

BUSSES BRING MEMORIES OF PIONEER LINE

New System Boon to Out-lying Districts—Gagnon Tells of Old Trolley Line and Steam Service to Jacksonville.

(By Mary Greiner.)

The new bus system, recently installed in Medford by Kinsey & Leek of Corvallis and operated here personally by George Kinsey, one of the partners, is proving a popular asset among local industries. Residents in the outlying districts, and in the residential sections, are discovering the possibility of saving many steps and much gasoline by hailing the yellow car on its circuitous journey around the city.

Leaving Jarmin & Woods' drug store every 30 minutes on the even and half hour, the car reaches practically every main artery of the city. It starts down Main street, past the bridge to the road that leads to the Odd Fellows' cemetery. Here it turns around, comes back west on Main until it strikes Central. From there it goes out Jackson, south on Columbus, to Main, then to Lincoln, south to Eleventh, where it turns east to First street. It goes north on First until it hits Main again and then back to Jarmin & Woods'.

It is rather an odd sensation climbing into a "street car" in Medford, paying the 5-cent fare, which one is required to drop into the coin machine opposite the door, settling back in a comfortable seat and riding down old Main street, which one is so used to traversing in a hoof. Great days for reporters and others who are not averse to paying shoe leather insurance.

Seats to Taste

Catering to the individual taste of local residents, the new street car is equipped with one row of single seats for bashful bachelors and others of exclusive temperament, and another row of double seats. In the rear is a davenport, with a jumpseat opposite which may be used as a footstool in cases of stress or sport.

And so the sunny yellow bus pursues its course around the city, and with Main street—Main street of the street car track which has long since ceased to echo to the rumble of electric trolleys and warm to the revolving pressure of the Barnum-Bulls-Gagnon train to Jacksonville—one can't help remembering (if one has been here that long) the good old days when mining was the principal industry of Jackson County.

According to Joe Gagnon, who is the only survivor of that trio of operators, the Medford-Jacksonville railroad will go down in Oregon history as one of the liveliest industries of the state. Started in 1880 by W. S. Barnum, according to Mr. Gagnon, the railroad was built for the purpose of hauling ore from the Blue Ledge mining property, which was then producing in tremendous amounts.

Combination Train

The train, as run by Mr. Barnum and his two sons, John and W. S. Jr. (also now deceased) consisted of a steam engine, a flat car and a box car for freight, and another engine and passenger car for the transportation of residents between the two towns.

This pioneer Medford-Jacksonville train ran on 26-pound rails, according to Mr. Gagnon. As business increased, larger rails were installed. The road was sold to S. S. Bullis, who operated it for several years, having purchased it from Mr. Barnum for \$60,000. Mr. Gagnon said that the railroad then went into the hands of receivers, and he bought it for \$22,000, sold it later to John Opp for \$37,000, and that it discontinued operation in 1925, and was later purchased by the city.

"I extended the railroad four miles above Jacksonville into the timber, and hauled timber as well as ore over the railroad," said Mr. Gagnon, reminiscing on the old days. "By this time, of course, a number of improvements had been made on the line and equipment, and we carried as high as 300 passengers between Medford and Jacksonville. One of the Southern passenger street cars was 42 feet long and another was 30 feet.

Then came the jitney. "Our fare was at first 25 cents. Then a jitney line came into Medford. We dropped our fare to 20 cents and they dropped down to meet us. Finally we got down to five cents and forced them out."

The depot for the Medford-Jacksonville line was the building now used as the police station. Mr. Gagnon said that he had not as yet ridden in the new Medford street car, but intended to climb aboard for a pleasure ride some sunny afternoon.

And when he does, he'll dream—not of the past and of the Barnum-Bulls-Gagnon railroad to the Blue Ledge—but of a future Southern Pacific feeder from the Tomlin mill to Jacksonville, Ruch, Blue Ledge and Waldo, where it will meet the Grants Pass road to Crescent City. This dream will be realized, according to Mr. Gagnon, next year.

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EAGLE POINT YULE FESTIVITIES DRAW OVERFLOW CROWD

EAGLE POINT, Dec. 24. (Special.)—A great sight could be seen December 21 at Eagle Point. The schoolhouse and Grange hall all lit up, cars approaching from every road, loaded with parents and friends, all coming to join in the Christmas festivities. Our large hall was crowded to overflowing, there being 200 or more people present.

The program was well rendered and was received with great applause. Much credit is due the teachers who worked so faithfully to get the program ready in such a short time. The Christmas tree, Santa Claus coming down the chimney, all added to the evening's pleasure.

