RAIL REVIEW IS RELEASED

American Railway Association Completes Review of the Past Year.

(By American Railway Assn.)

Unprecedented achievements in meeting without difficulty the transportation needs of the country have been accomplished by the railroads of the United States during the year 1923.

Not only have the rail carriers successfully transported the greatest freight traffic in their history, but they have done so without any transportation difficulties whatever and with virtually no car shortage. They have done it at the same time improved the physical condition of their rolling stock to the highest point in years.

Freight Loadings.

With complete reports available for the first 49 weeks—that is from January 1 to December 9, inclusive—and estimates for the last three weeks of the year, loading of revenue freight in 1923 totaled approximately 45,344,000 cars, an increase of fifteen and two-fifths per cent over 1922 and ten and one-half per cent greater than in 1920 when freight traffic was the heaviest on record. Loadings in 1923 also exceeded the war period of 1918 by nearly twelve per cent and 1921 by almost twenty seven per cent.

During nine consecutive months this year, loadings have averaged more than a million cars weekly—a remarkable record in itself. The peak loading was reached during the week which ended on September 29, when the total was 1,057,274 cars, 78,775 cars or eight per cent in excess of the record established in 1920 when 1,013,538 cars were loaded in one single week, which record stood until this year when it has been surpassed in seventeen separate weeks.

As a result of a campaign inaugurated early last spring by the railroads in anticipation of a record-breaking freight traffic this year, there was a noticeable increase in the earlier movement of various commodities which resulted in making available an increased amount of freight equipment for the crop movement in the late summer and fall months. This was especially noticeable in respect to the earlier movement of such commodities as coal and road building materials.

Tentative reports indicate an increase over 1920 in freight traffic measured in net ton miles of approximately two and twenty-six per cent. For the first ten months this year, reports for which are already completed, it amounted to 386,028,000,000 net ton miles or two and fifty-one one-hundredths per cent increase over the corresponding period in 1920, and twenty eight and two one-hundredths per cent over the same months last year when freight traffic was affected by the strikes of both coal miners and railway shopmen.

Earnings.

Despite the fact that the railroads have handled the largest business in history they have failed to realize the moderate return contemplated by the level of existing transportation charges. Earnings of the Class One carriers are expected for the calendar year of 1923 to approximate $930,000,000 or five and eleven one-hundredths per cent on their tentative valuation as fixed by the Interstate Commerce Commission for rate making purposes. This statement is based on complete reports for the first ten months which show a net operating income of $[illegible] or five and [illegible] one-hundredths per cent on their tentative valuation.

In 1922 the Class One carriers earned $776,665,969 or four and fourteen one-hundredths per cent and in 1921 it was $[illegible] or three and thirty-three one-hundredths per cent.

Freight Rate Reductions.

There was a general ten per cent reduction in freight rates and charges by the Interstate Commerce Commission which became effective July 1, 1922. It is estimated by the commission that the effect of this reduction in rates during the calendar year 1923 was to lessen the total freight transportation charges to the shipping public by more than $[illegible].

New Equipment.

In accordance with the program unanimously adopted at a meeting last April in New York for the purpose of providing adequate transportation in 1923, the Class One railroads this year have placed in service nearly 200,000 new freight cars and about 4,000 new locomotives. Detailed figures for the full year are not available but from January 1 to December 1 new coal cars installed totaled 75,246; box cars 70,206; refrigerators 20,520 and stock cars 4,567. During the same period reports showed 3,761 new locomotives placed in service. New freight cars on order December 1 totaled 56,789 and new locomotives 729 with deliveries being made daily.

Capital Expenditures.

In order to provide for this new equipment so as to meet the growing transportation requirements of the country, enormous expenditures exceeding those for any previous year have been made.

Capital expenditures for equipment and other facilities which actually made in 1923 totaled $1,[illegible],558,[illegible], compared with $429,[illegible] actually expended in 1922. In addition there was carried over into 1924 authorizations made this year for similar capital expenditures amounting to $360,806,619. This makes a total of $1,805,977,[illegible] 255 expended or authorized for capital improvements during 1923 and 1924.

Class I railroads in 1923 also expended for fuel, materials and supplies used in current operation and maintenance approximately $1,[illegible] 899,999,995 compared with $1,668,[illegible] 578,731 in 1922. This amount was expended in addition to expenditures made on capital account for increasing the facilities made almost entirely from borrowed money on which the going rate of interest must be paid.

This means a total of $2,178,[illegible] 704,459 representing capital expenditures or authorizations in 1923 for increasing facilities plus expenditures in that year for fuel and materials and supplies used in current operation and maintenance. This amount has gone to the industries of the country and represents one of the main reasons for the expansion of business and the employment of industrial labor, which in turn has been a prime factor in the increase in domestic demand for both products of industry and of the farm.

Surplus Freight Cars.

The railroads at the end of 1923 had more than 225,000 surplus freight cars in good repair and immediately available for service if necessary while there was absolutely no car shortage reported. Despite the fact that loading of revenue freight by far exceeded previous years, there has been a supply of surplus freight cars throughout the summer and fall, the minimum having been 24,000 cars on October 23.

