



Dawn Mist Falls, Glacier National Park





Seventy-five Cents

Baked Individual Chicken Pie
(Great Northern Style)

Hot Bread and Butter—Coffee, Tea or Milk

Chicken Pie is a specialty with the Great Northern Railway, and is ready to serve in the Dining Car at lunch and dinner on every train every day throughout the year. Made with plenty of chicken (bones omitted), potatoes, thick, rich chicken roux and—here's the secret—Bacon Crisps. Top all with a crown of golden brown flaky crust—baked just right—served red hot.

DO you remember how as a child your mother's pantry had an irresistible appeal to you? How its shelves full of dishes and glasses, its rows of shiny pots and pans, the bread and cake boxes, the extracts and spices, the jars of pickles, relishes and preserves, brought sweet memories of past culinary experiences and delicious anticipation of feasts yet to be evolved from those precious treasures?

Remembering all this, you can readily imagine what, even in later years, your feelings would be could you step into a "pantry" so large it fills an entire building with row upon row of shelves full of attractive tableware and with every necessary ingredient that goes toward making a perfect meal. The Great Northern Commissaries are just such glorified "pantries".

Shining and spotless white, with long aisles of bins full of staple groceries, including everything from sacks of flour to packages of silver polish—shelves stacked with dishes—pots and pans—rooms lined with silverware—chests filled with linens and white jackets—a moist air room for cigars—a refrigerator room for fish—another for meats—one for dairy produce and still another where fresh vegetables in that short period between the garden and the table are kept deliciously fresh.

A stock so complete, a system so perfect, that when a dining car is shunted into place beside the commissary platform every possible thing necessary for the satisfaction of the passengers it is to serve is available and ready—everything of the very best quality and every edible absolutely fresh.

Doubtless it is taking an unfair advantage of your appetite, to picture on a menu this "pantry" so far beyond childhood's fondest vision; nevertheless, if greater appetite is created, you perhaps now realize it will be appeased by the very best that can be provided by the Great Northern Commissary Department.

MENU

DINNER *to the* PRESS

TUESDAY

NOVEMBER 17, 1925

Salted Almonds

Celery

Olives

Olympia Oyster Cocktail

Consomme

Broiled Fresh Mushrooms on Toast

Chicken Pie

Hot Tea Biscuits

Endive Salad—French Dressing

Saltine Crackers

Neapolitan Ice Cream

Fruit Cake

Coffee

Freight Service Improved 50 Per Cent in Five Years

DETAILED facts are given in an editorial in the current issue of the Railway Age showing that the improvement made within the last five years in the freight service rendered by the railways has been so great that in the first half of this year the average ton of freight was each day moved 50 per cent farther than in the first half of 1920.

"It has become generally understood," says the Railway Age, "that commodities loaded in a freight car will now be moved from origin to destination more quickly than ever before; that this means capital is tied up in freight in transit a much shorter time than formerly; and that business concerns generally are taking advantage of this improved service by placing orders for a shorter time ahead and by carrying smaller inventories of all kinds.

"While this improvement in freight service is generally recognized, and the influence it is exercising on business methods and financial conditions is often mentioned, the exact extent of the improvement in service that has occurred and the way in which it has been brought about are not generally understood."

"The best measure of the efficiency with which the railways use cars is the average number of miles moved daily by those in actual use. * * * This average for the first six months of 1920 was 25 miles; 1923, 30.5; 1924, 35.1; 1925, 37.4. It is reasonable to assume that these figures regarding the increases in the average distance moved daily by each freight car actually used in handling traffic represent the average increases in distance that freight was moved daily, and that in consequence the average ton of freight was moved 50 per cent further each day in the first six months of 1925 than in the first six months of 1920."

"This is equivalent to saying that within the last five years the average time consumed in moving shipments of freight from origin to destination has been reduced by one-third. It has been estimated that at present prices the value of the commodities in transit on the railroads at any given time is about \$2,000,000,000. Annual interest at 6 per cent on this amount of capital is \$120,000,000, and a reduction of one-third in the average length of time it is tied up in transit would cause a saving to shippers of \$40,000,000 in interest annually." This is much too conservative. "The average profits made in business in this country exceed, of course, the average current rate of interest on borrowed money, and the true measure of the value to American business of the extent to which freight service has been speeded up is the shortening of the time required to 'turn over' capital and the increase in business profits which it has made possible."

Service of the kind now being rendered has been made possible only through large investments of capital and improvements in the methods of operation. This can be maintained only by keeping the physical development of the railways and the improvement of their operating methods fully abreast of the increase of freight business, a policy that since Mr. James J. Hill's time has been the watchword of the Great Northern Railway.