



Eat Wenatchee Apples

"Good Morning"

CLUB BREAKFAST SERVICE

BAKED WENATCHEE APPLE
GRAPE FRUIT
SLICED BANANAS
SLICED PINEAPPLE
ORANGE—WHOLE, SLICED
WASHINGTON-OREGON PRUNES

OATMEAL
CREAM OF WHEAT
GRAPE NUTS
WHEATIES
SHREDDED WHEAT
WHEAT BRAN

Your choice of one listed Fruit or Cereal and Cream; with Coffee, Tea, Cocoa, Chocolate or Milk and the following combinations:

| No. | Please Order by Number—Write your Selection on Check | Price |
|-----|---|--------|
| 1 | BRAN AND WHEAT MUFFINS, TOAST OR ROLLS | 50c |
| 2 | WHEAT OR BUCKWHEAT CAKES, PURE MAPLE SYRUP | 60c |
| 3 | ONE BOILED OR FRIED EGG, BRAN AND WHEAT MUFFINS, TOAST OR ROLLS | 60c |
| 4 | HAM (1) OR BACON (4), BRAN AND WHEAT MUFFINS, TOAST OR ROLLS | 75c |
| 5 | HAM (1) OR BACON (4) OR SAUSAGE (4) WITH GRIDDLE CAKES | 75c |
| 6 | TWO EGGS TO ORDER, BRAN AND WHEAT MUFFINS, TOAST OR ROLLS | 75c |
| 7 | WHEAT OR BUCKWHEAT CAKES, MAPLE SYRUP, TWO EGGS TO ORDER | 75c |
| 8 | HAM (1) OR BACON (4) AND ONE FRIED EGG, BRAN AND WHEAT MUFFINS, TOAST OR ROLLS | 85c |
| 9 | CORNERED BEEF HASH WITH POACHED EGG, G. N. SPECIAL IN CASSEPOLE OR PORK SAUSAGE (4), BRAN AND WHEAT MUFFINS, TOAST OR ROLLS | 85c |
| 10 | HAM OR JELLY OMELET, BRAN AND WHEAT MUFFINS, TOAST OR ROLLS | 85c |
| 11 | FULL ORDER HAM (2) OR BACON (6) AND EGGS, BRAN AND WHEAT MUFFINS, TOAST OR ROLLS | \$1.00 |
| 12 | TWO LAMB OR PORK CHOPS OR FULL ORDER SAUSAGE (6), BRAN AND WHEAT MUFFINS, TOAST OR ROLLS | \$1.00 |

A service that is courteous and dependable.
Suggestions for betterment invited.

J. A. BLAIR
GENERAL SUPERINTENDENT DINING CARS
ST. PAUL, MINNESOTA

Upon request Steward will furnish mailing envelope for this menu.

To Mothers: Send the baby's bottle to the dining car to be sterilized and filled.



"Say it with Service"



BREAKFAST

FRUITS

WENATCHEE EATING APPLE, 10

- SLICED BANANAS WITH CREAM, 30 SLICED PINEAPPLE, 30
 BAKED WENATCHEE APPLE WITH CREAM, 25
 GRAPE FRUIT (HALF), 20; (WHOLE), 35
 ORANGE (1), 15; SLICED, 20; JUICE (2), 30
 WASHINGTON-OREGON PRUNES WITH CREAM, 25

PRESERVED FRUITS, ETC.

- ORANGE OR GRAPE FRUIT MARMALADE, 25
 STRAWBERRY, RASPBERRY OR LOGANBERRY PRESERVES, 25
 PEACH OR APRICOT PRESERVES, 25 PRESERVED FIGS WITH CREAM, 40
 INDIVIDUAL HONEY, 25

CEREALS

- GRAPE NUTS, SHREDDED WHEAT, WHEATIES, WHEAT BRAN,
 CREAM OF WHEAT OR OATMEAL WITH CREAM, 25

FISH

- FINNAN HADDIE, CREAMED IN CASSEROLE, 70

EGGS AND OMELETS

- EGGS, FRIED, BOILED OR SCRAMBLED (2), 30 POACHED ON TOAST (2), 50
 HAM OR JELLY OMELET, 50 PLAIN OMELET, 40

MEATS

- SIRLOIN STEAK, GRILLED TO ORDER, \$1.25 LAMB CHOPS (2), 75
 BACON AND EGGS, 65 HAM AND EGGS, 65
 PORK CHOPS (2), 75 PORK SAUSAGE, 65
 BACON, PER SLICE, 15

POTATOES

- HASHED BROWN, PAN OR FRENCH FRIED, 20

BREAD, TOAST, ETC.

- DRY OR BUTTERED TOAST, 15 ASSORTED BREAD, 10
 HOT MUFFINS, 10 WHEAT CAKES, PURE MAPLE SYRUP, 25
 FRENCH TOAST, JELLY OR SYRUP, 45 MILK TOAST, 30

BEVERAGES

- COFFEE (POT), 20 TEA OR POSTUM (POT), 20
 INDIVIDUAL BOTTLE MILK, 15 MALTED MILK, 20
 COCOA OR CHOCOLATE (POT), 20

Employees are forbidden to accept or serve verbal orders.

eat Wenatchee Apples

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.