

East Grand Forks

ABSENTEES TO HAVE BALLOT

Absentees Within State may Vote State and National Tickets.

Though the law does not provide for absence from the state, sections 478 to 471 of the revised statutes of Minnesota provide a method for an absentee voter to cast his vote for national and state tickets and any constitutional amendments.

In order to use the privilege, the voter must go before the judges of his home precinct on a registration day and get a certificate affirming his residency within, that he is a legal voter of that precinct. On election day, he is to present the certificate at the precinct where he desires to vote.

When the ballot has been marked, the voter will hand it to the judges of election, who will place it in an envelope and see it registered mail to the auditor of the voter's home county. At the meeting of the canvassing board, the envelope will be opened and the vote counted.

Local railroad men and traveling salesmen making this point, as well as a number who expect to be absent from home election day, are preparing to cast their votes under the provisions of the measure. It will be noted that the absent voter's law does not provide for a vote on the county ticket.

After spending a few days visiting friends and relatives at Staples, Minn., Mrs. L. L. Martin has returned to her home here.

Here From Grandin, N. D. Mrs. Marjorie McDonald, who has been spending a month at the home of her brother, Thomas McCoy, at Grandin, N. D., is visiting her niece, Mrs. William Buckley.

To Mason City, Iowa. Mrs. J. E. Crow, accompanied by her little daughter, will leave today for Mason City, Iowa, where she will visit her mother, Enroute she will stop off at the Twin Cities for a short visit.

Visited Friends. Miss Erva Stewart of Gilby, N. D., visited local friends between trains Saturday.

Visited Parents. Miss Florence Carney returned this morning to Fosston, Minn., where she teaches school, after spending Sunday with her parents here.



Just Received

Pretty Sweetheart Roses for Corsage Bouquets.

Chrysanthemums and Pompoms

Cut Flowers AND Floral Designs

LOVELL

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I Lot of Children's Wash Dresses; all sizes; values to \$1.00. Your choice

69c

I Lot Middies; all sizes; values to \$1.50 choice

98c

Crepe Paper 5c Roll

THE FAIR

Next to Bydal & Bydal East Grand Forks, Minn.

NEW LUTHERAN CHURCH AT BYGLAND DEDICATED

Impressive Ceremonies Accompany Laying of Corner Stone of Hand-some \$12,000 Structure.

Bygländ's new \$12,000 Lutheran church was dedicated yesterday with impressive ceremonies, at which Rev. J. A. Aaker, of Concordia college of Moorhead, presided. A large number of people attended the dedication and laying of the corner stone.

Mr. Aaker was assisted by the pastor, Rev. R. W. Peterson of Fisher. The new church was made necessary by the rapidly increasing membership. It was started in June, and the interior, all that remains unfinished, is expected to be completed by December 1. It is of frame construction, 44 by 44 feet, with full basement, which will be used for Sunday school class meetings, sessions of the Ladies' Aid, for church suppers and other general purposes.

WOMAN FINED \$25 BY JUDGE BLAIR

Charged with drunkenness and disorderly conduct, a woman, giving her name as Mrs. Forstad and claiming to be of this city, was arraigned this morning before Municipal Judge Robert Blair. She pleaded guilty and was fined \$25.

Ladies' Aid Will Meet. The Ladies' Aid society of the Grand Marais church will meet tomorrow afternoon at the home of Mrs. O. H. Thompson, nine miles north of here, where they will proceed to the church and hold their regular meeting.

From Minneapolis. Robert Morrow arrived Saturday evening from Minneapolis for a visit with his son, Richard Morrow.

To Grandin, N. D. Miss Clara McDougald and Lillian Sullivan returned today from Grandin where they spent Sunday with friends.

Mrs. Little Returns. After making an extensive trip through the west, Mrs. Walter Little has returned to her home here.

From Crookston. Mrs. Earl Burkhardt and son, Stephen, of Crookston, were Sunday visitors here.

RUMANIAN FORCE FLEES BEFORE TEUTONS DRIVE

(Continued from Page 1)

valleys. On the western frontier of Moldavia, the Rumanians are fighting stubbornly but success.

