

Letter from Ness

(Concluded from first page)

Several of my friends asked me before I left home to have a drink for them when getting on the ship. I am sorry, boys, I couldn't accommodate you. There wasn't enough beer on board to make me drunk and stronger drinks I couldn't buy. They sold two kinds of beer, dark beer at 15 cents per glass and light beer at 10 cents per glass. Enough about this. I know you are wishing you were in my boots now.

Despite these high class accommodations, however, it must not be expected that everybody is satisfied. The grumblers, like the poor, are ever with us. There are some people who must complain in order to do well. And sometimes it is really amusing to listen to their tales of woe. We had, for instance, a family on board that was leaving U. S. A. "for good" because the American people refused to look up to the man who had been a soldier in the world war, and because nothing at all had been done for the ex-soldiers. As if to prove his contentions he showed me a \$95.00 per month pension check, more, perhaps, than he ever earned in one month in all his life before being drafted into the army. He also let it be understood that his leaving the country would be a hard blow to Uncle Sam.

Another man who had lived in Chicago for sixteen years without becoming an American citizen was leaving because the American voters were too ignorant to know what men to elect into office. To prove this he cited the fact that Governor Frazier of North Dakota had been recalled last fall. I let him know

that I happened to have lived in North Dakota the last ten years past, that I had voted to oust this same Governor Frazier, and that I believed I knew as much about North Dakota, and what was best for the state as he did, but he failed to see it that way, and we agreed to continue to disagree.

I ran into peculiarities of similar kind almost every day on the journey, and was much pleased to learn that "they were leaving America for good". But, unfortunately most of them will return, I fear.

As stated the number of passengers on this trip was small, only about 225. Of these about 160 were third class or cabin passengers, a majority women and children, ship's crew, officers and men, number about 360. It will be readily understood, therefore, that the company did not have a great profit from this trip.

The third class passengers presented a most varied composition. There were farmers from the Northwest, contractors from the Pacific Coast, ship-builders from Philadelphia, mechanics from Chicago, miners from Colorado, a traveling man from New York, a couple of ex-saloon keepers from Wisconsin, and a Baptist minister from Sweden. There were mere slips of girls in their teens leaving their American homes to visit relatives in Norway traveling unescorted and unchaperoned. There were girls of more mature age who had constantly said "no", or for other reasons had remained single. There was one young woman, a bride of two weeks, leaving her husband to spend a vacation in Europe. There were large families going back to the old coun-

try to live "If they liked it back there." There were old men who after 40 years' absence were going back to visit some few remaining relatives and there were young men who had spent only a year or two in America. There was a number of married women who had left their husbands at home while they were sojourning abroad among friends and relatives spending hubby's hard-earned money and having a good time with chance friends. There was a young couple on their honeymoon trip, and there were old bachelors whose return might be such a trip.

The first three days out from shore were excellent. The sun shone bright and warm. The water was still and smooth. Hardly a breeze was felt. During the first 1000 miles of the journey an Indian could have made the trip in his canoe. Tuesday morning the weather changed to cloudy and a drizzling rain and from that time little sunshine was seen the remainder of the journey. The ocean was calm, however, until Thursday afternoon when the boat began to roll considerably. There was no storm, but the undercurrent was strong enough to remind us that we were on the ocean. Being loaded light on this trip the boat yielded much easier to what trifling waves there were and the following days while sailing around northern Scotland we enjoyed the gentle rocking.

Early Sunday morning we ran into a large fleet of fishing boats off the Scottish north coast. Hundreds of fishers were out in the early morning hours.

A little later in the day we entered the North Sea, known the world over for the severe waves prevailing. But this time the North Sea failed to live up to its reputation for it lay there so calm, hardly a ripple—perhaps it is civilized enough to take Sunday off.

About four in the afternoon land was sighted, and at 7 o'clock the boat landed at the N. A. L. pier in Bergen, my destination.

The majority of the passengers were Norwegians. But there were also a number of Swedes besides half a dozen of other nationalities.

If you think life on board was dreary and tedious you are mistaken. As the weather was fine there was hardly any seasickness. Some few would line up by the railing occasionally, this was only a formality or because they took pity on the hungry fishes. These same persons were at the table for the next meal

eating as much, or more, than the others.

Music was furnished throughout the day by the ship's band and during the first three or four days dancing was enjoyed on deck by many. There were also officially appointed entertainments at various times.

Sunday evening and again Wednesday evening, divine services were conducted in the third class dining room. Monday evening a masquerade dance was given on deck. Thursday afternoon was devoted to various sports, games and tug-of-war on deck. Friday evening a concert was given in the dining room on second class. At other times there were amusements and entertainments of various kinds, and the whole trip was one of pleasure. Acquaintances were made and friendships formed, some of life-long endurance. Several steamers were seen, some going the same direction as Bergensfjord and some in the opposite direction. A number of seagulls and sea swallows followed the ship all the way, and occasionally a number of fish were seen jumping in the water.

To date the trip has cost me between \$250 and \$300, but I have had \$500 worth of enjoyment.

G. K. NESS.

Notice for Bids

Notice is hereby given that sealed bids will be received by the Clerk of Dover School District No. 4, Griggs County, N. D., until 7 o'clock P. M. Aug. 19, 1922, for Bus drivers for the Dover School for the next term of school which will be nine months. Information on the routes can be had at the clerk's office after Aug. 14, 1922. The Dover School reserves the right to reject any and all bids.

By Order of the School Board,
SEVER L. PEDERSON, Clerk
dated Aug. 5th, 1922.

Notice to Creditors

In the Matter of the Estate of Lorena R. Sinclair, Deceased.

Notice is hereby given by the undersigned Fred R. Sinclair, executor of the Estate of Lorena R. Sinclair, late of the City of Leavenworth in the County of Chelan and State of Washington, deceased, to the creditors of, and all persons having claims against, said deceased, to exhibit them with the necessary vouchers, within six months after the first publication of this notice, to said Executor at his residence in the City of Leavenworth in said Chelan County, or with the County Judge of Griggs County.

Dated July 20th, A. D. 1922.
FRED R. SINCLAIR, Executor
First publication on the 25th day of July, A. D., 1922

Tribute to the Great Northern Veterans

