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HELD PRISONER IN ICE WELL

Workman Climbs Forty Feet and Then Falls Back When Pegs Give Way.

SAVED HOURS LATER

Canterbury, England.—A remarkable adventure befell Frederick Tuff, a workman on the Chilham Castle estate, near here. He fell into a disused ice well, from which he tried in vain to escape by means of a ladder of pegs, and remained a prisoner for 26 hours.

Tuff had heard fellow workers talk of the well and on his way home from work he decided suddenly to investigate it. He pushed open a door, walked along a passage and in the darkness stepped over the sill and fell to the bottom, a distance of 20 feet, amid a shower of bricks, bruised, but not much hurt.

Climbs Up With Pegs.
Shouting failed to attract help, and he tried to make his own way to safety.

"I found some bits of board on the well bottom," he said, "and shaped six pegs. Then I dug holes with my knife in the cement between the wall bricks and pushed the pegs into them.



Each Hole Took About Half an Hour to Make.

WEST SHIPS RECORD FREIGHT TONNAGE OVER S. P. LINES

Traffic Handled Without Congestion By Increased Railroad Efficiency

LOADING INDICATES WESTERN PROSPERITY

Cars Loaded in 1923 Would Make Train 8,600 Miles Long; Would Encircle United States

Western shippers loaded 1,050,908 cars of freight on Southern Pacific's Pacific System lines in 1923, an increase of almost 200,000 cars over the loading for 1922, which was 851,942 cars.

The 1923 loading, according to J. H. Dyer, general manager of the company, was the heaviest in the history of the company.

If all the freight cars loaded on the company's Pacific System in 1923 were coupled up with the locomotives necessary to move them and with a proportionate number of cabooses, they would make a train 8,600 miles in length—long enough to extend around the United States from Portland, Oregon, through Chicago, Buffalo, New York, Washington, New Orleans, Los Angeles, San Francisco and back to Portland, with about 400 miles of cars left over.

The figures cited give some idea of the prosperity and productiveness of the western states, for these cars were loaded in the states of Oregon, California, Nevada, Utah, Arizona and New Mexico. The size of the imaginary train also gives an idea of the enormous task performed by the Southern Pacific Company in handling this traffic, which was moved quickly and efficiently, without congestion or general car shortage.

Southern Pacific, as one of the leading railroad systems of the country, has had a consistently good record in operating efficiency, extending over a period of years, but despite this fact, Southern Pacific's 1923 performance in heavy car loading, in obtaining a high daily mileage of freight cars, and in keeping locomotives and cars in repair, was uniformly better than in previous years.

Campaign Planned

When it became apparent that 1923 would be a year of unusually heavy traffic, the railroads joined in a campaign to speed up transportation. They set definite high standards of operating efficiency as a goal for the individual roads to reach. These standards were: 30 tons of freight per car loaded; 30 miles per car per day; 85 per cent of locomotives in serviceable condition and not requiring heavy repairs by October 1, the start of the season of heaviest traffic; and 95 per cent of freight cars in serviceable condition, by October 1.

Southern Pacific bettered these standards in every instance except in the average carload, and its performance in this respect was a remarkably good one and not to be measured by the goal set for all the railroads, because of Southern Pacific's large tonnage of light loading, perishable products, a full car of which averages about fourteen tons.

The average tonnage per car loaded in 1923 was 27.5 tons which was an increase of seven tenths of a ton over the excellent record made in 1922.

The company made its freight cars travel twelve miles farther each day than the goal set for the railroads as a whole, getting an average daily mileage per car of forty-two miles. In one month, an average of 47.3 miles per car per day was obtained. The average for 1922 was 36.8 miles.

Equipment in Repair

Southern Pacific, during 1923, averaged 85.5 per cent for the number of locomotives in serviceable condition and not needing heavy repairs as compared with a percentage of 85.5 in 1922. In only one month did the company have less than 85 per cent of its locomotives in serviceable condition, the goal set by the railroads as a whole for October 1. In only three months did the company have less than 95 per cent of freight cars in serviceable condition, the national goal by October 1. The average for the year was 95.4 per cent as compared with 93.65 per cent in 1922.

