B. C.
Chicago		\$70.50	\$72.50	\$73.50	\$78.00
St. Paul and Minneapolis		54.50	56.50	57.50	62.00

Route: Via Portal or Emerson and Can. Pac. Ry.
Dates of Sale June 1st to Sept. 30, 1919.
Final Limit October 31, 1919.



THE RIGHT AND WRONG WAY OF HANDLING TRUCKS.



A truck out of repair may mean a broken leg



Play safe. Keep your truck in good condition



When "the other fellow" is to blame



The truck handle should be hooked up



Don't push your truck- it's dangerous



Pull your truck and avoid accidents



An empty truck left too near the train



A careful expressman avoids accidents

(Courtesy The Express Messenger)



The New Employee

¶ Do you remember when you were a new employee? Perhaps it was not so long ago. Every workman was a new employee once. Didn't everything seem strange to you at that time—the plant—the machinery—the men? Perhaps there was one man in the Department who greeted you with a smile and occasionally gave you a "tip" on how to do your work more easily. At noon this same man told you how to "check out," and showed you the best place to eat your lunch. And at night he showed you the best way to the street.

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

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

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

(Courtesy of Corn Products Refining Co.)

OF INTEREST TO SOO LINE EMPLOYEES

ADDRESS BY MR. AISHTON

Mr. President and gentlemen of the Railway Fire Protection Association—that is a very difficult title to get but it is a good deal like being introduced as the Regional Director of the Northwest Region of the United States Railroad Administration. You, generally have to think long before you utter the words.

I am glad, indeed, to welcome you to Chicago; I don't know whether the Mayor has welcomed you, Mr. President, or anybody else, but I will. I think it is very fitting for you to have your meeting here in Chicago, as it is a great center, as you know, of every thing in this country. (Applause) It is next to Washington.

It is also peculiarly fitting to have your meeting in Chicago, in a city which has the proud distinction of having the biggest fire that ever occurred in the world. I think, no doubt, that if you gentlemen instead of having had five annual meetings, had commenced your meetings back in '68 or '69, you doubtless would have had a set of rules that would have prevented "milking a cow" after nine o'clock at night, and that you would have required the placing of some sort of apparatus on that cows tail to prevent turning over an oil lamp; you would have a set of rules that would have prohibited the placing of an oil lamp within three feet of her, and something that would have prevented the kicking over of Mrs. O'Laery's lamp and the burning of Chicago. I think it is a great misfortune that you gentlemen did not commence your work earlier. (Applause).

I have listened during the short time that I have been here with a great deal of interest to the address of my friend Mr. Wannamaker on The Handling of Acetylene Welding Outfits. I could tell you a tale that would harrow your souls. We had—I say "we"—I used to be associated with a railroad before I lost my job, and we thought we had pretty good appliances on our property, at least they told me they were all right, but one morning a report was received that the main shops of the road were on fire. There was invested only twenty-five million dollars in that property. I immediately got busy to find out what caused the trouble. We lost about eighty thousand dollars. Coming right down to Mr. Wannamaker's talk when anybody takes up with me the subject of Oxy-Acetylene Equipment, I talk very wisely about it, but to be frank with you, I really don't know a thing about it, although I am aware it is dangerous. Of course, after being burned out, we adopted the most stringent preventions, and I think we spent about one hundred thousand dollars, to guard against another eighty thousand dollar fire. Gentlemen, I wonder how many railroads have profited by the experience of this one road. Now, I hope the railroads in this country will read Mr. Wannamakers report and act on it. Judging from the reception given Mr.

BUY A BOND

Our soldiers fought hardest in the last few hours of the war and are still in arms. We cannot quit them now.

BUY A BOND

Liberty Bonds are a perfect investment as good as gold dollars and drawing interest; don't trade them for other securities without careful investigation. Ask your banker's advice.

OF INTEREST TO SOO LINE EMPLOYEES

Mr McAdoo, Director General, indicated in his telegram, he is very much interested in your work, and I know that the Regional Directors and their assistants are very much interested also, and we will do everything we can to help you. There may be propositions coming up where you may think that you ought to put in an expensive water system or something of that kind, and the financial conditions or something else may make it impossible for us to authorize such an improvement right away. But just keep at us all the time about that kind of thing and let us know what you are up against and I assure you we will work just as hard on this matter of fire protection as we would on the matter of improving bridges or anything else.

Gentlemen, I thank you. (Applause).

WATER BARRELS

Agents and other employees in charge of Soo Line properties should see to it now that water barrels are properly installed on station platform equipped with pails and covers. Care should be taken that barrels are filled at all times. Two barrels are furnished for each depot platform. This equipment is furnished for each station on the Soo Line and involves quite an item of expense, but a single fire prevented will go far to put the balance on the credit side.

The value of water barrels and pails as a protection against the spread of fire is recognized very generally by those who have the care of property under their charge; this is pointed out in regularly prepared statistics showing their serviceableness where installed and kept in proper condition for use when needed.

The first few minutes after the start of a fire usually determines its extent. It is, therefore, quite essential, especially in the protection of railroad property, that this simple means of extinguishing fires be kept in readiness always for extinguishment of fires when they start. Water barrels are only useful when they are filled, within easy reach and near at hand.

HE SHOWED BRAINS AT THAT

Wild and disheveled, watery of eye, and trembling of limb, he burst into the dentist's consulting room and addressed the molar merchant in gasping tones:

"Do you give gas here?"

"Yes," replied the dentist.

"Does it put a man to sleep?"

"Of course."

"You could break his jaw or black his eye without him feeling it?"

"My dear sir, of course. "I—"

"It lasts about half a minute, doesn't it?"

"Yes."

With a wild whoop of joy and relief the excited man threw off his coat and waistcoat.

"Now," he yelled, as he tugged at his shirt, "get your gas engine ready. I want you to pull a porous plaster off my back."

BUY A BOND

We may speak of the Fifth Liberty Loan as a peace loan or a victory loan, but in a sense it is a memorial loan to our soldiers who died on the field of battle.

