

The Aurora Observer

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Geo. E. Knapp, Editor and Publisher



EDITORIAL
Opinions of the
Observer.

We are in receipt of a letter from Senator Stanfield giving details of the new pension law affecting veterans and wives of the veterans of the civil war. Briefly, it provides for an increase to veterans to \$72 per month and to widows now entitled to pensions, to the sum of \$50 per month. This applies also to veterans of the war with Mexico, their widows and minor heirs. Pensions to the veterans of the Indian wars get \$30 and their widows \$20 per month. More detailed information is given in the circular on file in our office, which anyone is welcome to see.

Proposed Tax Reduction

The [Legislative Committee of the Oregon State Editorial Association, at a meeting held in Oregon City, Thursday, decided to introduce a bill into the state legislature providing for the publication of the so-called Voter's Pamphlet in the newspapers of the state, instead of in pamphlet form. It is claimed that this pamphlet cost \$50,000 to publish, while under the proposed law it would cost the state only \$25,000, thus effecting a saving bi-ennially of \$25,000.

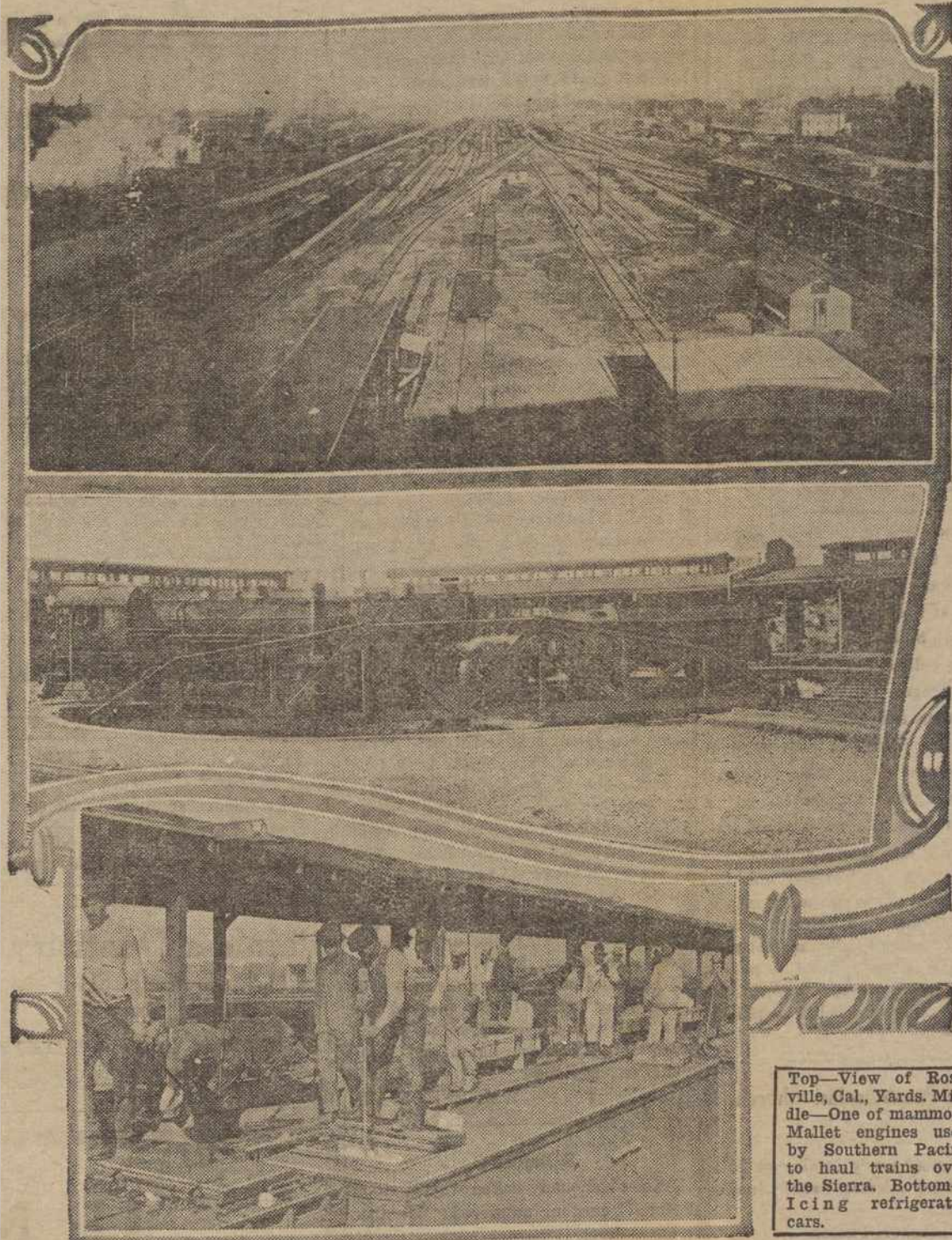
In the conception and purposes of any organization the motive must be considered and the ideas endorsed by the members if the organization is to be 100 per cent efficient. This is true whether it be a purely social club or a body designed to promote the welfare of the individual or of the body politic. In the organization of our community club, we presume that the idea was to promote the general welfare as well as to provide a medium of social intercourse. To attain the end desired EVERY MEMBER should feel not only that it is his pleasure to attend the meetings, but that it is a duty. Nothing can be more ineffective than an organization which has no motive or one wherein the members are indifferent. We HOPE that the time is not far distant when new industries will seek a field, when tillers of the soil will demand our rich acres, when we shall all reap a richer reward. Our neighbors all are active; they are accomplishing SOME results. Shall we sit idly by and see everything going to someone else? We have an organization which might be made effective if everyone would put his shoulder to the wheel. One man can not do it alone, nor two or three. It takes the combined effort of the whole push to put something over. Let us get busy. Let every man put in his best endeavor.

