

mother wanted her babies with her—struck right in the heart of several good housewives. Flannel skirts, tiny wool socks, caps, blankets, nighties and all the other articles that go to make up infant wardrobes were soon accumulated.

"One would think that we who have been in the Salvation Army service so many years would become hardened," Captain Heisinger commented after the woman had hurried away with her precious bundle. "We see misery and suffering—the worthy and unworthy, the grateful and ungrateful—but there are times—well, anyway, I'll remember the look in that mother's face a long time."

S. P. Freight Sets a New Record Over a Million Carloads Moved in 1923

Western shippers loaded 1,050,906 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 88.5 per cent for the number of locomotives in serviceable condition and not needing heavy repairs as compared with a percentage of 86.5 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 re-

frigerator 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.

In the Days of Poor Richard

—By Irving Bacheller

WHEN Benjamin Franklin said to King George the Third: "If anyone supposes that I could prevail upon my countrymen to take black for white or wrong for right, he does not know them nor me," is the period Mr. Bacheller has chosen for his new romance—the fight of our fathers for liberty. Dramatically involved with the historical incidents and figures is the beautiful love story of a boy and a girl.

Here is the human story of our struggle for independence and the part Benjamin Franklin played in it.

This is our new story, beginning next week