

MEDFORD, OREGON, SUNDAY, MAY 25, 1930.

## Travelogue of a Medford Woman

Marguerite Mosher Shoop, former resident of this city and now living at Sanborn, writes entertainingly as follows about her trip by train from the Rogue Valley to her new home. She writes of her wonderment that some people must travel to lands far from home to find inspiration, when here on our own continent we have so many scenic wonders that we can find inspiration in our own North West.

On April ninth, we (my husband and I) left Medford on the Northern Pacific for Portland. I shall never forget the beauty of the Rogue River Valley on that beautiful evening, as we sped thru the valley of orchards spread out like a gigantic snowy blanket beneath a blue sky. I have always loved the Rogue River Valley, and it seemed quite strange to me that it should array itself in gorgeous robes upon my departure as a token of farewell. Thus I shall remember it always as a thing of beauty.

Darkness had already descended when we reached Grants Pass, passing out much of scenic interest along the way. We went forward into the day coach to visit the scenic views. Mrs. Meyers, the mother of Mrs. Hugo Lang, whom I had learned was going north on the same train. We talked with her until a late hour, when she sought our berth and slumber's welcome touch.

We reached Portland at seven o'clock the following morning, and found an army of workmen employed at the task of remodeling the old Union station. The old structure of brick and concrete, tower and turrets, was being taken on a changed appearance in exterior and interior appearance. New plaster, gray tile wainscoting, new plumbing, staining, the floors, wood work, and lighting fixtures made an enormous difference in the interior, while square faced brick, which framed the windows and doors, have given way to brick with round corners. The old open veranda, which extended along the east side of the structure, has been enclosed on a brick and iron structure so that it has assumed the appearance of a solarium than that of a station train shed. To be sure, the building was a bit older, as is always the case in construction work is in progress but the results will justify such disturbances; and all were forced to admit that the two hundred and fifty thousand dollars appropriated to the cause is better than a million will be spent for this in the first repair work that has been done on the building in a period of thirty years. Portland may well be proud of her Union station, once the construction work is completed. We had breakfast at the lunch room in the station, then went for a short walk about the city, as we were to board a Northern Pacific train for Seattle at 10:30.

The territory between Portland and Seattle is quite similar to the Willamette Valley, though I believe it is not quite so beautiful. Oregonian if you please! We saw many fine dairy herds about the Puget Sound, and the country a whole lot of us prosperous.

At 10 o'clock I took us in Seattle, and would be impossible for us to leave the city until nine o'clock the following morning. We went in an abbreviated light-sleeper condition that evening, but the train was a little chilly, causing us to shorten it considerably. Passengers are discharged below the street level at both the Northern Pacific and Milwaukee stations in Seattle, and it is necessary for one to climb a flight of stairs in order to reach the street. The Milwaukee station is much newer in appearance than the Northern Pacific station. The waiting room is on the street level, and is very artistic in architecture with its arched ceilings, tiled floors, and glazed green tile wainscoting. The waiting room runs north and south, with the entrance to the tracks to the south end of the building and the street entrance at the north end. The west side of the building is taken up with the ticket office and baggage room, while the east side boasts a barber shop, ladies' rest room, shoe shining parlor, news stand, and the stairs which lead to the basement and lunch room. The building is exceedingly well lighted with both natural gas and artificial light, and boasts the most modern plumbing system. The exterior of the building is of brick and concrete, and is equally as artistic as the interior.

The waiting room in the Northern Pacific station is below the street level, and in its day has been extremely beautiful, but years of usage have brought about a certain process of deterioration, which necessitates the outlay of labor and money, to bring the structure back to its original grandeur, and as yet has not been made. The exterior of the building is of a deep red brick, with stone window sills. Railroad offices occupy the second story of the building, which is on the street level. The waiting room possesses tile floors, comfortable seats, elaborate white marble wainscoting, and an electric flag board, which is located on the south wall. The ticket office are at the north of the waiting room, and resemble teller's windows in the most elaborate banking institution with a great display of marble counters and polished brass gratings. There is a huge four-point star dome in the center of the floor of the waiting room, pointing directly north, another south, one east, and the other west, each labeled so that a new comer to the city may take his bearings from it before venturing forth into the city. There are also Western Union and information desks, news stands and parcel checking room, and a ladies' lounge room in connection with the waiting room. It is only just to say that the service one receives in keeping with the original grandeur of the building.

