

# Personal News Notes

Both from JACKSONVILLE and OVER the HILL

● Mr. and Mrs. Ernest Langley of this city, accompanied by Mrs. Langley's brothers, Tony and Alfonso Bienvenue of Applegate, are spending this week at Eureka, where they are visiting relatives.

● Miss Shirley Cantrall and two friends of Jacksonville spent a few days camping on Applegate last week.

● Miss Enid McKee, little daughter of Mr. and Mrs. Leonard McKee, is devoting her spare time to the whooping cough at present.

● Mrs. William Heckman arrived on Applegate Tuesday to spend the Fourth with her parents, Mr. and Mrs. M. R. Buck.

● Mrs. Barbara Hudson of Hollywood, who is employed by Claudette Colbert of movie fame, is spending a short time on Star gulch, where she is doing assessment work on her mining claim.

● Mr. and Mrs. Bert Hukill, accompanied by Mrs. Jack O'Brien and son Donald, spent Saturday night at Perk's pasture in the Siskiyou cattle range.

● Mr. and Mrs. R. A. Breceda of Marshfield motored through the Applegate Sunday enroute to Phoenix to spend the Fourth with Mrs. Breceda's father, James Rock.

● A large group of Salvation Army workers from Medford spent Monday evening picnicking at the Two Oaks camp ground on Big Applegate.

● Two additional lookouts and a guard station in the Applegate country have been put on duty during the last few days. George Ellis, local man, who will be joined by a Brush Marine a little later, has been placed at Whiskey peak; Robert Lindsay of Eagle Point has charge of Anderson Butte lookout, and Jess Townsend has returned to Fir Glade guard station. Jack Crump is on guard duty at Star ranger station, and will drive the red fire truck.

● Among those spending the Fourth at Squaw lake were Delbert McCaleb and party of six from Medford and R. R. Patrick, also of Medford.

● Mr. and Mrs. E. J. McMullen and son of Glendale, Oregon, motored to Applegate to spend the Fourth with Mrs. McMullen's sister, Mrs. Fred Straube.

● Mr. and Mrs. W. H. Miller and son and Mr. and Mrs. K. E. Davidson of Gold Hill spent July Fourth on Star gulch.

● Glenn McDaniel, who was injured in a car wreck in Washington over a month ago, is improving, although still confined to a Yakima hospital, relatives here say. Mr. McDaniel was given two blood transfusions a short time ago.

● Western Union at the Nugget.

● Among those issued campfire permits Tuesday to camp on the Applegate during the Fourth or throughout the week were J. E. Sperry, E. B. McEwen, Mark Carter and friends and Mr. and Mrs. Francis Edwards of Medford; Herbert Good of Talent and Mr. and Mrs. Vern Cantrall of Jacksonville.

● Mr. and Mrs. Fred Dutton of Sterling planned to entertain a large number of friends with a lance at their home during the Fourth.

● T. J. Enright, Medford attorney who was bound for upper Applegate section Tuesday evening, journeyed back to Medford behind a wrecker later in the night as a result of failing to make a turn on the Big Applegate, which caused his car to land in a farmer's flume. The attorney was uninjured in spite of two boxes of lums removed in the accident.

● Miss Helen Kubil of Roseburg, accompanied by Mr. and Mrs. Chester Kubil and Wood Jeeters of Gold Hill spent the Fourth at Squaw lake.

● Among those local folk to spend the mid-week holiday in Crescent City, Calif., were Mr. and Mrs. Lee Smith and Mr. and Mrs. Ray Coleman, who made the trip together; Calvin Lusk and Miss Alice Walton, and Leonard Hall, who made the trip as a member of Medford's Gilmore Lions baseball club, playing nine of the bay city the Fourth.

● Stop at the Nugget.

● Mr. and Mrs. Oil Gibbs, formerly of Medford now living at Aberdeen, Wash., were visitors to Mr. Merrill of this city recently.

● Leo Fields and wife of Applegate visited his parents, Mr. and Mrs. Clyde Fields here this week.

● Mr. and Mrs. Raymond Crumley of Butte Falls visited the home of Mr. Crumley's sister, Mrs. Fred Butcher, Tuesday evening.

● Mr. and Mrs. C. E. Dunnington and Roger Dunnington of Wolf creek, C. B. Dunnington and Miss Gertrude Dunnington camped at Freezeout a few days last week.

● Mr. and Mrs. Tom Dunnington and son, Mrs. Lella McKee, and sister and Burdette Dunnington picnicked with the Leonard McKee family on Big Applegate Sunday.

● Gage Sanden has returned from a Christian Endeavor conference at Glendale, where 125 were in attendance.