Loss Heavily. Sofia, via London, Oct. 23.—The Rumanians have been driven to within six miles of Constantza on the Dobrudja front. It was officially announced yesterday. Eight guns, twenty machine guns and much war material have fallen into the hands of the Bulgarians.

French Gain on Somme. Paris, Oct. 23.—French troops in the Somme region fought their way forward in the neighborhood of Bally Salles, capturing the entire spur No. 128, northwest of the village, it was officially announced.

Entente Repulsed. Berlin, via London, Oct. 23.—The attacks launched by the British and French forces against German positions between Lens and Ranocourt in the Somme region were repulsed yesterday, with sanguinary losses, it is officially announced. On the north bank of the Somme, a tremendous artillery battle continued yesterday.

Teutons Fall. Petrograd, Oct. 23.—(Via London.) The Austro-German forces made a new attack yesterday striking north of Brody, near the Volhynian-Galician border. It was officially announced that the assault was repulsed.

Germans Make Big Gain. London, Oct. 23.—In the face of the continued violent attacks by the Teutons in Dobrudja, from the Danube to the Black Sea, the Rumanians and their Russian allies are still falling back.

The towns of Topral Sari, 14 miles southwest of Constantza and Cobadin, 17 miles southeast of the Danube town of Rachova, have been taken by the combined Austrian, German, Bulgarian and Turkish forces who are declared by Berlin to be in pursuit of their defeated antagonists.

On the Transylvania front hard fighting continues in the mountain passes but with the result in doubt, owing to the conflicting statements of the Berlin, Petrograd and Bucharest war offices. Petrograd says the Rumanians have been forced back in the Buseu valley. Bucharest, however, does not concede this, asserting that counter attacks by the Teutonic allies here were repulsed at the point of the bayonet. It is evident from the official statements that no great changes in position have taken place anywhere along this front but that the Rumanians are fighting tenaciously to hold back the would be invaders of their country.

The battle of the last week along the Narayuvka river in Galicia has resulted in an important victory for the Austro-German forces over the Russians, according to Berlin. Here the Russians after a general attack by the Teutonic allies between Svitlenki and Skomovochy, were driven back, suffering heavy casualties.

Heavy Attacks on French. Twice during Sunday—in the morning and in the afternoon—the Germans launched violent attacks against the positions newly won by the French in the Chaunies wood south of the Somme river in France. Both attacks were repulsed, the Germans suffering heavy casualties, according to Paris.

Berlin in admitting that in Saturday's fighting the British north of the Somme made gains, characterizes the British losses as a "reckless sacrifice of human lives."

Notwithstanding bad weather on the Macedonian front slight additional progress has been made by the entente allies in the Cerbe river region. German troops now are siding their Bulgarian allies in the fighting at the Bend of the Cerbe.

Heavy rain storms and snow falls are impeding the operations in the Austro-Italian theater.

It's a shame what low wages young men receive today with the price of gasoline so high.

With several silver talking machines on the market the good work of making music unpopular in apartments is being furthered greatly.

When ordering false teeth by mail one should specify whether he wishes them form fitting or loose.

HIGH SCHOOL FARM SUCCESS

Summer Session Closes with Fine Record and 30 Will Take Winter Course.

With the marketing of the potato crop the summer work on the Grand Forks demonstration farm of the High School agricultural department has come to a close under the management of Prof. J. H. Schlenvogt.

About 183 students have taken work in the agricultural course since May 1915, and about 30 winter course students are enrolled in the various classes.

During the past two summers the school farm has been built up remarkably in fertility. Where three years ago grain would scarcely grow, amongst weeds and upon an exhausted soil, forty tons of alfalfa, one hundred bushels of potatoes, sixty bushels of wheat, thirty-six tons of corn stover and eighty bushels of Bacon's Improved White corn, were harvested from 20 acres.

A plan for a four-year rotation of a cleaning crop, a nurse crop, and a two-year resting crop has been worked out on the farm.

Twelve weeks are given each summer to the summer practice course. Last summer Mr. Schlenvogt had six boys of this city who arranged the rest of the day two bridges were built, some four hundred concrete posts made and set, twelve gate and corner posts were constructed of concrete, and the new shade tree seedlings were planted, the front of the farm cleared, leveled, graded and enclosed by gates.