Tax Free Public Bonds

With the approval of the administration there has been introduced in Congress a resolution to propose to the states a constitutional amendment prohibiting the issue of tax-exempt securities by National or State authority. As a practical matter it is unfortunate that tax-free bonds were ever issued by States or Nation. In this country the practice began when public debt and taxation were trivial and no great actual injury followed. Now that there are extant billions and billions of such bonds those who pay higher taxes as a result are bitterly complaining. Nothing we can now do will enable us to tax such bonds now outstanding, and possibly sad experience will stop the craze of some states and more municipalities to run into debt.

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ROSEVILLE—FREIGHT TRAFFIC CLEARING HOUSE



Top—View of Roseville, Cal., Yards. Middle—One of mammoth Mallet engines used by Southern Pacific to haul trains over the Sierra. Bottom—Icing refrigerator cars.

While Exclusive Central Pacific Point, Roseville is Doing Work Affecting Thousands of Square Miles of Territory Along Southern Pacific Lines.

From the southernmost points in California to Portland, from the Golden Gate to the precipitous sides of the Sierra Nevada and from the valleys and hillsides of two great states, there pours, to and fro, a constant stream of freight. Originating in small rivulets, it gathers volume as it comes upon the main arteries of transportation and becomes a rushing current when it strikes the head of the traffic flume. This headgate—diverting traffic over the mountain barrier to the east, over lines to north, west and south—is Roseville, eighteen miles east of Sacramento on rails between that city and Ogden.

Roseville is located on one of the lines of the Southern Pacific System which stands in the corporate name of the Central Pacific. Roseville, to most of the people living on the Pacific Coast, is merely the name of a community situated in Northern California. Little does the average layman realize that this town, "unhoned and unsung," is the greatest freight traffic clearing house in the west and is of vital importance to the growers, shippers, merchants, and, in fact, to all residents of California, Oregon and Nevada.

Roseville, the gathering point for traffic from the north, south and west, destined to the east and the distributing point from Nevada and the East to Oregon and California points, is at the head of a flume of transportation. Traffic from the north, west and south comes to Roseville over Southern Pacific and Central Pacific rails and goes east via Central Pacific to Ogden. Traffic from the east comes to Roseville over Central Pacific rails and is distributed from Roseville over Southern Pacific and Central Pacific. Roseville empties its burden in four directions, east, west, south and north.

Co-ordinated Activity.

Drawing its grist from a thousand mills, Roseville's activities are interrelated with the traffic problem in every part of the Pacific Coast. Lumber from Northern California coast points vies with fruit from the Ojai valley, near Ventura, and apples from the Rogue River, in Oregon, in seeking a speedy, steady and reliable outlet to market. The gathering of this immense tonnage from points in every part of the states of California and Oregon constitutes one of the great accomplishments of western transportation. Its distribution to its various destinations is the work of Roseville, and the equipment, both mechanical and human, is remarkable and discloses the extent and perfection of the organization built up by many years of thought and action by the Southern Pacific Company.

Thirty-five miles of track are used in the process of handling cars and trains in four directions by the operating force at Roseville. A train of miscellaneous freight—embracing perishables, lumber, merchandise, manufactured goods, live stock and various other commodities may originate in the San Joaquin valley. This train is sent to Roseville. Cars in the train may be destined for points east, for localities in Oregon and for points west within the state of California. It is the job of Roseville to assemble these cars both according to destination and to the character of equipment into trains and move them with the least possible delay and with the greatest possible degree of safety for their contents. If Roseville handled but a few trains a day, the work would be comparatively easy. This, however, is not the case. On September 24th, last, twenty-eight trains were received from the west, eight from the north and thirteen from the east. Sixteen trains were delivered to the west, three to the north and twelve to the east. On October 10th, last, the greatest car movement in the history of the system took place when 1453 cars were handled over the summit of the Sierra Nevada. During the month of October, the yards at Roseville handled 94,000 car movements. If these cars were coupled to each other they would cover a distance of railroad track equal to the mileage between the ferry building in San Francisco to Winnemucca, Nevada—400 miles.