BUY A BOND

We must turn our machinery of destruction into machinery of construction. We must play a great part in rebuilding Europe.

D. S. S. & A., MINERAL RANGE

NAVY DEPARTMENT MEMORANDUM REQUESTS FOR TRANSPORTATION TO ALL AGENTS:

Mr. P. S. Eustis, Chairman, Western Passenger Traffic Committee, Chicago, Ill., issued under date of March 4th, 1919, his Circular No. 77, reading as follows:

"Under conditions in effect prior to 1918, in certain parts of the Western Territory, Recruiting Officers had arrangements with the carriers for honoring memorandum requests for transportation issued by Postmasters and by Petty Officers in charge of Recruiting parties or sub-stations; such memorandum requests being later presented to the regular Recruiting Officer and exchanged for regular form of Navy Department transportation request.

The practice of handling recruits on memorandum requests through Postmasters, was discontinued by order of the Bureau of Navigation, Navy Department, during 1917, because of the complications and correspondence which results in tracing and exchanging memorandum requests.

No official action was taken by the Bureau of Navigation as to the plan of handling Recruits on memorandum requests issued by Petty Officers, but that is open to the same objections which lie against the method of handling such requests through Postmasters.

Since the resumption of recruiting for the Navy, efforts have been made by Recruiting Officers in certain Navy Districts to re-instate both plans, but after full consideration, this Committee reached a conclusion that it was unwise, under existing conditions, for carriers in Western Territory, to make any arrangements for honoring anything for transportation, except regular transportation requests, and all carriers who have raised the question with this Committee, have been so advised.

In order that no complications may arise, and that all may be fully advised, this Circular is issued with request that all carriers in Western territory, refrain from re-instating any such arrangements, and issue instructions to their Agents, that memorandum requests should not be honored for transportation, and that tickets should only be issued on presentation of official Navy Department transportation requests."

The above is promulgated for your information and guidance, and you will be governed accordingly, declining to honor for transportation anything but the official Navy Department Transportation Requests.

JAMES MANEY,
General Passenger Agent.

BUY A BOND

The most substantial heritage you can give your children is Liberty Bonds.

THE FOLLOWING IS REPRODUCED AS A REMINDER

Circular No. 32-19.

Duluth, Minn., February 1, 1919

D. S. S. & A. R. R. Local Tickets and Baggage Checks to be used in Connection with Local Travel Between Points on the Mineral Range R. R. North of Houghton. D. S. S. & A. R. R. Local Tickets and Baggage Checks to be used for Travel to Destinations North of Houghton on the Mineral Range R. R. and Vice Versa. The Use of D. S. S. & A. R. R. Coupon Forms Reading VIA HOUGHTON, as well as Mineral Range R. R. Local Tickets North of Houghton to be Discontinued.

Effective February 1st, 1919

To Agents D. S. S. & A. R. R. and Mineral Range R. R.:

Immediately upon receipt of this circular, you will please discontinue the use of D. S. S. & A. R. R. forms of coupon tickets reading "via Houghton" at present used in connection with business from D. S. S. & A. R. R. Stations to Mineral Range R. R. Stations North of Houghton and vice versa.

Commencing February 1st, 1919, you will be governed by the following:

D. S. S. & A. R. R. Agents in selling tickets to destinations on the Mineral Range R. R. north of Houghton will use D. S. S. & A. R. R. card tickets (whenever they have them) and book tickets.

Mineral Range R. R. Agents north of Houghton in selling to points on the D. S. S. & A. R. R. will use D. S. S. & A. R. R. card tickets (whenever they have them), book tickets and baggage checks.

Mineral Range R. R. Agents north of Houghton in selling between points on the Mineral Range R. R. north of Houghton will use D. S. S. & A. R. R. book tickets, and baggage checks, etc.

D. S. S. & A. R. R. coupon forms reading via Houghton will be recalled. Mineral Range R. R. local tickets in use north of Houghton, as well as baggage checks, will also be recalled.

The sale of tickets to and from points on the South Range extension of the Mineral Range R. R. will be continued as at present, using the present forms of tickets.

Current tariffs are to be used. The changes outlined above in connection with ticket forms does not involve any changes in tariffs.

Govern yourself accordingly.

JAMES MANEY
General Passenger Agent.

BUY A BOND

The men who will win tomorrow are the Children who have Liberty Bonds today.

& COPPER RANGE RAILROADS

EXCLUSIVE OCCUPANCY OF DRAWING ROOMS, COMPARTMENTS AND SECTIONS BY HOLDERS OF FREE TRANSPORTATION

To Agents, Train and Sleeping Car Conductors:

You will be governed by the following in honoring free transportation where passengers desire exclusive occupancy of drawing rooms, compartments or sections in sleeping cars:

A sleeping or parlor car pass will be honored to the extent of the accommodations therein provided, without payment of any additional transportation charge, provided free railroad transportation is also presented. Passenger desiring accommodations in excess of those specified in sleeping or parlor car pass will be required to pay additional number of adult fares, as shown below:

When Passenger Holds	Section	SEAT SERVICE			
		Com- part- ment or Drawing Room; Berth Service	Drawing Room in Parlor Car	Com- part- ment in Sleep- ing Car	Drawing Room in Sleep- ing Car
Fares	Fares	Fares	Fares	Fares	Fares
A railroad pass but not a sleeping car pass, or holds a railroad pass AND A SLEEPING CAR pass for berth collect...		One-half	One	Two	Two
A railroad pass and a sleeping car pass for section Collect...			One-half	One and One-half	One and One-half
A railroad pass and a sleeping car pass for compartment or drawing room...					
A sleeping car pass but not a railroad pass, collect...		One and One-half	Two	Three	Three

Two or more persons; Berth Service

Where two or more persons holding free railroad transportation travel together, they may exclusively occupy a section, compartment or drawing room for berth service with the payment of any additional railroad transportation.