Another improvement in performance was in the gross locomotive load, which averaged 3 per cent better in 1923 than in 1922. This means that each locomotive was made to haul a heavier load.

While there was a shortage of refrigerator cars during the peak of the grape shipping season, it did not approach in extent the shortage of 1922 and did not appear until a greater tonnage of grapes had been shipped up to that time than in any previous year.

The same effort for increased efficiency is being made in 1924, according to Southern Pacific officials, and improvements and additions are being steadily made over the system. More equipment, including new locomotives and cars of the finest design, are being received, and more are being ordered.

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9.45 A. M.	To Portland 10.03
9.45 A. M.	To Corvallis 10.25
11.55 A. M.	To Corvallis 12.13
1.50 P. M.	To Portland 2.22
3.25 P. M.	To Corvallis 3.48
5.10 P. M.	To Portland 5.38
6.45 P. M.	To Corvallis 7.15

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Raising the Dead.
He kicked off his wet shoes, slid his tired feet into a pair of carpet slippers, lit his pipe, sat down with an air of relief and declared that wild horses couldn't get him out of the house before morning. "Henry," said his wife, "you posted that letter I gave you this morning, I suppose?"
"I did, my love," he replied unblushingly.
"I asked mother to postpone her visit for a while," his wife continued. "You see—"
Henry did see, his wife saw, too. What she saw was a tired man jump from his chair, kick off his slippers, put on his shoes and get out into the mud as though he liked nothing better. And when, a few minutes later, he came back with the remark that he had been to see how the thermometer stood down at the post office, his wife smiled.

A Modest Hope.
Sometimes the hopeful natives expect miracles. The American school teacher, Sholapur, in India, got a letter from a native whose son had been sent to study.
"If you will kindly try to read his phrenology," the dotting father wrote, "his physiognomy and graphology, you must discover as the most promising boy to turn him out to be president of America as James Garfield, Lincoln and others."
Even in mission life many a comedy is staged. In early Honolulu days, a chief, quite naked, called on a missionary. Being reproved for this, he went back to his hut, and returned wearing a pair of women's stockings and a tile hat—Frederick Simplich, in the Saturday Evening Post.

Good Stuff.
"The cigar man thinks pretty well of his line."
"Huh?"
"It abounds in superbas and perfectos."
in the Pen.
"What is the name of that hand some prisoner?" asked the impressionable young woman.
"No. 2306, Miss," replied the guard.
"How funny! But, of course, that is not his real name."
"Oh, no, miss; that's just his pen name."—Boston Transcript.

Ancient Japanese Tombs.
Tombs of six imperial ancestors have just been discovered in obscure spots in the suburbs of Kyoto. They have been identified as those of the sons and daughters of Emperor Godaigo, who was banished to Oki Island

Etiquette
What & When to do it
By A. Leda
Readers desire personal replies to points of Etiquette or heart affairs may write Miss A. Leda, care of this newspaper, enclosing a self addressed and stamped envelope.

DEAR A. LEDA:
Will you kindly tell me the kind of a note that should be written in case of a dinner and theatre party having to be postponed? Is it better form to send a messenger with the note or post it?
A READER.
When conditions arise which prevent the giving of a dinner a note should immediately be despatched either by messenger or special delivery, either canceling or postponing the affair. The note may be written in the third person, something to this effect:
Mr. and Mrs. Robert Williams regret exceedingly that due to fire in their home they must postpone their dinner arranged for Wednesday, December the tenth, to Monday, December twenty-third, on which date they hope to have the pleasure of Mr. and Mrs. James O'Coller's company at half after seven o'clock.

Another reader asks the kind of a note that should be sent in the case of a stop-gap at a dinner party. This means stopping a gap which has been caused by a guest's sudden inability to keep a dinner engagement.
It is quite permissible to call upon a friend to fill a vacancy occurring at a dinner party at the last moment. However, in such a case the situation should be frankly explained and not a formal card sent out at the last minute. For example:
DEAR MR. BROWN:
Will you be most obliging and help me out on Wednesday, January the twelfth? The gyppe has seized one of my guests at the last minute so that I am cast upon the good nature of my friends. We will dine at seven o'clock, and I shall look forward to the pleasure of your company, and thank you many times for the favor you confer by coming.
Most sincerely yours,
J. LACE B. DEAN.

