

AT THE CHURCHES

CHURCH OF CHRIST

Second and B Streets
Earl F. Downing, Minister
9:45 - Nursery for the babies and classes for all ages.
11:00 - Morning Service.
Sermon: "If the War Should End Tomorrow"
6:30 - Christian Endeavor for Juniors and High School age.
7:30 - Evening Service
Pantomime of the song: "The Ninety and Nine", by Shirley Speece and Lily Belle Haynie.
Sermon: "He Restored My Soul"
Midweek Service Wed. 7:30 p.m.

FIRST BAPTIST CHURCH

Gordon C. Griffin-Pastor
9:45 - Bible School, C. E. Corry, Superintendent.
11:00 - Morning Worship.
6:30 - Young People's Meeting
7:30 - Evening Service
7:30 - Wednesday - Mid-week fellowship hour.

THE CHURCH OF THE BRETHREN

Ashland and Medford
Ward E. Pratt, Pastor
10:00 - The Church School.
Graded lessons for the children.
Theme: "When Coveting Is Wrong"

11:00 - Worship Service
Theme: "The Promised Savior"
Sunday afternoon of Fellowship for all youth. Monthly BYPD social and class meeting for December. Includes dinner at 12:30 with a program etc. to follow. Committee in charge: Gladys Wright, menu: Geraldine and Margaret Lininger, program; and Gerald Pence games.

Evening worship in Medford at 8:00 p.m. at the Ray Pence home on 501 Beatty St.
Inspiration and worship on the theme: "The Giver of Good Gifts"

FIRST CHURCH OF CHRIST, SCIENTIST

Pioneer Ave., South
Sunday morning service at 11 o'clock.
Sunday School at 9:45 a. m.
Wednesday evening meeting, which includes testimonies of Christian Science healing, is held at 8 o'clock.
Reading Room open daily from 2 to 5 p. m., except Sundays and holidays.
The public is cordially invited to attend these services, and to use the Reading Room.

SEVENTH-DAY ADVENTIST CHURCH

Cor. 4th and C. Sts.
9:30 Saturday: Sabbath School.
Worship at 11:00, Saturday
Sunday evening Song service at 7:45. Sermon at 8:00. Topic: "Holding Hands with the Angels"
Public is cordially invited. The Sunday evening service is conducted by Evangelist J. Z. Walker.

CATHOLIC CHURCH

Sixth and C Streets
Rev. W. J. Meagher, Pastor.
Mass Sunday morning at 9 o'clock, Sunday School after Mass conducted by the ladies of the church.

FREE METHODIST CHURCH

Charles E. Brown, Pastor
9:45 - Sunday School.
11:00 - Morning Worship.
6:45 - Young People.
7:30 - Evangelistic Service.
7:30 - Tuesday, Cottage Prayer meeting.
7:30 - Thursday, Prayer Meeting.

FIRST METHODIST CHURCH

Corner No. Main and Laurel Sts.
Dr. George W. Bruce, Minister
9:45 - Sunday Church School.
There is no better place to study and discuss the teachings of the Bible. In cooperative study and exchange of ideas many helpful truths are discovered.
11:00 - Morning Worship.
Subject: "The All-Conquering Name"

This is the first sermon in a series of three in which the pastor will impersonate some of the characters who lived in the days of the birth of Christ.
6:15 - The Methodist Youth Fellowship will meet for worship.
7:30 - Evening Service.
7:30 - Chaplain Roy H. Boldt will preach.
Bible Class, Thursday at 7:30.

NEIGHBORHOOD CHURCH, CONGREGATIONAL

Corner of Blvd. and Morton
9:45 - Bible School with Mrs. Glen Prescott, Superintendent. Classes for all ages. Parents are urged to encourage attendance and regularity by being present with the children.
11:00 - Worship Service
Sermon by Mr. C. F. McCall.

Dec. 8th at 2:00 p.m. The Pilgrim Study Club will meet at the home of Mrs. Cora Burns on the corner of Holly and Harrison.

TRINITY EPISCOPAL CHURCH

Rev. A. N. MacDonnell, Vicar
8:00 - Holy Communion
9:30 - Church School
11:00 - Service and Sermon

TALENT METHODIST CHURCH

Dr. George W. Bruce, Minister
9:30 - Worship service.
Subject: "The All-Conquering Name"

This is the first sermon in a series of three in which the pastor will impersonate some of the characters who lived in the days of the birth of Christ.
10:30 - Sunday School with Clarence Holdridge, Supt.
Midweek Bible study and prayer service, Wednesday, 8:00 p.m.

