

HONOR ROLL

Mr. Meyer, Principal of the grade school, issued the following list of students who are on the honor roll. There were only three students on the honor roll with straight one's. They are Gail Skyrman, Harvey Tonn, and Helen Tonn, all from the fourth grade.

Those students receiving no grades less than a two are: Grade 3—Byron Meredith, Maria Jean Abbott, D'Anne Clark, Linda Kralick, Harold Lefler, Marilyn Paul, Joan Von Der Hellen, Vicki Noel, Jackie Powell, Deanna Bruning, Danny Isaac, Anita Conger, Sandra Burns, David Setness, Mary Ann Wright, Lois Ann Lieu, Nancy Higginbotham and Noreen Davis. Grade 4—Evelyn Jones, Margaret Trautman, Lacy Donald Lee, Winston Foley, Dolores Boyer, Glodene Smith, Deanne Lowry, Danny Brenner, Patricia Snook, and Donald Von Buskirk. Grade 5—Larry Bigham, Doreen Bohnert, Marvin Bohnert, Benson Foley, Arthur Hoyer, Louise McDowell, Lloyd McQuade, Howard Morris, Walter Norum, Linda Obenchain, Christina Orman, Danny Perkins, Patricia Perry, Mary Lou Van Gilder, Gloria Walker, Donald Williams, Jerry Young, and Twila Brining. Grade 6—Jimmy Roberts, Grade 7—Marilyn Bohnert, Nola Grantham, Neil Richardson, and Ross Baker.

The following students were given honorable mention for not having any grade lower than a three: Grade 3—Melba Allen, Beverly Ayres, Jimmy Keen, Judy Parrish, Adelbert McMillan, Albert McCann, Wanda Woolfolk, Paul Lofland, Francis Hogue, William Hanson, Barbara Haller, Nathan Douthitt, and Myrna Potts. Grade 4—Robert Hill, Lyle Yocom, Rena Wright, Jimmie Wayman, Barbara Parsons, Bob Oglesby, Merle Nyberg, Norman Nutter, Leroy Nealey, David Bigham, Leon Branson, Clayton Brown, Erma Jean Childress, Peggy Gillaspay, Patricia Hawks, Laurel Higginbotham, Donald Medley, Merlyn Anderson, Donnie Burelson, Fred Hogue, Melvin Harsh, Dennis Bateman, and Annabelle Durham. Grade 5—Billy Allen, Ewaine Branson, Dennis Burns, Jimmie Cooper, Betty Davis, Douglas Harsh, Richmond Havnear, Rose Marie Legler, Harry Mallon, Norman Mallon, Larry Peebles, and Cherril Wheeler. Grade 6—Billy Mallon, Richard Wimer, Eugene Wright, Claudine Edwards, Eloise Griffin, Mary Helntzelman, Doreen Jones, Alice Kihn, Dor-

othy Lawton, Marilyn McCarty, Jean Norum, Gloria Sharp, Norma Stephens, and Corena Wright. Grade 7—Carolyn Hoyer, Duane Fisher, Dolores Bohnert, Marlene Addington, Joan Spencer, and Ronald von der Hellen. Grade 8—Loretta Anderson, Susie Culbertson, Lucille Harnish, Laurel Jewett, Mary Johnson, and Audrey Woodbridge.

COMMUNICATION

March 9, 1947

Dear Mr. Powell:

In recent issues of the American there has been quite a bit about the early history of Central Point. Some of the statements are at variance with my own recollections and knowledge of railroad days and I feel constrained to offer my dimes worth in the discussion you have instigated.

The greater part of the present townsite of Central Point is in the east portion of a tract of land originally jointly owned by Thomas P. Beall and R. V. Beall Sr., my father. The east boundary was a short distance east of the Grange Hall and the tract extended west to the old Leever place on the west foot hills. Thomas P. Beall was the "senior" member of the partnership that was known over the valley as Beall Brothers. Each had individual holdings as well as partnership property.