BUY A BOND

The Fifth Liberty Loan is to fulfill our responsibility to our soldiers and sailors, bringing some back home and maintaining others abroad.

Two or more persons; Seat Service

For the exclusive occupancy of drawing-room or compartment in sleeping or parlor car for seat service by passengers not holding drawing room or compartment passes, additional railroad fares will be collected in accordance with current tariffs.

Examples: For the exclusive occupancy of drawing-room or compartment for seat service, two or more persons holding railroad passes will be required to pay the following additional adult railroad fares according to the extent of sleeping car passes held.

Drawing Room	Compart- ment
One	One
One	One
No Charge	No Charge
One-half	One-half
No Charge	No Charge
No Charge	No Charge
One	One
No Charge	No Charge

JAMES MANEY,
General Passenger Agent.

Duluth, Minn., March 19, 1919
CIRCULAR No. 73-19.

TRANSPORTATION OF BLIND PERSONS

To Agents and Conductors:

To relieve any impression or misunderstanding that blind persons must travel with an escort you are instructed that blind persons may travel without an escort and station and train employees are cautioned to assist blind travelers in every way possible to insure their safety.

Govern yourself accordingly
JAMES MANEY,
General Passenger Agent.

BRITISH COLUMBIA COAST STEAMSHIP SERVICE

TO AGENTS:

The Canadian Pacific Railway advise that service has been resumed on the Vancouver, Powell River, Rivers Inlet, Ocean Falls Route. Steamer Beatrice will leave Vancouver at Midnight Thursdays.

Resume sale of tickets and checking of baggage via above route.

JAMES MANEY,
General Passenger Agent.

BUY A BOND
Mobilizing an army of millions is an expensive process; demobilizing such an army is also expensive.

D.S.S.&A., Mineral Range & Copper Range Railroads

A REMINDER IMPORTANCE OF BETTER DISTRIBUTION OF TIME TABLE FOLDERS

To All Agents:

The Director General of Railroads advises that there is a serious shortage of time table folders, particularly those of foreign lines' issue, in many of the ticket offices throughout the country, resulting in considerable inconvenience to the public, as well as the lodging of numerous complaints with the Administration.

Some time ago instructions were issued by this Department regarding supplies of folders of foreign lines' issue at the various stations, and you submitted a statement showing the number of folders of each line's issue that would be required for periods of thirty days each for four months. As far as we know you made requisition for a sufficient number to meet all requirements, and furthermore, that you have been receiving promptly the number of folders of each line's issue that you asked for. However, it is our desire to ascertain whether or not the folder supply is ample, and I will thank you to reply to the questions enumerated below:

Are you asking for all the folders you need?
Are you receiving them with reasonable promptness?

Is the supply that you are receiving ample to take care of all applications made by the traveling public?

Ticket Agents are expected to anticipate probable demands for time table folders and not wait until stock is exhausted before requesting a new supply. Please understand that you should make application for whatever number you think is necessary to meet the demands. You need good supplies of folders of the prominent lines, then again, in making your requisitions you have to a certain extent to be governed by the seasons, for example: in the Spring you would keep in mind time table folders required for Summer Tourist travel, then again, in the Fall you would have to keep in mind time table folders involved in Winter Tourist travel, etc.

Will thank you to go into this situation very thoroughly and then let me hear from you in reply to the various questions outlined above.

JAMES MANEY, General Passenger Agent.

OBSERVATION-CAFE CARS ATTACHED TO TRAINS 1 AND 2 ARE NOW RUNNING BETWEEN CALUMET AND MACKINAW CITY

To All Agents and Conductors:

The Observation-Cafe cars attached to Trains 1 and 2 are now running between Calumet and Mackinaw City, they no longer being set out at Houghton. This cancels Circular No. 331-18 of December 5th, 1919.

JAMES MANEY,
General Passenger Agent

BUY A BOND

Our army and navy protected our lives, our liberties, our fortunes and our rights. We must bring our men back home and must see that their work was not in vain.

C. M. & St. P. R. R. Train No. 2 Will be Held at Champion not to Exceed Fifteen Minutes Whenever Necessary in Order To Make Connection with D. S. S. & A. R. R. Train No. 1.

To Agents East of Champion,

And Train Conductors East of Marquette:

Mr. Geo. B. Haynes, General Passenger Agent, C. M. & St. P. R. R., Chicago Ill., advises that effective at once their train No. 2 will be held at Champion not to exceed fifteen (15) minutes whenever necessary in order to make connection with D. S. S. & A. R. R. Train No. 1 from Mackinaw City and intermediate stations.

This arrangement is made to protect the connection for passengers for Republic and points south thereof, in the event that D. S. S. & A. R. R. No. 1 is not to exceed two hours and fifteen minutes late at Champion.

The Agents at Marquette, Negaunee and Ishpeming, as well as the Conductor of Train No. 1 east of Marquette, should notify the Operating Department whenever they have passengers for the C. M. & St. P. (This to be done only when it is necessary for that line to hold train). The Operating Department will in turn, notify the C. M. & St. P. at Champion.

JAMES MANEY
General Passenger Agent.

BEAR IN MIND THE IMPORTANT CHANGE IN WAR REVENUE TAX LAW

Effective April 1, 1919

Tax on Observation-Cafe car seats and sleeping car accommodations reduced from 10% to 8%.

No tax on Railroad tickets where the fare is less than 43 cents.

See Circular containing full information and instructions.

GO THROUGH VERY CAREFULLY THE

New Local Interdivision and Joint Passenger Tariffs, effective March 15th.

Baggage Tariff (No. 25-1) effective February 1st.

Special Car and Train Tariff (No. 28-1) effective January 1st.

In fact all tariffs and circulars, and thus become thoroughly posted on all fares, rates, rules and regulations.

By so doing, it will enable you to answer all inquiries promptly, and take care of passengers without delay.

It will be a time saver and, at the same time, help yourself to devote time to other important things.