One of the most important functions of Roseville is in the distribution of cars to points on the Pacific coast where they are needed for loading. There can be no hit or miss system in the handling of empty equipment. As a consequence, Roseville is held largely responsible for the equipment that is loaded daily through a major part of California and Oregon—both on Southern Pacific and Central Pacific rails.

Important to West.

While Roseville is located on rails, owned by the Central Pacific, the point has been developed by the entire Pacific system of the Southern Pacific. It has been shown that much more tonnage flowing through Roseville originates on Southern Pacific rails than on purely Central Pacific rails. Possibility of a disruption of the system, as a result, threatens serious consequences for Roseville, the Central Pacific and the parent system.

The Pacific Fruit Express plant, one of the greatest facilities of its kind in the country, is located at Roseville. Thousands of cars are

iced here annually. The shops and repair yards of the P. F. E. are extensive and handle work from the building of a refrigerator car to the smallest repair. In addition to a storage capacity of 45,000 tons, the ice plant manufactures 500 tons a day. Refrigerator cars are loaded at Roseville before being sent to their various loading stations and re-iced when they return to the point for distribution to their various destinations.

Due to the heavy grades and the character of the country through which it passes, the line over the Sierra Nevada presents innumerable operating difficulties. Mile after mile of snow sheds protect the tracks from the heavy snow fall of the mountains. Moreover, to successfully negotiate the Ogden gateway, with an immense tonnage of freight that will not permit of delay, the Southern Pacific has concentrated at Roseville, in addition to much other motive power, forty-nine huge Mallet locomotives. Each of these monsters has a tractive power of 94,800 pounds. On a straight level track a Mallet could haul 235 cars, loaded to fifty tons capacity at ten miles per hour. Yet it is found necessary, at times, to attach three of these engines to a train over the summit of the Sierra.

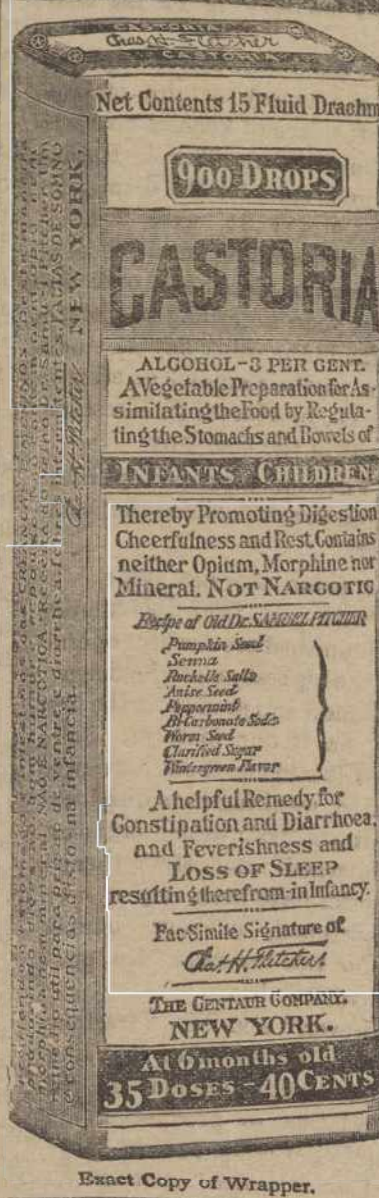
Locomotive Cab in Front.

The Mallets are unique in railroad circles in many respects, but none more so than in the location of the engine cab. On account of their length and the presence of snow sheds, it was found necessary to place the cab in front, rather than at the rear. This arrangement gives them a hobgoblin appearance but enables engineers to see ahead of their train and saves them from the gases and fumes from the firebox. In railroad parlance, these locomotives are "wampuses."

In the Roseville shops, roundhouse and car department, every kind of a light and heavy repair is made.

In addition to the other ramifications of the Roseville yards, thousands of head of live stock, shipped from and to California points, are rested, fed and watered at the stock pens located there.

Roseville has been properly termed the focal point—the hub—of California and Oregon traffic. Its work and activities are co-ordinated with those of the Southern Pacific System. Its use to the system as a whole is vital. Its position, in case of separation of the roads, would be difficult to foresee, but it is evident that its present function would be greatly impaired to the disadvantage of Pacific Coast shippers.



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No. 28 (Stop) 10:15 a. m.
No. 18 (Stop) 2:49 p. m.
No. 24 (Stop) 5:13 p. m.

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No. 23 (Stop) 9:09 a. m.
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