● Mr. and Mrs. Arthur Sleep and son of Fort Jones, Calif., visited relatives here over the holiday.

● Mr. and Mrs. George Tranta and Clifford DeJarnett of Butte Falls visited the Fred Butcher home Wednesday.

● Clifton Childers has returned to his home here following a visit with his sister, Mrs. Lois McKee, on Big Applegate.

● Mrs. Mildred Parr and son of Phoenix were recent visitors at the home of her sister, Mrs. G. O. Sanden.

● Preston Card left for a short visit to San Francisco Sunday morning, while Judge F. L. Tou

Velle and Ernest and Albert Olsen returned from that city over the week-end.

● John Coffman of Yuba City, Calif., who has been visiting relatives here, left Wednesday evening for his home.

● Mrs. Tom Roseberry and children of Medford called on friends here Saturday evening.

● Clyde Fields, employed at the McCullen Logging camp, spent the Fourth at his home in this city.

● Mr. and Mrs. J. C. Green and son Hal returned from Los Angeles Thursday.

● Courteous service at the Nugget.

● Mr. and Mrs. A. C. Van Galder and family spent Wednesday at Kerby last week.

● Mr. and Mrs. A. C. Van Galder, accompanied by the latter's brother, Bill (Screwball) Turner, left today for Hood River, Wash., where they will visit L. H. Turner, brother of Mrs. Van Galder and Bill.

● Mr. and Mrs. Charles Akerland of San Francisco visited the latter's sister, Mrs. Lola Hildreth, while enroute home from a trip to Wisconsin.

● Mr. and Mrs. Cullie Ashlock of Kansas are visiting Mrs. Ashlock's sisters, Mrs. C. P. Smets and Mrs. T. R. Metzger and families.

● Mr. and Mrs. G. W. Godward, Mr. and Mrs. Paul Godward and daughter, Mr. and Mrs. Ernest McIntyre and children, Mr. and Mrs. Fred Heckert and Marjorie picnicked on Little Applegate July 4.

● Mr. and Mrs. N. V. Shoolery and son Jim and Mrs. Shoolery's father, James Cairns, all of Colfax, Wash., are visiting Mr. and Mrs. Lem Wilson. Mrs. Shoolery is Mrs. Wilson's niece. The party motored to Crater lake over the Fourth.

● Ivan Goodman has accepted employment at the Union Creek filling station.

● The Nugget for magazines.

● T. A. Burnfield and family and Otto Hurst, and family spent the Fourth at Diamond lake. T. A. taught the limit.

● Transfer of the Jacksonville antique shop stock to Klamath Falls was completed over the week-end by Peyton, who purchased the property from the Toft estate. The antique shop, a well-known local institution, had been operated by Frank Zell here for a number of years.

● Mr. and Mrs. Wallace Haskins of Pekin, Illinois, are visiting relatives at Ruch and other points in Applegate.

● Mrs. Inez McDonough and daughters Lillian and Irene spent a few days with her parents, who reside at Persiat.

● Mr. and Mrs. Earl Bigalow spent Thursday in Grants Pass.

● Mrs. Ivan McDonough is having this week at the Armpriest ranch.

● Lloyd Newton and Bud Peebler have been cutting wood at the Peebler ranch the past week.

● Sunday school is being held at the Ruch school house each week from 10 till 11 o'clock a.m. All have been invited to attend.

● Earl Bigalow has been spending several dayat his week in San Francisco.

● Mr. and Mrs. Walter Bell and family enjoyed a picnic lunch on the Applegate Sunday.

● The Nugget for cold drinks.

● Mrs. Mamie Venable of Ashland spent last week visiting her son, Ray Offenbacher and family and her daughter, Mrs. Ralph Smith and family.

● Bill "Hildy" Johnson this week launched into the mysteries of ye village printe shoppes when he accepted employment at The Miner office as Official Printer's Devil. Bill's new position comes as a result of the departure over the week-end of J. W. Peckham, until a few days ago partner in the newspaper, for Kansas. Bill will seek news and "learnin'" from now on, he says, and warns his friends to keep out of the hell-box.

quit my job and climbed on the fastest train that would take me there. I was so impatient to get back that I was even paying my fare (in the daytime), which was nothing less than remarkable for me to do.

