

2. Provoost of Bay City, who on jury duty here returned Wednesday.

Miss Arline Tilden who teaches the Trask river school has been ill this week and Mrs. Harry Thomas has been teaching in her stead.

Roy Blanchard was in town from Hemlock Monday. Mrs. Nellie Newberg from Sand Lake, was shopping in town Saturday.

The Every Man's class of the Christian church, has outgrown the Adventist church building and will meet next Sunday morning at the city hall at 9:45 a. m.

Pete Brown and Abe Kuppenbender made a trip to Milwaukie and Portland last week.

gage herein foreclosed, or since that date, had in and to the above described property or any part thereof, to satisfy said execution, judgment order and decree, interest, costs and accruing costs.

JOHN ASCHIM Sheriff of Tillamook County, Oregon Dated this 9th day of February, 1923. First publication February 23, 1923; last publication March 23 1923.

Auction Sale

Three Miles East of Tillamook, opposite Elwood factory

WEDNESDAY, APRIL 11

10 A. M.

- | CATTLE | HORSES |
|--|--|
| 1 purebred Bull: Tillamook Artie DeKol 273609 | 1 Span black mares, wagon and harness |
| 1 purebred Cow: Tillamook Gam Pontiac 548646 | Implements and Farm Machinery |
| 27 Grade Mature Cows | 1 2-H.P. Electric Motor |
| 3 Grade 2-Year-Olds | 1 Ford Light Delivery |
| This herd has had five county and one federal tuberculin tests with no reactors. | |
| 5 Brood Sows, some with pigs | 16 Louden Sanitary Drinking Cups, Pipe and Connections |
| 4 Shoats and small pigs | 1 Hay Rake, 1 Tedder, 1 set Harrows, 12 Milk Cans, Other Tools and Implements not mentioned. |

This is a complete dispersal of all stock and machinery on the ranch, no exceptions. Entire herd has been in Testing Assn. for year 1922.

Free Lunch at Noon

COL. HUGHES PIERCE JACOBS
Forest Grove, Auctioneer Owner

TERMS: Under \$25, Cash. Over \$25, 90-day bankable note at 8 percent

ROSEVILLE—FREIGHT TRAFFIC CLEARING HOUSE



Top—View of Roseville, Cal. Yard. Middle—One of mammoth Mallet engines used by Southern Pacific to haul trains over the Sierra. Bottom—Iceing 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 hill-sides of two great states, there pours, to and fro, a constant stream of freight. Original 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 funnel. 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 by rail, between that city and Ogden.

Roseville is located on one of the lines of the Southern Pacific, which stands in the core name of the Central Pacific, Roseville, to most of the people on the Pacific Coast, is more a name of a community, little the average layman realizes this town, "unhallowed and unchristianized" as the greatest freight clearing house in the west is of vital importance to the west, shippers, merchants, and, in fact, to all residents of California, Oregon and Nevada.

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. Care 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 18th, 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 Winnamucca, 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.

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 flows 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 loaded 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 600 tons a day. Refrigerator cars are loaded at Roseville before being sent to their various loading stations and re-loaded 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 to attach three of these engines to a train over the summit of the Sierra.

Faced Royalty Glad Thus



THE gown shown here is the correct thing for a royal "court." Miss Frances G. Knowles-Poester wore it when she was "presented" to the English King and Queen Miss Knowles-Poester not only is of the English aristocracy but a famous travel agent. Her journeys in strange lands have won for her the rank of an "F. R. G. S. Laugh that if you

NOTICE TO CONTRACTORS

Notice is hereby given that the County Court of Tillamook County will until 10 o'clock a. m. March 9, 1923, receive bids for the furnishing of material and building pile bulk, head on the Bay Ocean Road. Alternate bids will be accepted for Labor and material complete; Driving piling; Driving piling and placing plank; Furnishing plank; Furnishing piling. No bid will be accepted unless accompanied by cash, certified check, or bidders bond for an amount equal to at least 5 per cent of the total amount of the bid.