At nine o'clock the following morning, we left the Milwaukee station aboard the Columbian for Aberdeen, S. D. The Milwaukee has much of its road through the northwest electrified. The electric railway makes for greater comfort in traveling, as there is no smoke, little jar, and practically no noise except for the rattling of the wheels. We were soon speeding up the Cedar river, from which Seattle draws its water supply.

As we climbed ever higher into the Cascade mountains, there were drifts of snow along the track. From the observation platform, which we occupied most of the time during the days, we gained many a view of snow-capped peaks, forest covered slopes, and howling little streams, with now and then a larger river. As we neared the summit, we passed through Snoqualmie tunnel, which is more than two miles in length, being eleven thousand, eight hundred ninety feet long. A short distance east of the summit of the Cascades, we came to a lovely little lake, Keeseehals, a lovely little lake tucked away among the peaks. It had been frozen over all winter, and its center was still ice covered. However, around the edges, the ice had melted, and snow-capped peaks were reflected in its mirror-like surface. It was a beautiful scene, set as it was in the deep green of the spruce.

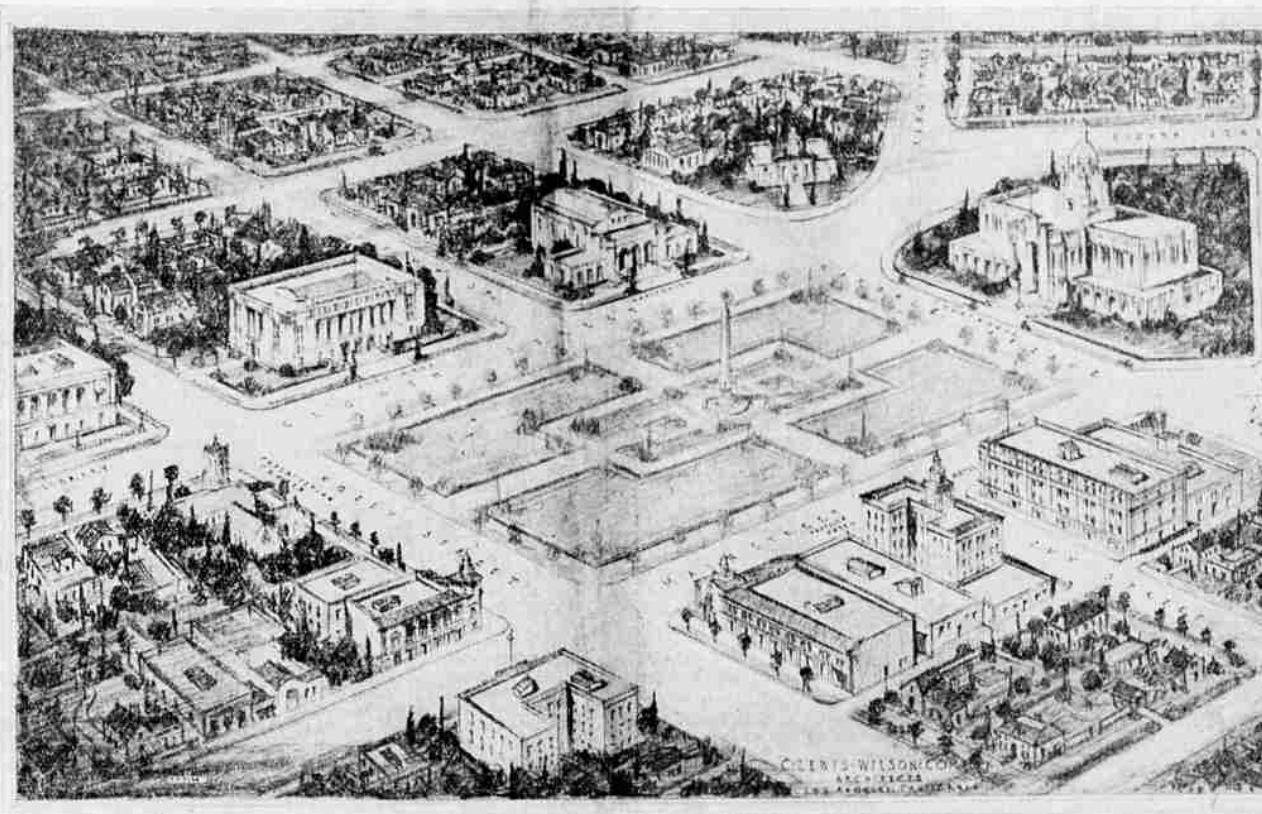
Afternoon found us passing thru the Yakima valley, and soon we were in the Columbia. The Columbia basin in eastern Washington is not at all like the Columbia that is familiar to Oregonians. The desert creeps up to the river itself, and the railway tracks are filled with wind-blown sand. As we approached Spokane the country began to look more promising, and we found Spokane to be a beautiful city. We reached Spokane about seven o'clock, so we saw it lighted up. The Spokane river is superbly beautiful—beyond the descriptive power of words.

