

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 raging 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, "unhonored 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, 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 via 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.

ern 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 iced 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 insurmountable 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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Lyle Ficklin left yesterday morning for Portland where he expects to enter into a business partnership with F. W. Haskell, a brother-in-law of the editor of the Tribune. Mr. Ficklin has been employed on the Tribune for the past five months, has assisted the school in its many activities for the past year, and has made many friends (and enemies) who will be sorry to see him go. We wish these men unbounded success in whatever their undertaking may be.

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During the windstorm about four o'clock Wednesday morning, a large tree was blown over the trunk line of the Scio electric plant, cutting off the lights in the early morning. The line was repaired by 11 o'clock and all is well.

Mt. Pleasant

Jan. 15

Ed Roberts visited at the Frank Hora place Friday.

Joe Senz was in Scio Tuesday morning, and was reelected as a member of the board of director's of the Farm Loan Association.

Albert Holder had the misfortune to cut his foot with an axe, while cutting logs for Mr. Isaak, last week. He is getting along fine at present.

Misses Mary Hora and Nina Darby returned to Mill City last Tuesday, after spending New Year's vacations at home.

Frank Senz was at Scio Tuesday after a load of feed.

Miss Dorothy Holhoder went to Mill City Friday, where she expects to be employed for some time.

Lewis Ray visited at the Ben Darby home Sunday afternoon.

Harly, Harold and Earl Darby and Frank Hora visited the Senz Bros. Sawmill, Wednesday, and report everything is O. K., in and around the mill.

Clarence Overholts visited at the Ben Darby home Monday.

A few of the neighbors went to Stayton Monday. And they report that the last flood did a lot of damage around the North fork of the Santiam.

Lyle Luts went to Salem Saturday.

Dr. W. B. Mott and wife, of Salem; J. W. Mott, a representative from Clatsop County; and their mother, Mrs. W. S. Mott, of Salem, were in Scio Sunday to help Dr. S. C. Browne celebrate his "legal" birthday.

Operation Proves Successful

Mary Ellen, the little daughter of Mr. and Mrs. T. J. Gibbons, of Shelburn, was operated upon at the Scio hospital Wednesday afternoon and a quart of puss removed from a sack just below the kidneys. Just a month ago, during the icy weather, Mary was riding a horse and in some manner the horse fell and this threw her violently to the ground. No bones at the time was discovered broken, but one rib was loosened and her hips badly jammed. She was plucky and would not say she was in pain, until some days later when her parents noticed that she was holding her side and around her hips. She was brought to Scio, and Dr. Prill consulted. The past few days she had been suffering considerable, and on Tuesday an X-ray picture of the girl was taken, and the puss located.

Mary is resting easy now, and hopes are entertained that she will speedily recover. Dr. Prill was assisted in the operation by Dr. Davis, of Albany, and Dr. Hobson, who administered the anesthetic.

School Meeting on 24th

Notices were posted Monday calling for a meeting of the patrons of school district No. 95 to convene at the school building on Wednesday, Jan. 24, at 3 o'clock, when a board of directors will be elected. One is for the term ending in June 1923, the other ending in June 1924, and the third ending in June 1925. All friends of the school are urged to attend. The county superintendent of schools will be in charge.

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High School Notes

A great many people were disappointed Wednesday evening when the boys of the Mute school failed to come to play the boys' basketball team here.

We would like to take this opportunity to thank I. V. McAdoo and Rolla Shelton for the donation of their cars and personal services, in taking the boys' basketball team to Albany last Friday.

The Scio boys won from the Albany boys by a score of 10 to 15. This game was close and interesting, and though the score was 6 to 5 in Albany's favor at the end of first half, the Scio team was not worried at any time as to the outcome of the game.

The boys' team will go to Corvallis next Friday to play the Corvallis high's basketball team.

We have had a busy week, preparing for the play, debate, basketball and getting our studies.

Court Kept Busy

Road activities are warming up in the Forks of the Santiam, since the floods, if the delegation at the court house Monday appearing before the new county judge, B. M. Payne, and the other members of the court are any indications. One issue is the appointment of a road supervisor and the location of a road in the Providence neighborhood. Representing one side of questions at issue appearing before the court were: G. L. Sutherland, Arch Ray, G. A. Griffin, R. W. Montgomery and James Milligan. ---Albany Democrat.