BUY A BOND

The obligations of the United States must be met. The American people must lend in bonds or pay in taxes. An investment in Liberty Bonds of the Fifth Loan is helping pay the price of peace and is an investment in victory.

OF INTEREST TO SOO LINE EMPLOYEES

HINTS TO HAPPINESS

The study of Philosophy, said Socrates, is the studying how to die. I add, that the study of Happiness is the studying how to live; and that he who acquires either possesses both.

Genuine pleasure has this unique trait; the more you get for yourself, the more you provide for others.

Spiritualize your senses; the lowest of them may become first in the kingdom of culture. Sensualize your intellect; only thus can you attain the companionship of those noble brethren, Humanity and Urbanity.

Our happiest moments are those in which we believe we can realize our ideals.

An error that persuades us we are happy is more welcome than a truth which shows us we are not.

Few at any age could say with Fontenelle at ninety-three.—"Had I my life to live again, I should change nothing."

No road is the right one to him who knows not whither he is going.

If you will stand in the rain, why pray the gods to keep you dry?

Joys that are present are alone those that are real.

There is wisdom in the Spanish saying, "The water of your own village is better than the wine of Rome."

Think over this, that Walt Whitman wrote:— Will you seek afar off? You surely come back at last. In things best known to you finding the best, or as good as the best. In folks nearest to you finding the sweetest, strongest, lovingest. Happiness, knowledge, not in another place but in this place, not for another hour but this hour.

The moral lessons of your youth are like our old love letters, carefully preserved, but never read.

The mellowest fruits of life should ripen in its autumn; but if the spring had not its seeding, and the summer its flowers, what harvest can we look for?

Many a man passes his youth in preparing misery for his age, and his age in repairing misconduct in his youth.

It is with health as with money; we wait till our stock is diminishing before we give it careful attention.

BUY A BOND

We have rescued Belgium and northern France from the Germans; we have put the Yankee soldiers in Germany; we have achieved peace. The Fifth Liberty Loan is to complete our work.

THE SONG OF THE GOLFER

I met a sad-eyed golfer,
Who sang his song to me;
"I never make a hole in par,
I'm never trouble free.
The game is torment to my soul,
I curse it like a Turk;
It sore perplexeth me—and yet,
I'd rather golf than work."

"My game is rotten all the time,
I never get a drive;
I'm lucky on a three par hole,
If I get down in five.
I never get a follow-thru,
My swing is mostly jerk;
I hate the game—and yet somehow,
I'd rather golf than work."

"It angers me to dub a shot,
It's torture when I top;
It's punishment to stand and see,
A putt that will not drop.
Consumed with rage I tramp the rough,
And feign a pleasant smirk;
A suffering soul I am—and yet,
I'd rather golf than work."

"I do not play the game for fun,
It is not fun to me;
All that I get upon the links,
Is bitter misery.
I am a victim of despair,
Rage, hate and sorrow lurk,
Within my breast—and yet somehow,
I'd rather golf than work."

IT ISN'T THE TOWN—IT'S YOU

"If you want to live in the kind of a town
Like the kind of a town you like,
You needn't slip your clothes in a grip,
And start on a long, long hike.
You'll only find what you left behind,
For there's nothing that's really new,
It's a knock at yourself when you knock your town
It isn't the town—it's you."

Real towns are not made by men afraid
Lest somebody else gets ahead,
When everyone works and nobody shirks.

You can raise a town from the dead,
And if while you make your personal stake,
Your neighbors can make one, too;
Your town will be what you want to see,
It isn't the town—it's you."

BUY A BOND

Our work is not done until the workers are paid
and returned home. Our soldiers and sailors
gloriously accomplished their work, we civilians are
in duty bound to finish ours. We must make the
Fifth Liberty Loan a success.



General Pershing Compliments Work of the Railway Men

Congratulations Expressed in Letter to Brigadier General Atterbury—The Latter's Reply

France, February 20, 1919.

Brigadier General Wm. W. Atterbury,
Director General of Transportation,
Headquarters, S. O. S., American E. F.

My Dear General Atterbury:

Permit me to take this opportunity of expressing to you, to your officers and soldiers of the Transportation Corps my appreciation of their services to the American Expeditionary Forces.

From its inception in September, 1917, I have watched with the greatest interest the progress you have made. You have been called upon to organize base ports and to operate them in connection with the terminal yards and the necessary road train service connecting these yards; to instruct and assign railway transportation officers at all important stations in France; to erect cars and locomotives; to arrange and perfect details for troop movements and to maintain through all a most varied and difficult liaison service with the French.

All this you have done with a shortage of personnel, equipment, and with facilities that were lacking, due to unavoidable delays in construction.

Please convey to your officers and enlisted men my personal congratulations and appreciation, and that of their comrades of the American Expeditionary Forces for the splendid work they have done.

Each member of the Transportation Corps, whether stationed at a base port or at an advanced railhead, has contributed to the victory of our armies, and I want each man to understand my full appreciation of this.

Sincerely yours,
(Signed) John J. Pershing.
24 February, 1919.

"ITS ALL IN THE STATE OF MIND"

If you think you are beaten, you are
If you think that you dare not, you don't,
If you'd like to win, but you think you can't
It's almost a "cinch" you won't.
If you think you'll lose, you've lost,
For out in the world you find
Success begins with a fellow's will
It's all in the state of mind.

Full many a race is lost
Ere even a step is run
And many a coward fails
Ere even his work's begun.
Think big, and your deeds will grow
Think small, and you'll fall behind,
Think that you can—and you will,
It's all in the state of mind.

General John J. Pershing,
Commander-in-Chief,
American Expeditionary Forces,
General Headquarters, France.

My Dear General Pershing:

It is a pleasure to acknowledge the receipt of your letter of February 20th.

Needless to say, it is highly gratifying to me—as it will be, I am sure, to the officers and soldiers of the Transportation Corps as a whole, each of whom will be furnished a copy of your letter—to note the generous terms in which you speak of the service that has been rendered by the Transportation Corps toward the success of the American Expeditionary Forces.