When I awoke the following morning, I thought that I had plenty of time to make my toilet before we reached Butte, but I had barely finished my dressing when our train drew into Butte. For a short time I was puzzled, as my watch had not been in the habit of losing time; then it occurred to me that we had entered the Mountain Time belt, and I should have set my watch an hour ahead as we passed through Avery, Idaho. I was not very well impressed with Butte, though I know that few cities have the best sections near the lake tracks, away among the mountains. However, it seemed to me that Butte held itself very much aloof from the station. It was cloudy as we passed through, which only added to the dismal aspect of the place.

Not far from Butte, we passed over the Continental divide, thru Pipestone Pass tunnel, which is almost half a mile long, at an altitude of six thousand, three hundred thirty-five feet. We were passing down the Jefferson river, which is a tributary of the Missouri. At Three Forks we came to the point where the Jefferson, Madison, and Gallatin rivers unite to form the mighty Missouri. We crossed the Missouri a few miles further on, and started up a small stream in Montana Canyon. It is difficult to describe Montana Canyon. It is a beautiful canyon, with narrow, towering walls of rock in peculiar shapes, some of them resembling fortresses, castle ruins, mosques, towers, and minarets. At some points it widens out to admit a little group of ranch buildings, perched among the spruce and cedar on its steep slopes. Wherever one may look are enormous colored rocks in many tints of the rainbow, red, yellow, green, brown and gray.

At Harlowtown we changed from electric to steam power, and were soon speeding through eastern Montana. It is as near sunset when the porter told us to keep watch from the south side of the train station after we passed the little station of Sumatra and we might be so fortunate as to view a herd of antelope grazing a little way from the track. We were told that sometimes there were as many as fifty grazing together. Dinner was announced as we watched, but we were willing to take a chance on going without our dinner in order to see the antelope. We watched with a great deal of interest, and after awhile were rewarded by the sight of a small herd of the cunning little creatures grazing about a quarter of a mile from the track.

## Birdseye View of Medford's Proposed Civic Center



With decision of the people of Jackson county to place the court house on the Washington school site, expressed at the recent election, members of the planning commission and other persons interested in the development and beautification of Medford, which may evolve from adoption of a stringent planning and zoning program, feel that the first step has been taken toward accomplishment of the civic center, pictured on this page, which is as yet but one of Mr. Crane's unrealized visions. If dreams come true local people will within 25 or 30 years wander through the walks of those blocks, Larry Schade, president of the commission, stated yesterday.

The sketch, made by C. Lewis Wilson, architect of Los Angeles, as an interpretation of plans outlined for Medford's future by Jacob L. Crane Jr., planning engineer of Chicago, who spent a week in this city during the early spring, working in conjunction with the local planning commission and engineers, will be exhibited at the National City planning conference to be held in Denver next month. A map of the city prepared by Bernard Roberts of Medford will also be exhibited at Mr. Crane's request.

While the picture shows the eventual grouping, which the planning commission does not hope to accomplish before the expiration of 25 or 30 years, several buildings in the picture will be a realization before that remote time. The large white building with impressive dome located between Oakdale avenue and Eighth streets is the county court house, location for which was recently determined.

After the building of the court house on the Washington school site the next step in the civic center program, according to expectations of the planning commission will involve the city library and city hall. The block where the library now stands will be converted into the parking block shown in the center of the sketch. Closing of streets, which will ultimately be done, will provide the city with parking space here equivalent to eight city blocks.