NOTICE OF SALE

No. 2948 In the Circuit Court of the State of Oregon for the county of Tillamook H. L. Christenson, plaintiff vs H. J. Pies and Lillian Pies, his wife and Orin Van Schoonoven, Defendants

By virtue of an execution, judgment, order, decree and order of sale issued out of the above entitled court in the above entitled cause, to me directed and dated the 9th day of February, 1923, upon a judgment rendered and ordered in said Court on the 6th day of February, 1923, in favor of H. L. Christenson, plaintiff, and against H. J. Pies and Lillian Pies, his wife, and Orin Van Schoonoven, defendants, for the sum of six hundred (\$600.00) dollars, with interest at the rate of 6 per cent per annum from December 3, 1918, and the further sum of one hundred (\$100.00) dollars with interest thereon at the rate of 6 per cent per annum from the 6th day of February, 1923, and for the further sum of twenty-two and fifty hundredths (\$22.50) dollars costs and disbursements and the costs of and upon this writ commanding me to make the sale of the following described real property, to-wit: "Beginning at a point on the east line of Lot eight (8), Section ten (10), in Township Three (3) North, Range Eight (8) West of Willamette Meridian, Six hundred sixty four (664) feet north of the quarter section stake on the south line of said section 10, and following thence the meanderings of the south bank of the Salmonberry and Nehalem rivers in the following courses north forty four degrees (44 degrees) seven minutes (7') west six hundred thirty four and four tenths (634.4) feet; thence North seventy eight degrees (78 degrees) four minutes (4') west, two hundred twenty five

PUBLIC SALES

We have purchased 122,000 pair of S. Army Munson last shoes sizes 1-2 to 12 which was the entire surplus stock of one of the largest S. Government shoe contractors. This shoe is guaranteed one hundred percent solid leather, color dark tan, bellows tongue, dirt and waterproof. The actual value of this shoe is \$6. Owing to this tremendous buy we can offer same to the public at \$2.95. Send correct size. Pay postmas on delivery or send money order. If shoes are not as represented we will promptly upon request.

NATIONAL BAY STATE SHOE COMPANY
296 Broadway, New York, N. Y.

NOTICE TO DAIRYMEN

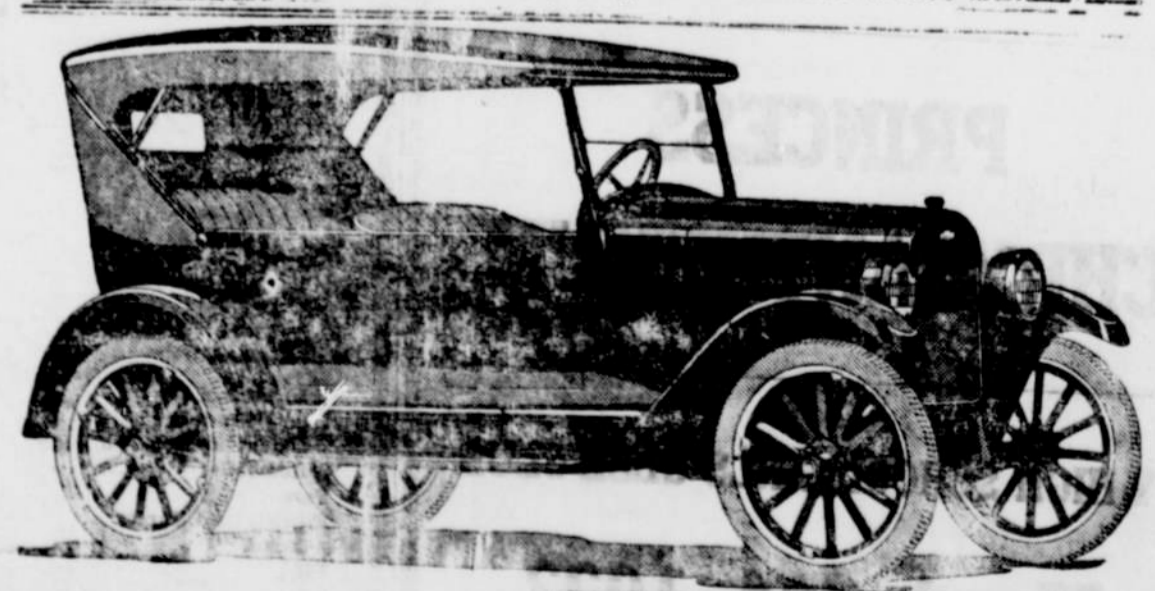
If you anticipate buying anything in the line of cutting machinery, or farm implements of any kind, it will pay you to investigate our prices. We can save you money. We handle the famous Moline Line.

Williams & Williams

ANNOUNCING New Chevrolet Distribution

BRYSON-LINK MOTOR CO.

Located at A. Hudson Garage



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