To know that their Commander-in-Chief is familiar with the work they have done, and gives due credit to the part they have played in helping to win the war, will be to both officers and soldiers full reward for their efforts, and at the same time will stimulate them to maintain during the remainder of their service in France the zeal and energy that uniformly has characterized their performance.

No body of men has worked harder, nor with a keener spirit of intelligence, energy and patriotism, and I am more than proud to have been in charge of such an organization.

Personally and on behalf of the entire Transportation Corps I desire to express to you our grateful appreciation of the tribute that you have paid the Corps.

Yours very sincerely,
(Signed) W. W. Atterbury,
Brigadier General, U. S. A.
(Railway Age.)

If you think you're outclassed, you are
You've got to think high to rise,
You've got to be sure of yourself before
You can ever win a prize.
Life's battles don't always go
To the stronger or faster man,
But soon or late, the man who wins
Is the fellow who thinks he can.

March 31st, 1919

W. C. Ranous,
General Superintendent Soo Line,
Minneapolis, Minn.

I must congratulate you on the crew of No. 16, between Weyerhaeuser and Prentice, W. H. Niles Conductor, Dawson and Caughney, brakemen.

We found them to be a most accommodating crew.

Your very truly,
G. W. ROY,
Highbridge, Wis.



RAILROAD MEN

By T. C. Powell

Director, Division of Capital Expenditures, U. S. Railroad Administration

We hear the phrase, "Railroads operated by the government." The railroads are being operated by railroad men from top to bottom and all the credit and all the blame will be given to railroad men.

When the director general of military railways organized his engineer regiments for service abroad, he hired railroad men, and when he wanted to set men to handle the boats and barges on the canals and rivers of France, he cabled over for expert tow-boat men. These railroad men in France got down to brass tacks and built docks and terminals, operated trains and transported men and ammunition like the loyal and enthusiastic railroad men they were and are.

When Commander Buell told of the work of mounting the big guns that bombarded Metz, he said that the trouble was not to get the railroad men to work, but to get them to take the necessary rest. They started up before the whistle blew in the morning and kept at it at the rate of 16 to 18 hours per day. And so when General Pershing sent in his report to the secretary of war he felt that the formal commendation of the engineer corps was not enough, but made a separate and special reference to their splendid services.

The first civilian in the history of this country to receive the distinguished service medal of the United States was a railroad man—S. M. Felton, president of the Chicago Great Western. That is the record we have before us.

The public will not be deceived, and any departure from the high standard of which we are capable cannot be blamed on "government operation." It will be blamed on us. You cannot fool your neighbors. The neighboring public knows that the men who are operating the railroads today, from the highest to the lowest, are practically the same men, with only a slight change in personnel, who were operating the railroads two years ago, before the war.

A short time ago I saw a picture which wasn't very much of a picture. There was a fence, and a woman looking through the fence, and a small boy on the pavement outside. The woman was calling—"Violet Marie! Come into the house!" The small boy helped out by calling, "Hey, Carrots, your mother wants you!" We may try to fool the public by calling out "Violet Marie"—otherwise "government operation"—but the public will respond, "Hey, Carrots"—otherwise "railroad men."

I like the military phrase "carry on!" Somehow it expresses vigor and continued forceful action, and if it were not stealing army thunder, I would like to adopt it as our motto. Few of those here actually operate the railroads, but all of us enter into the general scheme. The prompt delivery of a letter may be the thing in a day's work.

I never had much sympathy for the man who bet on a horse for "place." If he hasn't the nerve to bet on a horse to win, he is simply playing safe, and if our marines had merely played safe on the St. Mihiel salient, where would their honor and glory be, and what would be the status of the war today?

You have all heard of "The Message to Garcia," the story of Andy Rowan, who, in spite of all obstacles, delivered to General Garcia the message he was charged with. The account written of it has become a classic, but we have as the head of our organization one who in his early business life carried through with the same promptness and effectiveness the errand with which he was charged.

I was told the following story by M. H. Smith, president of the Louisville & Nashville Railroad. At that time it was reported to Mr. Smith that a bill had been prepared for presentation to Congress, giving the Interstate Commerce Commission extended powers, and which bill, as the report reached Mr. Smith, would have been injurious to the prosperity of the railroads. Mr. Smith felt that it was necessary for him to have a copy of the draft of the bill, and he sent for the general counsel of the railroad to find out if he could make the trip from Louisville to Washington immediately and secure this copy. The general counsel could not spare the time as he was engaged on a lawsuit of a pressing nature, but said that perhaps one of the younger men in his office could do the work as well, and he sent this young man in to President Smith. Before that the two had not met except in a casual way. Sufficient to say that the trip was made; a copy of the bill secured and delivered to Mr. Smith even more promptly than he required.

This was an incident in the career of Walker D. Hines, afterwards vice-president of the Louisville & Nashville, general counsel and chairman of the board of the Santa Fe, and now director general of railroads.

With that example before us, we must "carry on" as railroad men and "deliver the goods."

BLOCKED

He was traveling on a branch railroad in the North. After a series of sudden bumps and unexpected stops he became uneasy.

"Look here," he said to the porter, "is this train safe?"

"It sure am," said the porter.

"Well, have they a block system on this road?"

"Block system, sah? We hab de greatest block system in de world. Ten miles back we were blocked by a load of hay, six miles back we were blocked by a mule, just now we were blocked by a cow, and I reckon when we get further souf we'll be blocked by an alligator. Block system, boss? Well, Ah should smile."

WONDERFUL MESSAGE

It was evening and several callers were chatting in the parlor when a patter of little feet was heard at the head of the stairs. Mrs. K. raised her hand for silence. "Hush, the children are going to deliver their good-night message," she said softly. "It always gives me a feeling of reverence to hear them. They are so much nearer the Creator than we are and they speak the love that is in their little hearts never so fully as when the dark has come. Listen!" There was a moment of tense silence. Then—"Mamma," came the message in a shrill whisper, "Willie found a bug."