Ashland friends of Mrs. Clark Sloneker will be glad to know that she and her husband are happily located at Vallejo, California, where Mr. Sloneker is pastor of the Church of Christ. Mrs. Sloneker, the former Beryl Bassinghwaite and her sister Minnie lived in Ashland formerly and attended SOCE.

Born to Mr. and Mrs. Jack Young on Nov. 26, a son.

Medford and Ashland AAUW to Hold Meet

The Ashland and Medford branches of the American Association of University Women will hold a joint meeting in Ashland, at dinner Monday evening at 6:45, in the Parish house on 2nd Street, according to Mrs. Rae Dodge, president of the Ashland branch.

Following the dinner the group will visit the exhibit of art prints on display in the Administration building of the Southern Oregon College of Education.

Mrs. Dodge states that reservations for the dinner should be made by Friday, Dec. 3, by calling Ashland 6791 after five o'clock or otherwise get in touch with Miss Patricia Geiser in charge of reservations for the dinner.

The art exhibit, sponsored by the AAUW and the Southern Oregon College of Education, is a collection of very interesting prints from the Portland Art Association, consisting of lithographs, linoleum block prints, steel engravings, silk screens and wood cuts, done in both monochrome and in colors. Most of the designs are modern, and several are views of the West Coast. The exhibit is open to the public without admission cost.

Miss Betty Dunn of Seattle visited with the home folk for the Thanksgiving holidays.

Appearing at the Lithia Theatre Sun. Mon. and Tues.



Mary Lee, Jackie Moran in a scene from "Nobody's Darling," Republic's latest hit. A picture that will make you cry a little and laugh a lot.

Mr. and Mrs. C. E. Pratt served the regular Thanksgiving dinner Thursday with a nice centerpiece of fruit and vegetables. The afternoon was spent around the fireplace visiting. Covers were laid for Mrs. Mary F. Treferen, Mrs. Frances Silver, Mrs. Maud Marske, Mary Margaret White, three soldiers from Camp White, and the host and hostess.

Mr. and Mrs. Ralph Billings, Mr. and Mrs. John Billings, Mr. and Mrs. W. M. Herbert, all of Ashland and Miss Barbara Bower of Crescent City, Calif. were guests of Mr. and Mrs. R. N. Chaney of Valleyview.

The WSCS will meet in the Methodist Church parlors Friday. There will be a business meeting in the forenoon, luncheon at noon, and lesson study and program in the afternoon.

THE MINER PRESS FOR QUALITY PRINTING.

LT. DEAN WARREN

Military funeral rites were conducted at the Litwiler Funeral Home for Lt. Dean Warren, whose death occurred last week in Klamath Falls. Chaplain Virgil W. Jackson of Camp White gave the funeral address. Other soldiers from Camp White were present to serve as pall bearers and on the firing squad. Interment was in the I.O.O.F. Addition of Mt. View Cemetery.

Survivors include his parents, Mr. and Mrs. Frank Warren four brothers, Charles, Ardis from Ft. Benning, Leonard, who is coach at Ashland junior high, and Don who is serving in the South Pacific. Three sisters also survive, one of whom, Ha Bess lives in Ashland.

Mr. and Mrs. Vern Hastings were hosts on Thanksgiving Day, serving a four o'clock turkey dinner. Covers were laid for Mr. and Mrs. Kenneth Burns and daughters, Gloria and Nancy, Mrs. W. H. Ford of Dunsmuir, Miss Betty Jo Burns, Mrs. M. T. Burns and the host and hostess.

Mr. and Mrs. W. H. Ford and children, Billy and Judy, spent the Thanksgiving holidays at the M. T. Burns home.

Mrs. Reba Kelsey entertained the following guests at Thanksgiving dinner: Dr. and Mrs. George W. Bruce, Mr. and Mrs. Wm. Worthington, Mrs. Ruby Kenyon of Klamath Falls and Mr. Wm. L. Pyle of Delta, California.

Mr. and Mrs. Ivor C. Erwin entertained two soldiers, Corporal Lunka and Pvt. First Class Shoemaker at dinner Thanksgiving Day.

A statement by A. T. MERCIER, President of Southern Pacific

What about Postwar and Southern Pacific?

Today our railroad is hard-pressed to carry its war traffic—the heaviest in our history—and we face a still bigger load and bigger problems as the Pacific offensives increase. But Southern Pacific, like other businesses, is trying to gauge the postwar future... to see how it can continue the program of service improvements which was in full swing before this war began.