The members of the Parent-Teachers association were ready for the occasion; large sacks had been prepared and filled with candy and nuts for all the children in the hall; cute little packages of candy and nuts were handed around to the crowd. All expressed themselves as having spent an enjoyable evening.

Harry Ward, Ross Kline and Lester Throckmorton attended the Grange meeting at Central Point Friday.

R. A. Weidman, one of our leading dairymen, was a business visitor in Medford Saturday.

Mr. and Mrs. Jack Flory moved to Medford Saturday. On account of the cold weather, our Grange meeting, held last Tuesday, was not so well attended as usual. Mr. Fuller showed some very splendid forest pictures, also lectured on the preservation of the forest. Clay Packer of the Farm Bureau Co. E. gave a talk on cooperation. Instrumental duet, selected, Mr. and Mrs. Mittlestadt; solo, selected, Lola H. Bonham.

Mrs. Watkins, Miss Anna Watkins, Mrs. Geo. Phillips and John Phillips all went to Medford to do their Christmas shopping Tuesday.

Mrs. Myrtle Vanderhellen was taken seriously ill with the flu Tuesday. Mr. and Mrs. Percy Haley took her to the Community hospital in Medford.

Harry Ward went to Portland on business Sunday and returned Tuesday. Mr. Ward was glad to get home again, remarking that the weather was bitter cold in Portland.

Mr. and Mrs. Paul Force of Cooley Orchard went to Gold Hill Sunday and enjoyed a pleasant visit with his brother and family.

Our intermediate teacher, Miss Atkins, will spend her Christmas vacation with her parents in Medford. Mr. and Mrs. W. A. Atkins.

Mr. and Mrs. James Linn and daughter Mary have returned from California and will spend Christmas at their home near Eagle Point.

Mr. and Mrs. Theo. Bain and Mr. and Mrs. Dickie, all of the Crescent Lake highway, were in Eagle Point Thursday.

Among the many people maturing to Medford to do Christmas shopping were Mr. and Mrs. Leroy Smith, C. F. Davies, Mrs. Ray Harnish, Mrs. Nellie Brown, Mrs. Ritt Brown, Mrs. Anna Brophy and daughters Gwendolyn and Margaret, also Mr. and Mrs. Charles Cingrade, Mrs. Grace Dahack and Mrs. McLean.

Chas. Pettigrew, our local mail carrier, reports a heavy Christmas mail. He says it has just about doubled up in quantity. Also that there seems to be packages of all sizes for everybody.

Mrs. Royal Brown is still going to Medford for electric treatments. Marshall Minter was in town Wednesday trading with our local merchants.

Thos. F. Nichols was in Eagle Point visiting on Wednesday.

A. L. Rogers of Medford was visiting with his grandparents this week. Mr. and Mrs. David Prince, Albert Phillips and family of Randon were visitors at the home of Mr. and Mrs. George Phillips and family this week. They enjoyed a very pleasant visit.

Other residents of Eagle Point doing business in Medford are Mr. and Mrs. Will Atkins, Miss Hattie Howlett of the Sunnyside hotel, also Mr. and Mrs. Otto Gaster. The store hovered around the home of Mr. and Mrs. Orrin Adamson and left a baby girl. Mother and daughter both doing fine. They have named her Winifred Jean.

Mr. Chervin of the Faber & Chervin store is back again after a bad case of flu. A. B. Maple, who attended the store during Mr. Chervin's absence, is back again in the store at Central Point.

Miss Ethel and Dorothy White and grandmother, Mrs. E. A. White, will spend the Christmas holidays with their parents on the ranch at Lake Creek.

Ross Kline, H. Ward, Lester Throckmorton and R. A. Weidman attended the marketing committee meeting at the Farm Bureau Friday, December 21st.

Tom Mix On Christmas Eve At The Rialto

Tom Mix is at the Rialto today in "The Deadwood Coach."

With a superb cast, Mix has made what we believe is the best western motion picture of his career. It has thrilling action and a comedy relief which is handled expertly and is calculated to make the most

JELLIES AND JAMS FROM THE STORE

Make the Whole Meal More Enjoyable

Jams, jellies and preserves are marvelous energy foods for children, athletes, and all physically active people. In addition to that, they make the whole meal more delicious. They are appetizing spreads for bread, accompaniments for meats, and tasteful additions to toast, muffins and hot breads.