AN INTERESTING LETTER FROM FRANCE

Feb. 12, 1919, Coblenz, Germany.

Dear Mr. Chandler:

Permit me to introduce myself. I am a Y. M. C. A. worker, and have been over here since August last. You have sold me tickets for some trips in the States, and have kindly advised about many more, so I feel that I owe something.

I shall mail you under separate cover a book on Rhineland, very interesting and thorough from the tourist standpoint. I shall also send you a booklet of cards from Verdun, where I lived up until Christmas. But, if anybody wants to visit Verdun, tell them there are not any accommodations to be had yet. Verdun normally has 50,000 inhabitants. Now there are none. One cannot even buy a post-card. The Y. M. C. A. has put up a number of huts and serves meals as best it can for the Army and Navy sight-seers, who already number from 150 to 200 a day, staying from 1 to 3 days. If anybody travels anywhere along the battlefield it would be advisable to carry a roll-up, for even if a cot could be secured, so can the cooties.

But Verdun is worth the trip from Paris by all means. The Limited leaves Paris about 8:00 A. M., and arrives at Bar-le-Duc about 2:00 P. M. Good hotels at Bar-le-Duc. About 10,000 inhabitants. Hotel Cammercy best. I have lived there two months. Then at 6:00 A. M. the next morning the narrow-gage train leaves for Verdun and intermediate points, about 40 miles. Once in Verdun it is hard to arrange any schedule. Just now it is walk, or nothing. There are no autos or vehicles of any kind for hire, but suppose by summer someone will start a bus to Fort De Vaux, one of the fiercest battle-fields of the War. It was here the Germans lost 300,000 men trying to take Verdun. I was out there twice, and we literally stepped on human bones almost everywhere. The trenches, barbed wire entanglements, and camouflage can never be described. I think this summer will see small change there, but after that they will doubtless fill in the trenches and take the wire down.

Another point which will interest Americans will be the Argonne, which is probably 10 miles northwest of Verdun, and the Mont Jancon No Man's Land, which is almost as bad as Fort De Vaux, also Dead Man's Hill, a little farther away. I have seen them all, but Fort De Vaux is the fiercest.

Souvenirs are already fairly well picked up. The best souvenirs are pictures taken with a camera.

Verdun, itself, is highly interesting with its utter ruin, its under-ground city with its streets and billets for 3000 soldiers, also its semi-subterranean barracks, its high old walls built about the year 1600, and its cathedral now badly shelled.

Paris just now is badly crowded and prices double those of last year so far as hotels are concerned. I would suggest going to the outskirts and getting a room if the stay was as long as a week, nearly everybody can speak fair English by this time.

I would recommend by all means a trip by train to Luxembourg City and down the Rhine as far as

Coblenz if passports can be had. A trip to Europe is not half done if this beautiful trip is left out.

I would advise against carrying much luggage. The French don't like to handle trunks and chances are that a trunk will never keep up, and may even be lost. Carry big hand baggage and that is all.

I like Coblenz very much. It is a city of about 50,000, where everything is more like the States than even England. The people are hard-working and keep their stores open night and day to catch our nickels, which is in contrast to the French, who did not keep open more than about 5 hours a day, and were even discourteous in trade. But the German failing is their everlasting over-confidence and arrogance. They must be kept in their place, and we, the United States Army, are doing that.—leave it to us. Parades and bands and Army M. P. on every corner, and target practice. One hears more good old U. S. spoken on the streets than German. Of course, the 3rd, Army is scattered all over between here and France, and every village and town has its share.

The Germans have very little to eat. They have not had coffee for years, no sugar, no soap, very black bread, very little meat, but plenty of vegetables. As far as clothing goes they are better off, although prices are high. A pair of ladies' high shoes cost about 150 marks. A mark just now is about \$.15. It used to be \$.25. But otherwise prices are more reasonable than both in France or the U. S. Of course, wine is cheap here. I bought a bottle of Mozolle 1915 one time up the river for 1 mark 50 pfenning, or about \$.22 in the States, that would have cost \$1.00 and not as good wine.

Now I must close. I hope I have written something of interest. My next letter shall be more in the way of a travelogue. I hope you will get my booklets. Wishing you a good successful year, I beg to remain

Your friend,
J. A. Fredrickson,
12 Rue d'Aguesseau,
Paris, France.

IN DEAR OLD ENGLAND

A clergyman who was not disinclined toward an occasional glass hired an Irishman to clean out his cellar. He brought out a number of empty whisky bottles, and as he lifted each one looked to see if there was any thing in it.

The clergyman, who was walking on the lawn, noticed him, and said: "They are all dead ones, Mike."

"They are," answered Mike. "But there is one good thing about it, they all had the minister with them when they passed away."—Tit-Bits.

BUY A BOND

The great days of American prosperity and usefulness lie ahead. Buy Bonds and be a partner in the future of America.

CHEMICAL FIRE EXTINGUISHERS IN USE
ON THE SOO LINE

As on every other modern and up to date railroad, the Soo Line has installed on its line of railroad a large number of chemical fire extinguishers. Some of the extinguishers installed many years ago, such as the Harden Hand Grenade, being a bottle containing a fire extinguishing fluid, the Waggoner Buckets, and various powder tube types are now obsolete and have been replaced with modern apparatus. Of this modern apparatus there are three types now in use and which are standard on the Soo Line:

The two and one-half gallon soda and acid type extinguisher, of which the "ALERT" extinguisher is standard, is supplied to all depots, pump houses, coaling plants and wherever found necessary. These extinguishers are effective on incipient fires where water or solutions containing a large percentage of water are effective. They are not effective on electric arcs, apparatus and wiring containing high voltage. This type of extinguisher must be protected from freezing.