I remember we had to take the sidetrack at some point in New Mexico and after a long wait I became nervous and inquired of the conductor why we did not proceed. He replied, so that everyone in the car might hear, that the first vestibule train ever built in the United States was on its way west from Kansas City to the coast, coming in three sections, and that he had orders to wait there until it passed. A few minutes later the first section of nine coaches (there were 25 in all) hove in sight and was greeted with loud hoots from my fellow passengers, who appeared to take a dislike to the new innovation from the first. It did indeed seem that passengers riding on a train so thoroughly boxed in would have scant chance of escaping from it in case of a wreck. The three sections went on by and we resumed our journey but the sight of those vestibules had thrown a damper upon our spirits and it was quite a while before sociable conversation was resumed. And it is a fact that, with all their advantages, I have never been able to form a liking for them to this day. Another reason to influence me to quit beating the trains was that all the roads hired detectives to check up on the employes who were "knocking down" on them, with the result that on several systems 90 per cent of the conductors, brakemen and ticket agents were fired and their places filled by men who wouldn't carry a photograph of their grandmother free.

At Buena Vista I worked with a young fellow named Clark Ruffin and liked him very well. I noticed that every week he laid off and was absent from work a couple of days. And I wondered how he could get away with it and keep from getting fired. One day, it so happened, he and I went to town together and on the way he became confidential and told me he was working for the Thiel Detective agency, Denver, and was only one of a number of operatives who were checking up on the railroad men. He explained this branch of detective work was a losing proposition to the agency, but had to be handled in connection with their other business. He received \$60 per month from the agency and was allowed to make what he could at other jobs that did not interfere with his detective work. He had an understanding with the boss at the mill where we were employed and every week he had to lay off on a certain day, come to town and beat his way over the D&SP to Como. If a brakeman ordered him off the train he would put up a poor mouth, claim to be destitute, and plead to be allowed to ride as far as Como, where he had friends. If the trainmen let him ride, which they always did, he secured their names and telegraphed them to Denver, so that they were fired as soon as they got there. This was repeated on the trip back. He introduced me to several of his pals in town, but when he got back to the mill he found I had turned him completely down and would have nothing more to do with him.

To work on the sympathy of a trainman, who perhaps wanted to do right, and persuade him to violate a railroad rule against his will and then get him fired for doing so, was such a contemptible piece of business that I wanted nothing further to do with such an ignominious imitation of a man — and told him so.

To be truthful about it, this beating the trains and helping the trainmen to "knock down" any extra money they could get hold of was stealing, pure and simple. I will agree with anyone on that. But all of it together wasn't a circumstance to the way the railroads were robbing the public and the government — and the men who worked for them by forcing them to labor for small wages when they could easily have paid them much larger salaries.

There's never been a time when the railroads didn't represent themselves as being in danger of going broke. But most of that is nothing but plain hooey. In the days I speak of they were all coining money right and left. One road I know of paid for itself every three months. Jay Gould bought

the D&SP and unloaded it in 90 days to another outfit, clearing up three and a half millions for himself.

In fighting with each other over the right-of-way to some new point, the roads spent money like water hiring armies of gunmen at \$5 per day for each man and furnishing guns and ammunition free. Once I saw two parallel roads cutting rates on each other and letting passengers ride for nothing. Then one road actually, for a week, furnished each passenger with a free ticket and gave him \$1.50 besides. They also made the government deed to them every alternate section of land within a certain distance of their lines, which runs up into many hundreds of millions of dollars, and was, comparatively, a free gift.

Before letting a mail contract to a railroad, the government required all mail sacks to be weighed for 30 days, in order to form an estimate of what it would be worth to carry it by the year. It was common knowledge to everybody that during those 30 days every trainman along the route who had the handling of the mail was required to load down the sacks with anything he could

get to make them heavy, packages of bricks, hams, canned goods, anything. But, of course, that was legal robbery and nothing was said about it. But when a hobo beats a train, or a trainman gets away with 50 cents, that is very illegal and a tremendous fuss is raised.

## DANCE

Saturday till

# 2

★ ★

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PORTER'S CUT MACARONI—16 ounces	14c
WHEATIES—2 packages	25c
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ROYAL BAKING POWDER—12-ounce can	34c
GHIRARDELLI'S GROUND CHOCOLATE—1-lb. pkg.	34c
KELLOGG'S CORN FLAKES—3 packages	21c
CRYSTAL WHITE SOAP—10 bars	27c

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Sour Stomach  
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Get a drink at your Drug Store Soda Fountain. Keep a package in your home medicine cabinet.

**HOBBO SPECIALS NOT WHAT USED TO BE, SAYS JCR**

(Continued from page one)

get a ticket and ride like a white man. One thing that helped me to reach this decision was the railroad's cutting their exorbitant rates down. The other reason was Jay Gould. You know,

"Jay Gould said, Before he died, He'd build a car The hoboes couldn't ride."

And Jay Gould did that very thing. He originated the vestibules that have been in use on nearly all trains ever since and which put a quick ending on the little trick which I had been using so successfully. I was in Arizona at the time and, having an attack of homesickness for my old stamping ground in Platte canyon, I had

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