When the railroad right-of-way men began their negotiations it was found that they wanted a very long and wide tract for side tracks, spurs and warehouse sites similar to that they later acquired in what is now Medford. At first they wanted an outright donation from the different land holders claiming that the company would promote the townsite and thus greatly enhance the value of the surrounding property. Haskell Amy and Tom Beall who were the key men of the situation held out for what they considered a fair valuation and on that point they and the company representatives deadlocked. The company thereupon threw their influence towards Medford. Haskell Amy and Tom Beall were both obstinate and determined men; most of the early pioneers were; they had to be for their job of the winning of

the West. After sixty years I do not attempt to either justify or condemn. I do know that Tom Beall was not opposed to a railroad in itself for it is mentioned in Bancroft's History of Oregon that Beall Brothers contributed to the fund for the first survey for a railroad through Southern Oregon. As it were, Central Point already had a post office but Medford started from scratch with only one little red farm house owned by the Phipps family opposite what is now Merrick's Auto Camp.

A previous "communication" states that a triangular piece of land owned by my father and lopped off by the survey was a cause of dissension. As a matter of fact the land was not in Central Point but on Beall Lane and was more than an acre and not less as the writer states. To my positive knowledge there was not any trouble about it and this is attested to by the fact that my father permitted the company to establish their construction camp in the orchard between his house and the right-of-way. The camp was maintained during the construction of that section of the road between Seven Oaks and Medford. The year was 1884 not 1882. The laborers, several hundred of them, were Chinese and the teamsters Americans. The teamsters fed their horses and mules in the two large barns that still exist. The Chinese were inveterate gamblers and I well remember watching their games of dominoes and fan tan. They were however exceptionally honest and I have no recollection of any sneak thievery. With a pick and shovel they could make the dirt fly to the extent that it would give a present

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day union man nervous prostration to have watched them. Charles Strang, who two years later became my brother-in-law, was time keeper for the entire crew. In recent years he was known as the pioneer druggist of Medford. With the coming of the rails one of the first locomotive engineers was "Mac" McCarthy and one of the first conductors "Pap" Jameson. On their invitation with my parents and sister I rode on the first train between Central Point and Phoenix. Railroad regulations were very lax in those days and even after the road reached Ashland, "Mac" when not pulling cars, would sometimes leave his engine with the fireman at Beall crossing and walk over to the house for a glass of cider or buttermilk and a short visit. I still have his framed portrait which he gave to my father. He was later given the regular passenger run between Grants Pass and Ashland and known as one of the most reliable engineers on the road.

All of the "old timers" previously mentioned in your paper, I knew either personally or by repute.

Truly yours,
R. Vinton Beall

ARRIVES HOME THURSDAY—

Dean N. Wilson, son of Mr. and Mrs. O. T. Wilson, arrived home Thursday after being joined by his

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wife at Camp Beal, his discharge station. His ship bringing him from Korea docked in San Francisco Feb. 2. Dean spent eleven months in the army occupation zone near Seoul, Korea where he served as a bus driver most of the time.

A wise man does not trust all his eggs to one basket.—Cervantes 1605

SUMMONS
IN THE CIRCUIT COURT OF THE
STATE OF OREGON FOR
JACKSON COUNTY
EUVON WALLINE, Plaintiff
vs.
LELAND L. WALLINE, Defendant.

To Leland L. Walline, the above named defendant:
IN THE NAME OF THE STATE OF OREGON: You are hereby summoned and required to appear in the above entitled cause and Court and answer, or otherwise plead to plaintiff's complaint filed therein against you within four weeks from February 20, 1947, which is the date of the first publication of this summons.

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And you are hereby notified that if you fail to appear and answer said complaint within said time or otherwise plead thereto, plaintiff will apply to the above entitled Court for the relief prayed for in said complaint namely, for a decree of divorce from you. This summons is published by order of the Hon. H. K. Hanna, Judge of the above entitled Court, dated February 17, 1947, prescribing that this summons be served by publication thereof once each week for 4 consecutive weeks in the Central Point American, a newspaper published in Jackson County, Oregon.

G. A. CODDING,
Attorney for Plaintiff
308 Liberty Building
Medford, Oregon

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