The "Arctic" extinguisher installed in passenger coaches and exposed places which are not heated, are of the same size as the Alert above described, but instead of tipping them over this extinguisher is put into operation by punching the plunger on top of extinguisher down which drives a sharp pointed rod into a container containing liquid carbonic acid gas which released is instrumental in expelling the water contained in the extinguisher. This extinguisher is effective on all fires for which the Alert extinguisher above described can be used. The Arctic extinguisher need not be recharged every six months as the Alert but is recharged only when the cartridge containing the carbonic acid gas is leaking or the water in the extinguisher has evaporated.

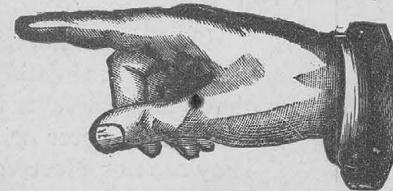
In addition to the above two types of extinguishers but not so numerous there are installed at places where motors, transformers and other electrical apparatus is installed an extinguisher of the "Pyrene" type. This extinguisher is of one quart capacity and contains a tetra chloride fluid which does not freeze.

All of this apparatus costs money which is absolutely wasted if it is not properly in order and hung at convenient places. Every employee on the Soo Line should familiarize himself or herself with these extinguishers and their use. Instructions how to use same were sent out with each extinguisher. If they are not now at hand see that you procure another copy. In a later edition of this magazine a full set of instructions on use of extinguishers will be printed.

LOCK THE SWITCHES

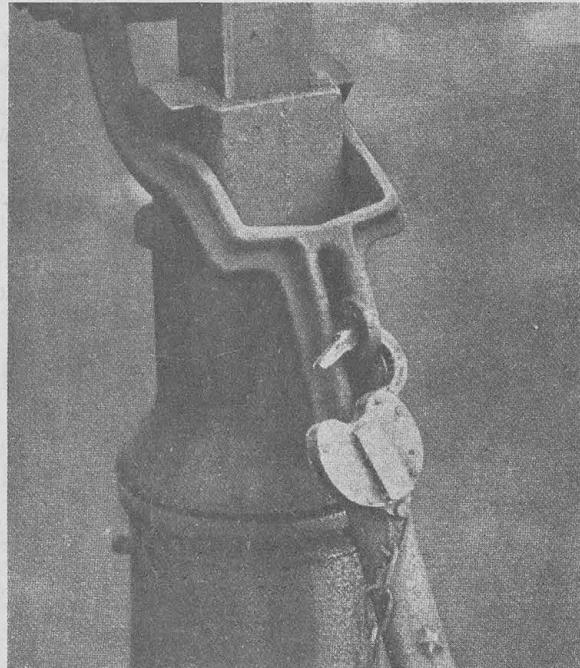


This may
occur
if you
don't.



If children or tramps throw the switch THAT YOU DIDN'T LOCK and an accident results—who is to blame?

Never leave it
this way---

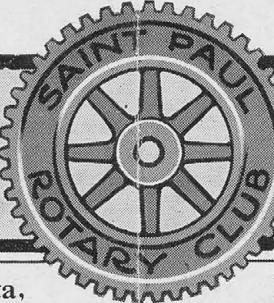


LOCK THE PADLOCK

National Safety Council

Steam Railroad Section

THE HUB



Vol. VI

Saint Paul, Minnesota,

November 16, 1918

No. 2

"He Profits Most Who Serves Best"

WAR RECORDS
COMMISSION

REC'D, AUG 19 1919 FROM

Next Meeting

St. Paul Hotel
Tuesday, Nov. 19

12:15 p. m. Sharp

The new entertainment committee is organized and are full of "pep." Do not fail to be present and make attendance at least 75 per cent.

St. Paul Rotarians in Service

Capt. and Chap. L. R. S. Ferguson—34th Div. Headquarters, Camp Dix, N. J.

Capt. H. W. Terry—116th Engineers—A. E. F., France.

Lieut. M. M. Cochran—Headquarters F. A. R. P., Camp Taylor, Louisville, Ky.

Capt. A. A. Brown—7th Division Engineers, Waco, Texas.

Capt. H. S. Johnson—151st Field Artillery—A. E. F., France.

Lieut. L. P. Ordway—Aviation Service, Dallas, Texas.

Lieut. M. W. Griggs—Aviation Service, Washington, D. C.
Sergeant H. S. Given—313th Supply Train—France.

Sergeant Stanley Ringold—10th Reg. Forest Engineers—A. E. F., France.

Sergeant Byron Webster—Co. 1, Officers' Training Camp, Camp Dodge, Iowa.

W. B. Webster—Camp Dodge, unassigned.

T. A. Phillips, Officers' Training Camp, Camp Zachary Taylor, Ky.



PUBLISHED WEEKLY BY THE ROTARY CLUB OF SAINT PAUL

Vol. VI Saint Paul, Minn., November 16, 1918 No. 2

Editor R. E. LEONARD

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Dr. C. A. Upton..... President T. A. Phillips..... Vice-President
L. H. Ickler..... Treasurer R. E. Leonard..... Secretary
J. G. Johnston..... Sergeant-at-Arms

DIRECTORS

C. F. Lovering W. W. Stephens J. P. Crowley
Club Headquarters—708-9 Metropolitan Building
Trl-State 22614 —TELEPHONES— N. W. Cedar 2028

Hello, Boys!

The lid is off, influenza has joined forces with the Kaiser and both are on the run. Extermination will soon be realized and normal conditions again exist.

The closing order has always been of questionable use in an emergency such as presented itself the past few weeks.

To many it has seemed that isolation of cases and the proper observance of sanitary and hygienic conditions surrounding the individual would have been the most satisfactory method to pursue; but the orders went forth to close many industries and curtail others, including club meetings, etc., and the Rotary Club cheerfully complied with the order. During the time that the embargo was on, however, the writer has lunched frequently in a dining hall containing twice the number of persons, as closely seated as at any Rotary meeting, and for that reason it does not appear that the object and strength of the idea was rightly administered; but it is past now, and belongs to history. We are open again and with the new administration in the harness, let's resolve to attend all meetings in the future and make a new record for attendance.