"What about postwar and Southern Pacific?" is a question we meet more and more frequently these days, since our railroad is one of the West's largest industries.

It is a difficult question, because our future course depends on several hard economic factors we cannot fully foresee or control... factors such as postwar income and outgo, available cash, credit, the level of business activity, and the amount of income left after taxes. (Our taxes in 1941 were \$21,000,000; in 1942, \$77,000,000; and they will take another big jump in 1943.)

We cast an inquiring look at the future every time we order new locomotives.

Since the beginning of 1939 we have received or ordered \$46,000,000 worth of locomotives—a total of 300 steam or diesel engines—and we would order more diesels if we could get them. We need these engines now to do our war job, and we have no regrets over the expenditures involved. But it is a question whether or not we will have a surplus of power for postwar operations.

Prewar progress a clue to postwar aims

Our actions in the past can be taken as a measure of our urge to go ahead in the future. During the dark decade of railroad revenues, 1930 to 1940, a new era in railroading developed such improvements as air conditioning of trains, streamlining, and the use of lighter weight metals.

Southern Pacific then placed in service such trains as the *Daylights*, the *City of San Francisco* and the *Lark*, and was in process of streamlining other trains when the war put a stop to construction of new passenger equipment.

Freight service, too, was being speeded up and improved. One example was the development of fast overnight freight service, a co-ordination of rail and truck transportation, with deliveries so fast that waybills had to be telegraphed to destinations.

So, while bending every effort to handle our war load successfully, we plan, when peace comes, to continue our forward course by:

1. Creation of new services and methods made possible by services inaugurated before the war.
2. Further development of services people like and use, as contrasted with services that the public does not use, and which are operated at a loss, acting as a handicap to greater progress.
3. Extension of improvements in train accommodations and new inventions and discoveries adaptable to railroad transportation.

Postwar readjustment poses grave problems requiring realistic and constructive thought by all Americans if they are to be solved. But we face the future with confidence.

We have good reasons for confidence in the future

We believe that American ingenuity and enterprise will find ways to increase peacetime production and improve distribution, and we know that railroads will be needed to carry both raw materials and finished products.

In the West and South, along our own lines, the war emer-

gency has caused an amazing industrial growth. Many of these new industries will continue in operation after the war, and they will require good railroad transportation service.

We believe that the railroads' handling of their huge war load — in the face of serious manpower and equipment shortages — has won respect and a new appreciation of the essential service railroads perform in peace as well as war. This public attitude should encourage fair dealing toward the railroads and equality of treatment with other forms of transportation, an important factor in railroad progress.

The wartime traffic peaks have produced increases in revenue for the railroads, although even today 27 per cent of the total U. S. railroad mileage is still in receivership.

Southern Pacific's financial position has improved materially. We are attempting to reduce our debts, and have made progress. With the wartime additions to our plant — larger yards, more locomotives, more passing tracks and sidings, and centralized traffic control — we will be a stronger railroad both physically and financially when peace comes, and so better able to keep step with the progress of the territory we serve.

We believe Southern Pacific will be an important factor in the post-war prosperity and progress of this western territory by providing efficient and economical mass transportation, a first essential of industry, by turning purchasing power into trade channels through the large sums paid in wages to employees, and by heavy purchases of materials and supplies.

A. T. MERCIER, President

Ration Time RECIPES



An easy solution to the wartime dessert problem is offered in this delicious recipe for cheese pie that is both simple and economical to make.

CHEESE PIE

- 1 cup cottage cheese
- 1/2 cup milk
- 2 eggs separated
- 1/4 cup sugar
- 1/4 teaspoon cinnamon
- 1/4 teaspoon salt

Combine milk and cottage cheese and mash with a fork until fine and creamy. Add well beaten egg yolks, sugar, salt and cinnamon. Fold in egg white. Pour into pastry lined pan. Bake for 10 minutes in a hot oven (425° F.) and then lower heat to 350° F. for 15 to 20 minutes, or until filling is firm and delicately brown.

To make pastry: Blend 1/2 cup margarine with 1 1/2 cups flour sifted with 1/2 teaspoon salt. Add water to form stiff dough. Roll out on floured board to fit pan.

Other favorite low-point recipes are found in a 32-page cookbook "Ration-Time Recipes." Free copy may be obtained from National Cotton Council, Box 18, Memphis (1) Tennessee.

THERE IS NO PRIORITY REQUIRED NOW ON Iron & Steel Sales Under \$10

We have a large stock of iron and steel. And, we also have a full line of bolts, nuts etc.

Oak Street Garage and Machine Shop

