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ONE OF AMERICA'S STRONGEST COMPANIES

WITH MEDFORD TRADE IS MEDFORD MADE.

SHRINERS TO HOLD A WOMEN'S AUTO DRIVING CONTEST

A "Womens' Transcontinental Economy Driving Contest," from California to Washington, D. C., in connection with the 1923 Transcontinental Shrine Motor Caravan is being planned by Captain Bernard McMahan, manager of the National Shrine Touring club, and the details are being rapidly worked out by a contest committee at Ahmest Temple, Oakland, Calif., the western headquarters of the club.

The conditions of the contest are as follows:

- 1st. Every contestant must be related to a Shriner.
- 2nd. Every contestant must do her own driving.
- 3rd. Every car must have a Shriner passenger as judge.
- 4th. Points will be based on weight of car (loaded), gas and oil consumption and repairs (excluding labor).
- 5th. Entree fee will be \$100 per car.
- 6th. Prizes: 1st, \$500; 2nd, \$300; 3rd, \$200.

All entries must be made before April 20th at the California office.

The daily records of drivers and cars will be posted each night enroute. Letters have gone out to the automobile factories regarding this contest and it is expected that there will be a keen rivalry between the various makes of cars. It is reported that some eastern women are planning to be in California in time to enter their cars in the contest. There is no doubt but what it will be one of the most interesting sporting events of the year and it is not unlikely that it will develop into an annual affair. The big white pilot car of Captain McMahan has just emerged from the severest blizzard of the season and is now plowing its way through the Rockies to California. Captain McMahan is due in Oakland April 10th to make final arrangements of the Shrine Caravan and the contest which is scheduled to leave San Francisco and Oakland May 1st and is due in Washington June 4th.

EAGLE POINT EAGLETS

By A. C. Howlett

Mr. R. Muscuff, a citizen of our town, who has been working in the neighborhood of Butte Falls, has gone to Klamath Falls to seek employment, as the climate of Butte Falls does not seem to agree with him, the altitude being too high for him. We dislike the idea of losing so valuable a family as that of Mr. and Mrs. Muscuff, but such is fate.

Among the business callers Tuesday were Dick Johnson, Reese Creek. I also met Mr. and Mrs. H. U. Ellis of Derby, they are located on a farm near Derby. I also met Mrs. Fred Dutton, the wife of one of our hustling farmers, who married one of our neighbor girls a few years ago and since then, by their industry has managed to secure a nice band of cattle and other stock, and the result is they are counted among the good livers in the community. Fred Waterbury, a young man who is living with them, came in with Mrs. Dutton. I also met Mr. C. B. Hutchinson. He came in to bring in a lot of eggs. He is in charge of the Frank Rhodes ranch and reports that he is getting thirty-three and a third dozen eggs a day and that he received a shipment of 100 little chicks a few days ago.

George B. Brown, one of the prosperous farmers and stockmen of Brownboro, was also a business caller Tuesday. He is interested in thoroughbred stock, and I am glad to be able to state that it is now a common thing among the farmers and stockmen to find them turning their attention to the improvement of their stock of all kinds, especially among their cattle, hogs and poultry, doing away with the old razorback hogs that required two years to grow large enough to market and the old dunghill breed of hens and keeping something that will lay, instead of a dozen eggs and then set and if the eggs are taken from under her, will set for a month on a piece of white china, for a breed that will lay forty or fifty eggs and stop laying and rest a few days and go to laying again.

Lester Bradshaw and his mother, Mrs. D. Bradshaw, were also here trading with our merchants Tuesday. F. L. Terrill, who is located on the Bell ranch (the old sheep ranch) about a mile east of the agate station, was trading with one of our popular merchants Wednesday, and reports that his wheat is looking fine. He had brought his gang plow in for repairs.

H. B. Thompson, former owner of one of the orchards just above our town, was a caller of F. J. McPherson Wednesday.

J. L. Harvey, the foreman on the Alavesta orchard was a business caller Thursday and reports the prospect fine for a big fruit crop, as the cold nights are keeping the blossoms back so as to miss the late frosts in April, May and sometimes in June.

D. L. Zimmerly of Trail was also a business caller on the McPherson store. I also met the same day H. J. Oden of Talent. He had come in with a truck load of goats and said that the man they were for was to meet him here Thursday morning, but didn't know his name, and had forgotten the man's name who sent them, but when he arrived here and stopped his truck in the street, failed to find anyone to receive them, and up to eleven forty-five a. m. the truck was still standing in the street, and no claimant, but before I got back from dinner the truck, goats and men was gone so I did not learn who sold them or who bought them. It looked like a slack way of doing business to send a man off with a truck of goats without giving him

the name of the man who was to receive them, and for the truck driver to be ignorant of the man's name who sent them, but it may be all right if it ends well.

I also met the same day Mr. Toke Stone and his two nephews, Robert and Harry Stone of Jacksonville. They had started for Butte Falls to try to get employment.