Girl Makes Three Futile Attempts to Take Her Life
Atlanta, Ga.—After three attempts to end her life, all of which failed, Maggie Bedford, fourteen years old, is in jail for examination.
The girl tried to kill herself by jumping from a window in her home, by cutting herself with a knife, and by hanging herself. Doctors believe she is insane.

Train Ended the Quarrel.
Washington, Ind.—Two automobiles collided on the railroad tracks near Washington. While the drivers were arguing about whose was the fault, a train speeded down the track and knocked the two cars to splinters.

Woman Fined \$5 for Kissing a Horse.
London.—A woman was fined \$5 on the street for kissing a horse in London, England. The woman pleaded that she did no wrong, but she was intoxicated, and the fine was permitted to stand.

Falls Six Inches and Breaks Leg.
Olean, N. Y.—Falling about six inches while hanging to a swinging ring in a park here, Dr. H. L. Whipple of Cuba, N. Y., suffered two fractures of the right leg.

HELPFUL HINTS
Antiseptic.—Salt and water (1/2 teaspoon to 1/2 glass water) is excellent as a throat gargle. It will help an already sore throat, as well as prevent one which has not yet developed.

You Need Not Fail

by Whit Hadley
If Walter L. Hodges had been content to remain an obscure farm hand on an Indiana ranch nineteen years ago he would not now be the Hon. Walter L. Hodges, Los Angeles millionaire. In 1903, poverty-stricken, uneducated, sickly, he was earning fifty cents a day on a little ranch he didn't own.
His mother-in-law fell heir to a note for \$3,000 given by a teaming company. She traded the note to Hodges. Making his way to Los Angeles he forced the company to give him sixteen mules and four wagons. But what was he to do with sixteen hungry mules?
Riding one of them and leading the other fifteen he found a gravel bed on a Los Angeles river, where he could get gravel free. On his horse alone he hired three negro drivers and with them began hauling gravel into Los Angeles at \$2.50 a load. At the end of two years he had not made a cent.
To make money he must find a shorter haul. He found a bed of gravel four miles nearer Los Angeles. Demand for gravel at \$2.50 a load was great, but at the end of a year he was \$13,000 in debt.
In a department store, where he had gone to buy overalls, he saw an escalator. Hurrying to a junk dealer he obtained an assortment of old machinery and rubber belting, and in a week had erected a long, heavy movable belt running from his crushing platform down into the ravine. One man could thus load more rock onto this belt and have it dumped at the crusher than fourteen could handle before. His business began to show a slight profit. At night he studied in the Los Angeles Y. M. C. A., walking twelve miles each day to do so. But seven months later, he found himself \$35,000 in debt.
One Monday a note for \$10,000 fell due. He went to the bank and asked to see the president. "I'm through," said Hodges. "How much do you need?" asked the banker. He loaned him \$15,000 more.
Then the tide set his way. In 12 months he paid the bank. Then fire wiped him out, causing a \$70,000 loss. But from insurance money he built a better plant. Six months later a flood swept down and buried his new plant under sand. His loss was \$50,000. He built a new plant and sold the sand.
In May, 1922, his profits were so great that he sold his interest to a Western corporation for \$1,100,000 cash.

Poem by Uncle John
Newellous!
We dare the starry heavens with our angie wooden wing, and we warble by machinery—any time we want to sing; we have done away with horses, and divorced the muley cow, and we cultivate our fodder with an automatic plow. I reckon there's no limit to the energy of men—why, we shove aside old Biddy—for a varnished, wooden hen! Here's our patent noiseless cooker that performs without a fire—an' begosh, we're sending messages without a sign of wire!! We can hear the festive yodler on the plains of Timbuctoo—or feast on Jazz from Nutville, any time we turn the screw.—Simply tune the family jigger—any time you have the chance—maybe ketch a Congo nigger, or—a gazabo in France!! I ain't surprised at anything in this flamboyant life.—they tell me they are testin' out an automatic wife!!!