Although the agricultural course cannot produce completed graduates in the sixteen months of its existence, several boys have taken much work in the course and are now in practice. Amongst them are: J. D. Bacon, successfully managing his own farm in East Grand Forks, and Sutherland Blair, successful co-operator on the Blair farm at Powell, N. D. Eight rural teachers of the local high school including Helen Young, Esther Thorlakson and Lizzie Heller are showing the training received in the agricultural course in the success of their schools.

The director of the course is formulating plans for further improvements. Next year, he says, a live stock barn and rural project equipped with an open arena for stock judging, Greenhouses and possibly a cottage will be built. The farm needs more trees, shrubs, vines and land-scapes to make it more attractive. Work will be continued next summer. He believes the six acres bordering the eastern extremity of the farm should be purchased and cleared, irrigated and annexed to the farm to complete the improvement of the property.

Commendation is due prominent men of the city who showed an open interest in the course. J. D. Bacon says Mr. Schlenvogt, J. D. Bacon has at all times given his assistance in the loan of machinery, tools, teams and wagons.

The Educational Trust company and the International Harvester company have been ready to send any machines to the farm for any service they might render. The Daocoth Farm has offered its catalog and department. To all these and others Mr. Schlenvogt gives sincere appreciation for their co-operation.

The director has proposed extension work, boy club work and rural project contest work. However, these valuable factors have not been looked upon as justifiable by school authorities and present conditions. It is hoped the co-operation with members of the North Dakota legislature, it is hoped an annual appropriation can be secured with which to promote this work, and make it a permanent feature of domestic science, manual training and agricultural department a possibility.

REGINA TRENCH TAKEN AFTER A TERRIFIC ATTACK

(Continued from Page 1)

requesting that they be allowed to return to build new homes on the ruins of old ones.

Fine Fighting Weather. With the return of fighting weather the British resumed the offensive on a large scale and turned on engines and guns and sent in enough troops to make sure Regina trench was theirs. It was the most important attack for three weeks.

All this month Regina trench has been developing a sinister reputation. It joins the first line fortifications in the neighborhood of Thiepval and anything in that region with comfortable dugouts, the Germans like to build in order to prevent the active fighting from breaking out there for another reason, which a British soldier expressed when he said:

"With winter coming on we feel the need of those deep shelters in which the Germans spent so much time in building."

Reported Severe Times. Parties of the British got possession of portions of Regina trench on several occasions during the week. Germans swarmed in front of their burrow, and repulsed the invaders. Evidently, Regina trench was not to be taken by sapping and mining, but by a direct assault. It was not to be taken until clear weather when the Germans can see what they are doing and turn on a number one artillery curtain fire.

Yesterday morning a set gunner's smile was on the face of the whole army as they arranged their batteries in crystal clear air—literally an artilleryman's heaven. All the gunnery necessary for the job were up and in position ready waiting for such a day as this when the eyes that set for them the observation posts, can tell whether the practice shells they leisurely fire are on the target which they are to take, as far as they can on the signal being given for the concert to begin. When the same kind of weather continued today staff officers who arrange these affairs said:

"This is moving day for the Germans in Regina trench."

The Regina is a long trench of nearly three miles in length, the same length as the battle front at Gettysburg.

Germans Begin to Move. Shortly after noon when there had been the usual amount of shell fire all morning and nothing anywhere on the landscape that anything unusual was going to happen, a number one curtain fire was suddenly turned on with the same effect on the ear as when all the whistles of the world start when the clock strikes twelve on New Year's eve. The usual billowy cloud of smoke, vaporous and offensive in the air, whirled and whipped the length of Regina trench with the customary accuracy of these weapons, of death and temper and then the British infantrymen were in full possession of the trench. Some Germans bolted from the first ugly breath of that barrage, knowing from experience that they were to be moved to on to another position and force the gunners to prepare another salvo for the next step of the

entente allied offensive. Six hundred left alive were taken prisoner. The gunners are smiling at the state tonight which promises another fair day tomorrow. The cold weather has transformed the army into a winter chrysalis. The battalions are marching up the trenches all day long, their overcoats. The call is for more chocolate and more slices of bacon melting in pans in the dugouts. The gunners who were stripped for their work in August now warm their hands on the heated gun barrels. At night on the field where fires are permitted the men gather around the blaze of any wood they can gather. Those digging new trenches on the ground do not mind how cold it is so long as the ground is not soaked by rain.