I also met one of the early pioneers of Jacksonville, Mr. Thomas Riley, one of our prosperous farmers and dairymen, located on his fine farm on Antelope creek.

I also met Mrs. B. L. Kingery, who is living on one of her father's, James Culbertson's, farms near Wellen. I also met Mr. J. Gabriel, Medford and Mr. Dan Seavale, Butte Falls. They were here for dinner. I also met Mr. Frank Sunderstrom of Butte Falls and Burnett Gaudner and R. Gaudner of Salt creek (Lake creek).

Mr. and Mrs. C. Hucksion of Ashland were here for dinner.

Mike Hickelberry was also a business caller on Geo. Brown & Sons Wednesday.

F. W. Walker, one of the section foremen on the Brownlee-Olds (Pacific & Eastern) railway was taking a lay-off Wednesday, as he was not enjoying his usual health, and in the run of conversation, gave me his subscription for The Daily Mail Tribune and the Medford Sun. Since I wrote that letter of March 17, in which I stated that I would have to give up the job of gathering and writing the Eagle Point Eaglets, I have found such a strong protest coming from the readers that I have decided to try to keep it for a while at least, although sometimes after I have made my rounds of the business part of the town and go into first one place of business and then another, and see no one from the country and enquire, "Is there anything new today," and the reply is "nothing doing," it makes me feel a little discouraged, but then I have the promise of help in that line, as some of the business men and women have promised to help me, and some of them have helped me very much already, for which I am very thankful.

George W. Averill, who has a homestead on the north side of Round Top, near the railroad track, came out and went to Medford to look after a car load of wood he had shipped out on the railroad and came out to the Sunnyside and spent the night on his way home.

Thomas Riley, son of Joe Riley, whose home is on the Crater Lake highway near the Antelope bridge, was in town Thursday. He is hauling lumber for cross arms for our telephone manager, W. C. Clements, from the Hayse sawmill on long branch.

Mrs. A. C. Radcliffe was here trading and reports that her husband, who was badly hurt some months ago, is improving so that he can go around a little, but improves very slowly.

Among the diners Thursday noon were W. C. Clements, Harold Van Scoy, our popular mail carrier on the Medford-Butte Falls route, C. A. Pickle, the meter reader for the California & Oregon Power Co., and A. J. Free, who has been working at Butte Falls, but was hunting for a softer and better job.

Roy Ashpole of the hardware firm of Ashpole and Nichols, reports that Gus Ditworth, W. P. Morgan, Allan Casley, R. Hulse, Herman Meyer and John Greb were among the business callers Thursday.

E. V. Britton, wife and three sons were trading with F. J. McPherson Thursday and F. M. Amy and Geo. W. Paine with O. & C. Seed Co., Medford, were here for dinner.

MOTHER! MOVE CHILD'S BOWELS

"California Fig Syrup" is
Child's Best Laxative



Hurry mother! Even a cross, sick child loves the "fruity" taste of "California Fig Syrup" and it never fails to open the bowels. A teaspoonful today may prevent a sick child tomorrow. If constipated, bilious, feverish, fretful, has cold, colic, or if stomach is sour, tongue coated, breath bad, remember a good cleansing of the little bowels is often all that is necessary.

Ask your druggist for genuine "California Fig Syrup" which has directions for babies and children of all ages printed on bottle. Mother! You must say "California" or you may get an imitation fig syrup.

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Avoid Motor Oils

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designed to remove everything in the
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Fluffy or Flinty?

—which kind of "carbon" comes
from the oil you use?

SOME carbonaceous residue is deposited by *all* motor
oils. That is a known fact.

But there are two kinds of this so-called "carbon."

One is hard and flint-like as in diamonds. It attaches
to cylinder walls, piston and valve heads, and it stays.

Chisels or acetylene torches are required to remove it.

An Abrasive

Being hard and gritty—hard enough to score cylinders
—it acts as an abrasive, wearing cylinders, pistons, and
rings.

It prevents valves from seating properly. Compression
is thus lost.

Small particles become incandescent, causing pre-ignition,
which results in "knocking" and lost power.

Spark plugs, becoming coated with it, are short-circuited,
and miss.

A Different Kind

Most of the small residue from Aristo Motor Oil blows
out with the exhaust. What's left is soft and fluffy. Being
softer than the metals, it can't cause wear.

Your car runs thousands of miles farther without grinding
valves.

Spark plugs practically never "foul."

As a *pure lubricant* this oil is unsurpassed. Neither
paraffin nor asphalt is contained in it.

It forms a tough, thin film penetrating to and protect-
ing every part in any weather and in any motor heat.

It passes every known test of perfect lubrication under
all conditions that exist in motors.

It's the best that a great company like the Union Oil
Company of California can make.

If you want such lubrication, with entire elimination
of all "carbon" damage, see that you *always* get Aristo
Motor Oil, for sale at all first-class garages and service
stations.



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Aristo Motor Oil