The new officers will promise you that no effort will be spared by them and that their first name is "Service" and they look to you, and fully expect you, to put your shoulder to the car and help along in any direction you can.

The Rotary Club occupies an enviable position as such in the affairs of the city, and it will be the endeavor of the new officers to sustain its usefulness to the extent of their abilities. To make this success every member will be expected to give his best. We all want the same thing and in "Unity there is Strength," so let's all pull together for the banner year in Rotary in St. Paul.

Developing the Rotary Spirit

A new member of a Rotary Club, to whom International Secretary Perry had written a letter of welcome, wrote in reply a very interesting letter, from which the following paragraphs are excerpts:

"First, I had an idea that the Rotary Club was like any other luncheon club, that it was simply a place to pay your dues and go to when you had a chance, talk if you wanted to or sit still if you wanted to.

"For three weeks after I was elected I neglected to attend a Rotary meeting. I finally found out with specific instructions from one of my fellow Rotarians that it would be absolutely necessary for me to attend meetings if I intended to keep my membership in the Rotary Club. Considering the fact that I was very positive about my desire to keep my membership and considering the fact that they were keeping such a close tab upon me, as to know that I hadn't been there for three meetings, I said to myself, 'This must be some live organization and I had better look it up.' I then proceeded to read your pamphlets and I found myself a member of a real live luncheon club, a real live organization with a purpose, and I am proud to admit that I think those three meetings will be the only three that I will miss in the future, unless by chance I am out of town at that particular time."

His statements reveal one or two interesting points:

First, they show a man's development in Rotary—how the first conception of the organization is changed when one really gets acquainted with the plan of the organization and the method of conducting its meetings.

Second, they show that the club which he joined was negligent in not laying before him, before he joined, the obligations which he would be required to live up to as a Rotarian. While he was changed from a silent member to an active one, there are many others who would drop out of Rotary before they were educated properly in it, unless they understood more about it before they went in.

The obligation rests upon each club to instruct every new member upon the obligations required of him. This should be done before he makes application. Thereby the membership turnover would be greatly reduced. A man should understand *before* he joins what is expected of him, and he will be prepared to meet the requirements.

"The Pulse."

There is only one better man than the man who gets behind and pushes, and that is the man who gets ahead and pulls.

—Mullock.

Pay of Soldiers

The following table shows how much each nation pays its fighting men per annum. For foreign service the United States allows 20 per cent. additional:

	U. S.	Eng.	France	Ger'y
Major-General.....	8,000	6,326	3,648	3,223
Brig.-General.....	6,000	4,866	2,432	2,441
Colonel.....	4,000	2,098	1,744	2,162
Lt.-Colonel.....	3,500	1,509	1,271	2,156
Major.....	3,000	1,421	1,063	1,560
Captain.....	2,400	1,029	676	1,096
1st Lieut.....	2,000	577	486	450
2nd Lieut.....	1,700	466	452	367
Sergeant.....	420	203	83	115
Corporal.....	396	146	31	85
Private.....	360	89	20	38

When Herbert Hoover, Federal Food Administrator for the United States, goes back to Europe to direct the food for the millions released from the pressure of war he will bear a special decoration from Belgium.

Mr. Hoover returned from Europe recently after having gone over to ascertain the war food needs of the Allies. Because of the splendid cooperation of the American people in the matter of food distribution, England, France and Belgium all expressed a wish to bestow upon him, as a representative of the Food Administration, their highest decorations. Mr. Hoover, being a man of extreme modesty, managed with much diplomacy to side-step the decorations of France and England, saying that the voluntary saving of the Americans, of whom he was just one, had made possible the supplies of food sent overseas. But Belgium remembered that two and one-half years when the efforts of Herbert Hoover made possible the securing of food for her starving people in the first years of the war. Belgium insisted upon showing this appreciation in some form. Mr. Hoover finally closed the matter, as he supposed, by saying to King Albert "All I desire is to be known as the friend of the Belgians." Shortly after this he betook himself to London on his way home. Just before sailing what was his surprise to receive from King Albert a document telling him that by special act, the Belgians had created a new order to be known as "The Friend of the Belgians" and Herbert Hoover of the United States was to be the sole owner of the decoration.

We are at this writing having a call from Shorty Williams who is in the city for one day.

He reports that Gunder and his man reached Moose Lake the third day after leaving St. Paul, and are now busy doing their duty as they are called upon.

A. D. Wilson, Federal Food Administrator for Minnesota, urges Minnesotans to remember that peace means added responsibilities for the United States in the matter of food saving.

"Not only do the people who have represented the allied countries need food badly," says Mr. Wilson, "but the recent developments have opened a vast area whose people have been starving and who have been shut away from shipping. In addition to the 120,000,000 Allies with whom America has planned to share its food for the next year, hundreds of millions additional now will be accessible and must be given a place at our table. We have cause for Thanksgiving as never before. It is to be hoped that no real American will let vindictiveness sway him in our hour of victory. If we maintain the ideals upon which we have conducted our part in the war, we will give food to the hungry no matter what his nationality. That is the spirit of the Right for which we have fought."

A Wish for Kaiser Bill

Oh, may that Beast, the Kaiser, float
On open sea in open boat,
In Kara cold, without a coat.

Glory hallelujah!

Without a compass, sail or oar,
A million miles away from shore,
Where mighty waves beat high and roar.

Glory hallelujah!

Sharks rend his boat from stem to stern,
A big whale gulp him down in turn,
And the devil get the whole concern.

Glory hallelujah!

Oh, may that Beast, the Kaiser, dwell
In darkest pits of deepest hell,
And gnash his teeth and groan and yell.

Glory hallelujah!

And 'mid his roars and frantic cries,
Oh, may eternal ashes rise
And blow forever in his eyes.

Glory hallelujah!

In burning brimstone may he be,
While little devils dance in glee;
Then lock the door and lose the key.

Glory hallelujah!

—Bertha A. Sawyer.

The War is Over!

*Let's get together and
work for reconstruction*