Equipment Repairs.

There was a substantial improvement in the condition of railway equipment at the end of this year, reports showing that on December 1, the latest date available, 105,826 freight cars or only 6.8 per cent of the ownership were in need of repair. This was a decrease of 60,855 cars compared with the number in need of repair on January 1, at which time there were 216,011 or 9.5 per cent. This shows that the railroads were not only able to keep pace with their current repairs despite the fact that traffic was the greatest in history while at the same time they were able to bring about a reduction in the number of cars in need of shopping. Of the total number of cars December 1, only 116,897 or 6.1 per cent were in need of heavy repair.

Locomotives in need of repair also showed a substantial decrease, there having been on December 1 16,572 or 16.4 per cent of the ownership in need of repair compared with 15,549 or 24.1 per cent on January 1. This was a reduction of 4,977 locomotives. Locomotives in need of heavy repair on December 1 totaled 9,755 or 14.9 per cent.

Freight Car Record.

Reports also showed that the average daily movement per freight car this year has been the highest on record, the daily average for October having been 28.7 miles. This record has never been approached for the country as a whole during any month since the compilation of these records began in 1917. The average movement per car for the first ten months this year was 27.9 miles compared with 22.8 miles for the corresponding period last year, an increase of five miles. It was also an increase of three miles over the corresponding period in 1920.

In computing the average movement per day, account is taken of all freight cars on hand, including cars in transit, cars in process of being loaded and unloaded and cars undergoing repairs, and also cars on side tracks awaiting repairs or for which no road is immediately available. The average load per freight car in October amounted to 32 tons, seven tenths of a ton less than the same month of last year. The average load per car for the first ten months in 1923 was 28.8 tons compared with 28.5 tons during the same period in 1920.

Coal Record.

The railroads in 1923 also placed in storage for their own use the largest supply of coal ever before set aside by them for that purpose while at the same time they established a new record in the amount of coal moved to Lake Erie ports for shipment by water up the lakes, the total amount moved to such ports this year having been 21,313,000 tons.

Regional Shippers Boards.

The year of 1923 has also seen the organization by the Car Service Division of the American Railway Association of seven Regional Advisory Boards. The organization of these boards which are entirely controlled by shippers is being continued so that they will ultimately extend throughout the United States. Boards already organized follow:

Northwestern Regional Advisory Board for the States of Montana, North Dakota, South Dakota, Minnesota and Northern Wisconsin with headquarters in Minneapolis.

Central-Western Board, covering the states of Nebraska, Wyoming, Colorado, Utah and Idaho with headquarters at Omaha.

Southwestern Board, covering the state of Arkansas, Mississippi, Georgia, Florida, North and South Carolina with headquarters at Birmingham.

Southwestern Regional Advisory Board covering the states of Texas, New Mexico, part of Oklahoma, Arkansas and Louisiana with headquarters in Dallas.

Trans-Missouri-Kansas Advisory Board covering states of Kansas Missouri, parts of Illinois, Oklahoma and Arkansas with headquarters in St. Louis.

Great Lakes Board covering the southern peninsula of Michigan, northern Ohio, northwestern Pennsylvania and northwestern New York with headquarters in Toledo.

Ohio Valley Regional Advisory Board covering states of West Virginia, Kentucky, and part of Indiana with headquarters in Cincinnati.

In addition similar boards will be organized in New York on January 3 for the middle Atlantic States and another one next month in Boston for the New England states. It is also planned to organize a similar board in Pittsburgh, Pennsylvania, within a few weeks.

The kaiser may leave Holland. Once before he demonstrated that he didn't have gumption enough to be well enough alone.

ROAD CONDITIONS IN EASTERN OREGON

The condition of Eastern Oregon state highways according to the weekly report of the La Grande division of the State Highway Department follows:

Old Oregon Trail-East of The Dalles

Ontario - Huntington - Baker - Pilot Rock - La Grande - Pendleton - Umatilla - Arlington - The Dalles: Macadamized entire distance and in good condition. Blue Mountains between Pendleton and La Grande: Roof free of snow in some places. To make trip without difficulty on morning following heavy snows machines should not leave Pendleton or La Grande until about noon. Details can be secured from Highway Division Office at La Grande. Chains required in Blue Mountain Section.

Old Oregon Trail West of The Dalles

Columbia River Highway Section: The Dalles - Hood River - Portland - Hunter - Clackamas - Astoria - Seaside: Paved entire distance.

La Grande-Wallowa Lake Highway

La Grande - Island City: Paved. Island City - Elgin - Minam - Wallowa - Lostine - Enterprise - Joseph - Wallowa Lake: Macadamized and in good condition.

Baker - Cornucopia Highway

Baker - Halfway: 75 miles graded, 21 miles graded roadbed. Balance fair county road.

Oregon - Washington Highway

Pendleton - Washington: State Line: Paved.