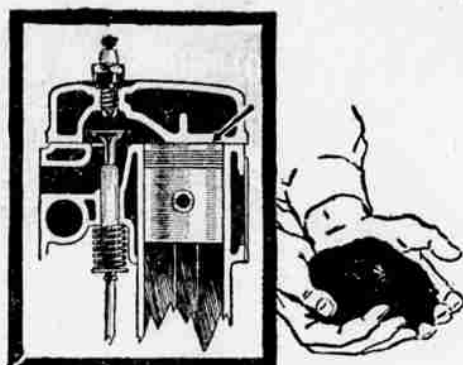
Another good thing about jams, jellies and preserves, all grocers today carry them. These bought foods are delicious. Their purity can be depended on. They contain appetizing fruit acids, and beneficial minerals and vitamins.

Thousands of women and girls today are permanently injuring their health by dangerous weight reduction. All children should be a little overweight, if anything, as a protection against disease.

It is almost a rule of health that those foods that are made more delicious by sugar are the best for us to eat. Eat daily plenty of cereals, fruits, vegetables and milk, sweetened for perfect enjoyment, and you will go a long way toward health in diet. See that all growing children eat enough regularly. Eat for nutrition and enjoyment. The Sugar Institute.

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in any motor
Ruinous..
in the newer ones

..this coke-like carbon from burned oil



Older motors might find room for a handful of coke-like carbon. There is but a knife blade of "clearance" in our fine new engines—no room for carbon

A THIN dime on top a piston would bump the cylinder head—in some of the new motors. No clearance, no room for carbon deposits.

You've seen how carbon forms in layers, how it has to be scraped from spark plugs, valves, pistons. Most of it comes from burned oil. And the surprising thing is that many high priced oils form great quantities of flint-carbon.

It is shameful to let a fine new motor knock and strain. To let it choke up with hard carbon that flakes off, holds valves open and wastes power. To let abrasive chips grind like grit through every bearing!

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lubricant. There's an improved oil, ideal—almost a necessity—for modern engines.

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Not much oil burns in a good motor—but there's always enough to form carbon. Shell Motor Oil, the result of a new and exact refining process, forms 2-3 less carbon than even the costliest oils you can buy. The little it does form is only soft soot that blows away through the exhaust.

It is a finer lubricant, so carefully vacuum refined that none of its sturdy body is lost. Shell Motor Oil can truly "add thousands of miles to the life of your car." At yellow and red signs, everywhere convenient.

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case-hardened film fan shake with laughter.

"The Deadwood Coach" is the story of an outlaw, known as The Grap, who has terrorized the countryside and to whom all manner of crimes have been attributed. In reality, he is not a vicious character. He is the enemy of only one man.

In the cast are George Bancroft, DeWitt Jennings, Buster Gardner, Norma Willis, Nora Cecil, Sid Jordan, Frank Coffey, Jane Keckley and Ernest Butterworth.

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References: Paul Scherer, phone 1235; R. J. Henry, phone 19-F-4; C. A. Hiles, phone 869-L.

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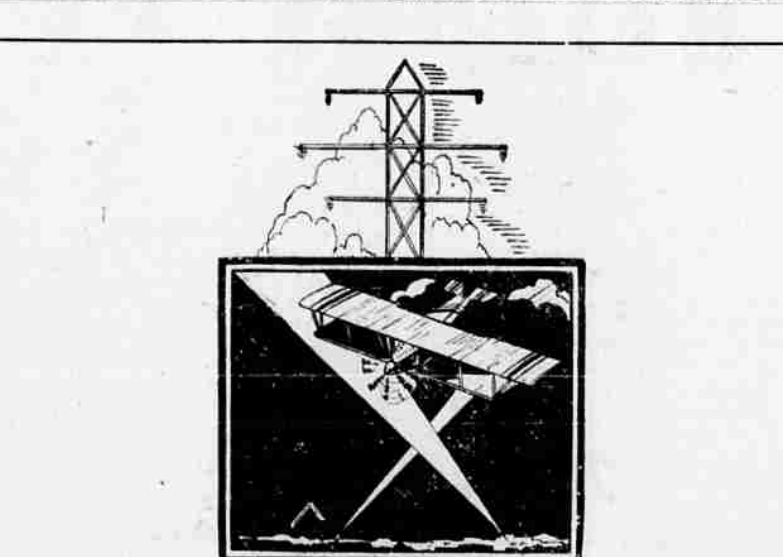
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their planes over a virtual milky way that lights the aerial routes. Great flood-lights bathe every landing field with light. The planes glide safely to earth. The mail is stacked in waiting trucks.

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