Berlin, Oct. 23.—It is officially announced that the Russians are completely repulsed from the western bank of the River Narayuvka in Galicia.

No Supreme Court Decisions. Washington, D. C., Oct. 23.—The United States supreme court returned no decisions today, but disposed of orders or writs and other miscellaneous business.

Water Softening Economy

What it Means to Manufacturers.

(By John M. Gillette.) There can be no doubt that manufacturers who have studied the subject of softening water for manufacturing purposes believe that reducing the hardness of water saves them money. This is evident from the fact that hundreds of companies have installed water softening plants in connection with their industries. They would not lay out thousands of dollars in costly softeners if they did not have an assurance that they would save money. There are some filter companies which do an almost exclusive business of installing industrial water softeners. This indicates that they must have many patrons to sustain a paying business.

Hard water may do either or both of two things to the boilers used in manufacturing plants. It may corrode or eat up the iron in the boiler and the pipes. In doing this it is shortening the life of the engine and increasing the cost of production. It also overcomes this destructive process is a gain, providing the investment and upkeep of the process are not too great.

Requires More Fuel. Hard water may also produce a scale or incrustation on the inside of the boiler and pipes by depositing some of its properties on the contact surfaces. This scale or incrustation will fill up the pipes and flues of the boiler, thus putting the engine out of commission entirely, or making cleaning necessary very frequently. In order to clean a boiler the manufacturing plant must be out of use for a time or else additional boiler capacity must be installed, allowing some boiler to be idle while the cleaning is done. This incrustation also makes a heavy drain on the fuel supply because it takes more fuel to heat the water in a boiler when there is anything deposited between the water and the metal. Both corrosion and scaling increase the need of repair and attention of the boiler, thus further increasing the cost of operation.

Here is what hard water may do to increase the amount of fuel consumed in an engine by means of a boiler. Several investigations have been made and their results are not very far apart. A deposit on the inside of a boiler of 1/8 of an inch thickness demands from 5 to 13 per cent more fuel; 1-8 of an inch thick, from 17 to 22 per cent more; 1-4 of an inch thick, from 32 to 38 per cent more; 3/8 of an inch thick, from 48 to 58 per cent more; and 1/2 of an inch thick, 90 to 91 per cent more fuel.

With hard water, scales accumulate very fast under the production of steam. Within a few days they are sufficiently heavy to require much more coal. Either more coal must be burned or the boiler must be cleaned very frequently. It is estimated that a 1,000 horse power boiler plant with water of 14 grains of hardness per gallon, requiring twenty-four hours a day will deposit 200 pounds of scale a day or thirty tons in a year of 300 working days. Such a plant consumes about \$72 per month in fuel. The same plant with a scale 1-16 of an inch thick on the average, the excess amount of coal per day will cost about \$7. If the average thickness is one-half that, the excess coal and coal expense amounts to about five per cent, or \$3.50 a day.

Inducers Industrial Growth. It is estimated that during a year the excess cost of operating a thousand horse power plant due to water of 14 grains hardness per gallon is \$720,000. This is the cost of the entire cost of maintaining a softener for such a plant is \$1,424. This is a saving of over \$2,400 a year, or 75 per cent of the cost of the softening system. What is true of so large a plant is proportionately true of smaller plants. It would appear that those who are maintaining boilers of any sort and who are not getting water softening are interested in securing softened water, and that those who want to make Grand Forks an industrial center would do well to be awake.

In order to ascertain if industrial softeners are giving satisfaction, I wrote to several firms using them. The largest of them is the Manufacturing company of LaSalle, Ill., writes that the company installed a \$5,000 softener that has reduced their water bill to one-half that of the old induced boiler repairs "about \$6,000 a year." That its cost of operation is about \$2,500 a year, and that "it would be impossible for us to get along without it."