Pendleton - Pilot Rock - Vinson - Heppner - Heppner Junction: Macadamized except between Vinson and Jones Hill where going is very rough. Traffic between Jones Hill and Vinson may be handicapped by snow or mud at this time of the year and local inquiry should be made before attempting trip on January 1, at which time there were 216,011 or 9.5 per cent. This shows that the railroads were not only able to keep pace with their current repairs despite the fact that traffic was the greatest in history while at the same time they were able to bring about a reduction in the number of cars in need of shopping. Of the total number of cars December 1, only 116,897 or 6.1 per cent were in need of heavy repair.

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TRY US
On
Delicious Apples
Potatoes
Onions

We Have a Real Bargain in a Used

HUPMOBILE TOURING CAR
DODGE TOURING CAR
OVERLAND TOURING CAR

Smith & Frees
Hupmobile & Cleveland Agts.
1517 Jefferson Main 523

Just Received
A new line of fine Alaska Sable ready to wear. Also full line of Alaska Seal Moccasins
All Kinds of Raw Furs Bought and Sold
CHRIS MILLER
1510 ADAMS AVE.

Blue Mountain Oregon
LUMBER
PROMPT DELIVERY
Of only large orders is not service. We deliver smaller orders just as promptly
TELEPHONE MAIN 8
Bowman - Hicks Lumber Company
For Mill and Box Wood Phone Main 517
J. L. Munhall

Heating Stoves
Ranges
Cooking Utensils and Dinner Sets
F. L. Lilly
Hardware

Wash Boilers
Tubs
Wash Boards
Irons
Yours for Service,
Skala Hardware Co.
ROESCH BLDG.
Phone Main 33

It will pay you to visit our store
January Sale
OF FINE
Furniture
W. H. Bohnenkamp Co.

Olson's ORCHESTRA
Organized in Spring, 1922
Personnel
A. H. Olson
Mrs. H. F. French
E. McManus
E. Rosenbaum
C. E. Mays
E. Birlew
O. Humphrey
C. E. Mays, Mgr. Ph. 378-M
L. R. Spencer Asst. Mgr. Ph. 337-R

For Sale

5-room plastered home, newly finished inside, located on West Main street. Large lot 125x55. Owner very anxious to sell and at the present time $500 will handle this. Total price $2175. If you want to investigate this you will have to act quick.

7-room modern home with 4 lots. The owner wants to leave this city and will sell his equity for $1000. This makes the place cost you about $1750. This is a snap.

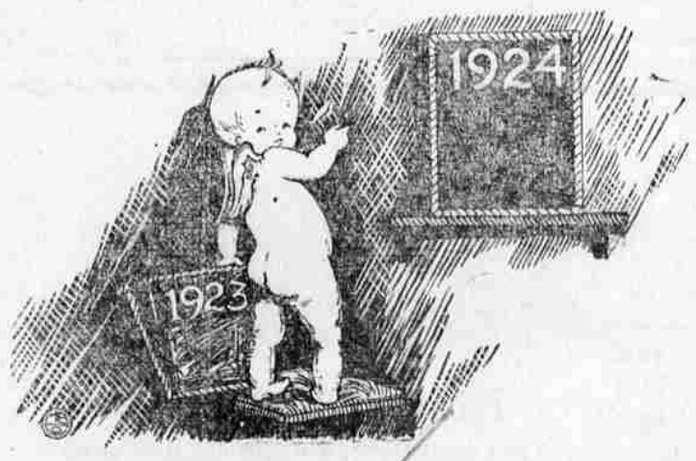
5-room modern home, large lot, just painted outside and newly finished inside. Price $2500. Terms. $500 down and balance to suit purchaser.

If you have a house for sale and want it sold quickly, come in and see me.

Geo. H. Currey
"REALTOR"
Real Estate Loans Insurance

Lincoln Ford Fordson
CARS-TRUCKS-TRACTORS
Perkins Motor Co.

Grande Ronde Hospital
A nonsectarian and ethical institution that does not advertise your sickness or broadcast your operations, but gives you service equal to any institution in the Northwest.
We employ only graduated nurses



A Clean Slate

"Start with a clean slate," "turn over a new leaf," however you may express it, the point remains that the new year is a very good time to start things.

It is a fine time to start a savings account because Christmas money makes an initial deposit easy, and a check-up at the end of the year shows you definitely what a surprising amount regular savings will bring.
Start today and deposit regularly

United States National Bank
MEMBER FEDERAL RESERVE SYSTEM

MONUMENTS
Gen. Carr's Memorial, Troy N.Y.

ORDER THAT MONUMENT NOW
—We have made a profound study of monument building, and an order placed in our hands is sure to receive faithful, intelligent execution.
We Will Gladly Furnish Estimates
Blue Mountain Marble Granite Company
1502 S Ave., La Grande, Oregon

ARCADE MON. JAN. 7
CURTAIN 8:15
"SIX CYLINDER LOVE"
Not A Moving Picture
THE "GAS-WAGON" COMEDY EVERYONE IS TALKING ABOUT
One Year Solid at the Harris Theatre, New York
Reserved Seats at Glass Drug Store Thursday
Loge Seats, $1.50; Lower Floor, $1.00; Balcony, 77c. Add 10c for War Tax