

WEST SHIPS RECORD FREIGHT TONNAGE OVER S. P. LINES

Traffic Handled Without Con-
gestion By Increased Rail-
road Efficiency

LOADING INDICATES WESTERN PROSPERITY

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

Western shippers loaded 1,050,906 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 851,943 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 84.5 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 latest design, are being received, and more are being ordered.

THINGS UNUSUAL

By T. T. MAXEY

THE METROPOLITAN MUSEUM OF ART

The Metropolitan Museum of Art, primarily a "show place," occupies high rank among our great educational institutions. The largest and most important museum of art in the United States—the imposing structure which houses the priceless treasures—occupies a plot carved from the sacred precincts of Central park, New York.

The astonishing exhibits here displayed are a revelation and an education. One could spend a month here and not have time to absorb the full significance of all he saw.

A list of these exhibits would fill this entire paper. To give you an impression of the extent, variety and unusualness, I mention the following:

A teapot made by John Coney who engraved the plates for the first paper money used in America and died more than two centuries ago; a room papered with wall paper which hung in an ancient home for more than 200 years; a collection of musical instruments, arranged by country and according to date; one of the richest collections of English glass in existence; displays of ornamental pottery from distant lands; exhibits of oil paintings and sculpturing extraordinary, basketry, laces, crystal, jade—everything one can think of and many things which one does not think of.

Here are Roman frescoes from a Pompeian home overthrown by an eruption of Mount Vesuvius in 79 A. D. There, a sarcophagus, found in Cyprus, dating back to about 600 B. C.

Outstanding features are caskets and jewelry, the property of a princess—only daughter of an Egyptian king who reigned about 1900 B. C., found in 1914 in the mud in the valley of the River Nile near one of the pyramids and supposedly overlooked by vandals when the tomb of the princess was ransacked many years before; the Tomb of Perneb, an Egyptian officer of the period about 4500 B. C., removed intact from its resting place in Egypt, borne by camels across the desert sands, shipped across the ocean and set up in the museum, exactly as its builders left it. This tomb shows both the tremendous size and the dignity of the burial-ground architecture of the ancient Egyptians. Its brightly painted walls are silent reminders of the gayness of color with which these people associated the tomb of death as compared with the somberness common in our day.

Modish Tailored Frocks



One excellent reason for the popularity of cloth utility frocks appears in the picture above. This smart model presents the advantages of a military collar, bell sleeves and braid embroidery. The skirt has a box plait down the front and reveals a narrow inset of satin, in a contrasting color, at the sides, emphasized by rows of small buttons and satin faces the collar, sleeves and revers.

A GREAT HELP

Customer—I want a couple of pillow-cases.

Clerk—What size?

Customer—I don't know, but I wear a size 7 hat.—Chaparral.

On Road Matters

Commissioner D. C. Thoms went to Portland Wednesday to attend a meeting of the state highway commission and also meet the government forester regarding the Cascadia road leading up to Fish Lake.

A few days ago Mr. Davidson, owner of the property through which the road is to go, met with the county court regarding the transfer to the county or the state, and it was agreed with the court that a visit to the above might help in working out a solution whereby the road can be secured and yet not entail the county in heavy expense in creating it. The plan is to get the government to set aside as many acres of land to Mr. Davidson as the road will take, and the road then to remain in the ownership of the government.

Mr. Thoms and the county court believe this can be accomplished and are working to this end. It is hoped that a compromise can be arranged and the road built to Clear or Fish lake in the near future.

Oregon Trade Good

It is reported that the steamer, "Erviken" sailing from Portland on May 14th, had as a part of its cargo 60 tons of cattle shin bones destined for Shanghai. Within a few months this cargo will be returned to the United States in another form—that of Mah Jongg sets.

During the month 248 bags of Oregon walnuts were shipped to New York.

Fifty-six tons of Cascara bark was shipped out of Portland in May.

150,000 bushels of wheat and one large box of safety razor blades was shipped to Japan.

1,465,000 feet of lumber was shipped to Poughkeepsie, New York.

Shipments of lumber from the Columbia river during the first four months of 1924 was 329,009,104 feet.

Foreign shipments of lumber show a large increase.

Birthday Party

Miss Josie Kotan took a short vacation over the week end in celebration of the completion of her fifth year as saleslady at the store of Hibler & Gill. Tuesday morning she returned to her place and started on her sixth year. While at her home southeast of the city she and her sisters gave a surprise party for their two brothers, Joe and Emil, Monday night. Monday was the 24th birthday of Emil. About 30 friends and neighbors were invited and the evening was spent in playing games. Lunch was served at midnight.

Picnic Well Attended

The Annual Linn county Jersey picnic which was held at the W. H. McConnell dairy farm near Shedd last Saturday was well attended and was pronounced a success by those in charge.

Chester Mulkey of Yamhill county, president of the club, and C. J. Shedd of Shedd, and Horace Addis, publisher of the Oregon Farmer, were the principal speakers.

A basket dinner and social hour at noon was a pleasant feature of the day. Several Jersey owners from this section attended.

They Have Balloon Tires

The Willys-Overland Co. announce that they have placed balloon tires on their latest model car, the Blue Bird, and henceforth will continue. The Blue Bird is one of the best cars of its class on the market, and with the constant improvements being made by the company no doubt will become one of the best sellers. The day is here when the purchaser must get all his money will buy, and the Overland people are giving them their best.

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