Users Are Highly Pleased. The Peoples Gas Light and Coke company of Chicago writes as follows: "It affords me great pleasure to say that these machines are giving us entire satisfaction in every respect. We are getting out of our boilers far more steam from less fuel. These softeners have been in use for a period of more than six years."

The Hamilton Soft Water Laundry of Sioux City, Iowa, says: "We have had our softener in use for over five years and are well pleased with the saving to boilers, pipes, traps, etc., as well as the saving of fuel. A test of the water here is 32 hardness and 24 alkalinity, and treated water was being down to 4 hardness and 5 alkalinity. We can safely say that you will eliminate a lot of trouble in the way of cleaning boiler, in keeping all piping clean, and that has been our experience here."

Equally satisfactory letters have been received from the Corn Products Refining company of Argo, Ill.

from the Davidson Bros. Co. department store of Sioux City, Iowa, and from the president of the village board of Hinesdale, Ill., the latter referring to the advantages gained relative to the water used by the village in general. I have these letters on file and they may be inspected by any one who desires to do so.

Storm Whipped Lake Erie Takes Big Toll in Life; Four Vessels Lost

(Continued from page 1.)

less waves washing over the raft that carried their captain washed them off as their strength gave way. The ferry steamer Marquette and the Bomber No. 2 picked up the captain of Rondeau, Canada, opposite Cleveland. The boats went down the night of "Black Friday" in marine circles, six men were lost when the steamer Piler sank in Lake Erie on Friday, only Captain Madison being saved. Earlier that same stormy night the steamer Marshall F. Butters foundered but its crew of thirteen men were saved.

Less than an hour after the Piler sank, the Colgate, by far the largest of the three victim vessels went down miles away. The twenty-one members of her crew who died raised the rescue ship to Conneaut. It is "Black Friday" at 27. There was no wireless to give warning and the lake howl its secret until yesterday morning at 8:30 o'clock when Captain Grashaw was rescued.

Grashaw, who had been master of the Colgate for only two weeks, was able only to tell where his ship had sunk and that his crew had been lost. Then he became unconscious from the reaction of his long fight for life and remained so during the six hour trip of the rescue ship to Conneaut. He is in a hospital there, in a critical condition, his wife at his bedside.

Although the lake had calmed to a great degree in comparison to the tempest of Friday night, when a gale ranging from 50 to 75 miles an hour blew vessels helplessly before it, the frail raft bobbed like a cork on the waves, he said, in telling of his terrible experience on the raft.

Captain Grashaw could be seen by his rescuers as he lay in a numb state, his hands wrapped around the ropes twisted across it, his body lashing in the waves.

Captain Grashaw's story follows: "We were passing Long Point about 6 or 7 o'clock Friday night when trouble began. The wind was blowing from the east and the sea was running high. We were all at the time and immediately we could feel her tipping and settling at the head. "Every man worked for his life then but it was no use. By 10 o'clock the storm had increased so that the Colgate didn't have a chance. The gale was terrific, rains driving and the waves pounding. We got the life raft ready just as the bow was so far down that her decks were awash. When she sank everybody jumped into the water. I went down and when I came up by some chance my hand touched the raft. I grabbed it and pulled myself up just as Second Engineer Harry Osmann and the coal passer reached it.

"Then our awful fight began—something I'll never forget. Twice the raft turned completely over and we were washed loose, but we managed to regain our holds. I must have been unconscious half the time for now I can't remember anything gushing from night and day while the storm went on and our raft plunged with us, never once in sight of a ship that might rescue us until this morning.

"First the coal passer was washed away. Then hours later Osmann, totally exhausted, was washed to his death. How I managed to keep on

the raft I do not know. Time and again it turned over with me. Each time I had to fight my way on top again."

Spanish Submarine is to be Conveyed Home

Quincy, Mass., Oct. 23.—The Isaac Heral, one of the new Spanish submarines recently ordered in the country left the yard of her builders here yesterday for her trial trips.

If the boat meets requirements satisfactorily, her crew of twenty men will take her across the ocean under convoy, it is expected, of a Spanish cruiser. The submarine is similar to the new M type of the United States navy and has a large cruising radius.

