

Notice of Final Account

Notice is hereby given that the undersigned administratrix of the estate of Carl Louis Bernicke, deceased, has filed her final account, as such administratrix, in the County Court of Marion County, State of Oregon, and that the Court thereof has fixed Monday the 19th day of February 1923 at the hour of 10 o'clock a. m., at the Court room of said Court, in the County Court house at Salem, Marion County, State of Oregon, as the time and place for hearing of objections to said final report and the settlement thereof.

ALMA CAMPBELL,
Administratrix of the estate of Carl Louis Bernicke, deceased.
Napoleon Davis, Aurora, Oregon,
Attorney for Administratrix.
First publication January 18, 1923.
Last publication February 15, 1923.

Notice of Hearing Objections to Final Account

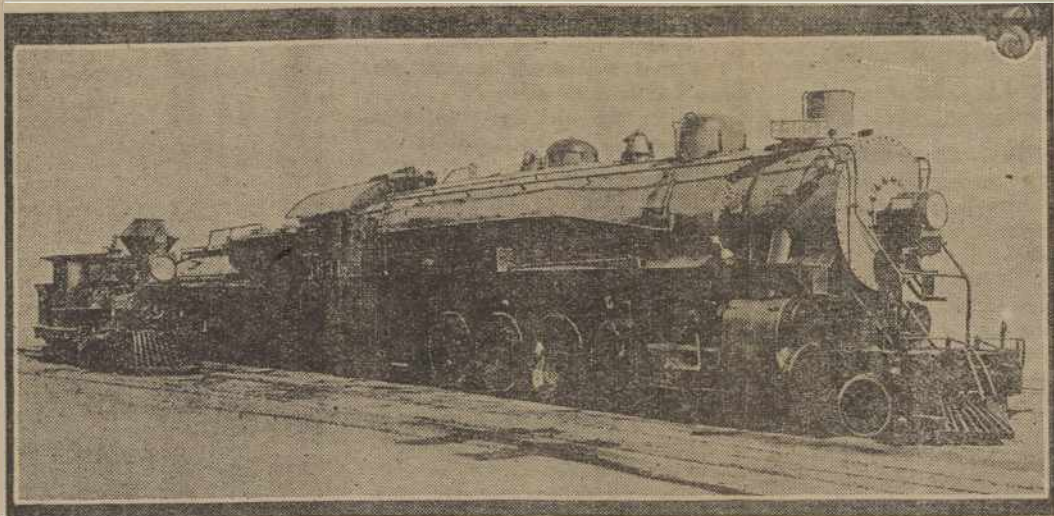
In the County Court of the State of Oregon, for the County of Marion.
In the matter of the estate of Laura M. Howe, deceased.

Notice is hereby given that Grace Hansen, as administratrix of the estate of Laura M. Howe, deceased, has rendered, presented and filed for settlement in the above entitled Court the final account of her administration of said estate and that Monday, the twenty-ninth day of January, 1923, at ten o'clock in the morning of said day, in the County Court Room of the above entitled Court in the County Court House, at Salem, in said Marion County, Oregon, has been duly appointed by said Court as the time and place for the settlement of said account, at which time and place all persons interested in said estate may appear and file their objections and exceptions to said account and contest the same.

GRACE HANSEN,
Administratrix of the estate of Laura M. Howe, deceased.
First publication, Dec. 28, 1922.
Last publication, Jan. 25, 1923.

Professional cards run regular in the paper are \$1.00 per month, or \$10 per year when in advance.

MILLIONS BEING SPENT BY SOUTHERN PACIFIC FOR NEW EQUIPMENT TO SERVE WESTERN STATES



One of the Southern Pacific Company's tremendous new "2-10-2" type locomotives, fifty of which have been received by the Company in recent months, standing beside the tiny "Collis P. Huntington No. 1," the pioneer locomotive named after one of the members of the Big Four, who built the Central Pacific, and other Southern Pacific lines. This contrast illustrates the great progress made by the country's leading railroads in development of equipment.

As a result of the equipment construction program recently announced for the Southern Pacific Company by Wm. Sproule, president of the Company, a greatly increased amount of rolling stock will be made available to western shippers and travelers during the year 1923. Freight and passenger train cars, representing an investment of \$12,000,000 have been ordered by the Company for 1923 delivery for the Company's Pacific System.

The new equipment is to be of the finest type. It will include 4,525 freight train cars and 141 passenger train cars. These are in addition to the 5030 standard refrigerator cars and 300 express refrigerator cars for passenger train service representing an additional investment of \$18,000,000 that have just been ordered by the Pacific Fruit Express Company in which Southern Pacific has a half interest and the Union Pacific a half interest.

"The substantial purchases of equipment we are making," said Mr. Sproule, "indicate our faith in the territory we serve and in the continued prosperity of the West. They are in line with the Southern

Pacific Company's established policy of providing our customers with the best equipment obtainable."

Included in the new freight train equipment announced today are 2500 box cars, 500 stock cars, 950 gondola cars, 500 logging cars, and 75 cabooses.

The new passenger rolling stock includes 60 steel coaches for local service, 15 steel coaches for main line through service, 10 steel diners, 11 steel buffet baggage cars, 35 steel combination mail and baggage cars and 10 steel baggage cars.

The Southern Pacific has just taken delivery on the last consignment of 50 gigantic "2-10-2" type locomotives, representing an investment of \$4,000,000. They are being placed in freight service on mountain divisions. They are the heaviest and most powerful locomotives of this type yet built and constitute the largest order of locomotives equipped with feed water heaters and "boosters" ever made by any railroad.

The Pacific Fruit Express Company is receiving the final consignment of 3300 new refrigerator cars it ordered for delivery early

this year but construction of which was delayed by unsettled industrial conditions in the East. With the completion of these and the 5330 ordered for next year the Pacific Fruit Express will have more than 27,500 cars for handling fruit and vegetables from the Pacific Coast in 1923. The Western Pacific will release Pacific Fruit Express cars supplying some 2,000 of its own instead, thus giving a total of 30,000 cars where now 20,000 serve or an increase of one-third.

The Southern Pacific Company recently placed an order with steel plants in the East for 75,000 gross tons of rails for delivery in 1923. The value of the order is between \$3,000,000 and \$4,000,000.

Approximately 50,000 tons of the rails, or two-thirds of the amount ordered, will be used on the Pacific System.

This will provide a total of 330 miles of rails for use in the West, of which 217 miles is to be 110-pound rails and 113 miles of 90-pound rails. The 110-pound rails are the heaviest ever used in railroad construction work west of the Rocky Mountains.

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