TEST OF ENDURANCE. Santo Domingo, Oct. 23.—In a test of endurance, conducted by Lieutenant Kingston of the United States marines in Haiti to determine the staying powers of his men, one hundred and eighteen men, ranging in age from nineteen to fifty-two, and carrying the regulation equipment, were given the test of ascending a steep mountain path, approximately eight miles, within a two-hour limit.

Eighty-four men accomplished the feat in the prescribed time, and of those, 20 per cent were veterans of forty-four years and over. The average age of those who succeeded was

twenty-nine years, while the percentage of tenderfoot recruits among the losers reduced their average to twenty-four years.

This experiment strengthens the theory of many that trained middle-age rivals unseasoned youth.

AMERICANS CARED FOR BY RELIEF SOCIETY.

New York, Oct. 23.—Approximately 1,200 blue-eyed and fair-haired German Hanses and Gretchen, little takers from 6 or 7 years old down to nothing, are now under the care of the American relief committee. This unusual form of war relief, which amounts in effect to an annual pension for widows with large families, has recently been instituted and is being carried on by funds contributed by Americans throughout the United States.

The American relief committee, which is under the patronage of Ambassador Gerard, has an organization in Berlin composed of members of the American colony there. This group, which is on the scene and knows where the need is greatest, chooses the families which are to benefit by the pension supplied by American generosity, but the actual distribution of funds is made by the German Red Cross.

Rivers can be prevented from becoming dusty by sprinkling a slight layer of water on top.

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We have just received our "INDESTRUCTO BAGGAGE" for CHRISTMAS SALES

Lined in Cretonne—very fancy. Come early and make your selection.

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Individual Christmas Greeting

Our new samples of Imported Greeting Cards are ready and include a number of original and exclusive designs. Orders placed now have the advantage of being engraved in leisurely manner and insure their being ready in ample time.

Customers having engraved plates with us and others, call and make selection of cards as soon as possible.

Wedding Gifts, Wedding Stationery and Engraving

Grand Forks Herald Co.

STATIONERY DEPT.

Pullman For 1917

de Luxe Touring

The Biggest, Best Finished Four Ever Produced at the Price

Built on a light, strong chassis, capable of infinite endurance, is a body that is reminiscent of the coach work of costly European models.

Its lines are decisive and beautiful. The perfect stream line hood and cowl blend gracefully into flawless body curves, and the fashionable effect is emphasized by sloping windshield, rounded, boat-like tonneau, and a deep-toned satin finish of Pullman green and black.

The custom-made, one-man top—fastening rigidly to the windshield—conforms to the body design. The upholstery is genuine leather, soft and thick, over deep curved-hair cushions, luxuriantly comfortable. The body lavishly roomy for five passengers. There is plenty of leg space and plenty of elbow room.

The car inherits engine excellence and mechanical superiority from the amazingly popular 1916 model—made compact, refined and added to by a score of well-tested, up-to-the-minute conveniences.

It has already shattered even Pullman low records for gas and oil saving, averaging 30 to 35 miles to the gallon of gas regularly. On hills it is at its best, pulling powerfully and silently. The motor is capable of more speed than most drivers want.

Half an inch has been added to the length of the full cantilever rear springs (60 1/2 inches), which, with the deep, springy cushions means every road is made magically smooth.

Dollar-for-dollar value that goes clear through the car is apparent at a glance.

Distinguishing features of the 1917 car—116-inch wheel base, 32-h. p. motor, 50 1/2-inch full cantilever rear springs, Dixie waterproof, high tension magneto; Galvavia non-skid tires all four wheels, five unit electric starting and lighting, Stromberg type carburetor, double bulb headlights with skimmer, 20-gallon gas tank in rear.

Established 1898.

PULLMAN MOTOR CAR CO., YORK, PA.

1917 MODELS	Price
Standard Four Touring	\$1,900.00
Five Passenger	2,000.00
Standard Four Roadster	1,900.00
De Luxe Four Touring	2,000.00
De Luxe Four Roadster	2,000.00
De Luxe Five Passenger	2,100.00

Standard Touring

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MORE BROTHERS

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DEALERS: Desirable agents wanted in all open territory in Western Wisconsin, Minnesota, South Dakota, North Dakota and Montana