**Move Library**  
The library will be moved to the corner opposite the Presbyterian church on Holly street. The building on the other side of Holly street directly across the library, shown in the sketch in the city hall, which Mr. Crane and the commission prophesy, will be needed before the passage of many years. The site occupied by the present city hall, in which county offices are temporarily located will within a few years become a valuable building. In addition it will prove inadequate for accommodating the city officials.

Next after the transfer of the city library, formation of the park block and building of a new city hall, the commission places construction of a chamber of Commerce building and a Greater Medford club building in the civic center program.

**Auditorium Shown**  
These two buildings will form the left and right wings of the large building with stately columns opposite the park blocks on Eighth and Ivy streets. The demand for these buildings has already been frequently voiced and steps toward their accomplishment taken. The middle section of the building is the anticipated public auditorium. The growth Medford has realized during the last 10 years justifies the belief that there will be sufficient demand to necessitate construction of this auditorium within 25 years.

The most imposing building in the sketch, however, the county court house, is the one to be erected first and therefore the one in which members of the planning commission and other residents of Medford are most interested. Members of the commission state they are pleased with the county's choice of the site and feel that the people who voted for it will realize in 26 years from now that they have taken the greatest step possible toward beautifying Medford and accomplishing a dream of long standing with the planning commission.

## AIR MAIL PILOT RESCUES CARGO

CLEVELAND, May 24.—(AP)—Pilot Samuel J. Samson of the night air mail barely escaped with his life in a parachute jump early today after starting aboard to the last possible minute tossing the mail over the side.

Samson, flying from Cleveland to New York, encountered motor trouble while over Bedford 12 miles southeast of here. He saved most of the mail by throwing it overboard, but left himself scant time to leap to safety.

## Bargain Hunter's Baby Dies While Mother Absent

CEDAR RAPIDS, Ia., May 24.—(AP)—Mrs. Max Janowsky, hunting a bargain, has lost her 19-month-old baby.

She left the infant sitting on a counter in a Cedar Rapids store while she shopped. The baby fell to the floor, striking on the head.

SANTA BARBARA, May 24.—(AP)—Eight months old Raymond McGill, Jr., bundled up in bed so he couldn't fall out while his mother broke a fast, was dropped four floors down the laundry chute by a chambermaid who did not notice him. He was not hurt.

## SUES DRY AGENTS WHO WIELDED AXE

ST. LOUIS, May 24.—(AP)—Mrs. Lillie B. Peters of Portland, Ore., formerly of St. Louis, seeks \$12,500 damages from six prohibition agents for alleged malicious destruction of property during a raid, in a case on trial in federal court here.

The officers found a still in her building. She alleges they smashed windows and doors and cut a hole in the third floor permitting 4500 gallons of mash to trickle to the basement so that the building was ruined.

LISBON, May 24.—(AP)—A violent explosion last night severely damaged the lighthouse on the lonely Berlering islands off the Portuguese coast and burned two attendants badly.

CLATSOP COUNTY.—Mrs. Selbert Swanson of Wauna was injured seriously in an automobile accident.

## HOOD RIVER SCHOOL BEST IN CHEMISTRY

PORTLAND, Ore., May 24.—(AP)—Announcement was made here last night that the Hood River high school had placed first in the high school chemistry contest, sponsored by the Oregon section, American Chemistry society. Besides four other Portland high schools, the Roseburg high school placed in the next highest six.

## GEORGE ELDEN IS EMERALD OFFICIAL

OREGON STATE COLLEGE, Corvallis.—(Right)—George Elden of Central Point, sophomore in commerce, has been chosen manager of the service department of the Emerald, daily student publication, for the coming year. He was also awarded a pin for one year's work on the Emerald business staff.

The Emerald is the official organ of the Associated Students of Oregon State. It is published every day except Sunday and Monday, and reflects the campus life and spirit of the students. Students registered in journalism courses receive practical experience from working on the paper.

Elden is a member of Beta Kappa social fraternity.

## RADIO TALKER BY TELEVISION IS WITNESSED

### Theater Audience Sees Orchestra Leader On Screen As Music Reaches Ears By Phone.

SCHENECTADY, N. Y., May 24.—(AP)—The television radio talkie, youngest and most precious child of electrical science, had its world premiere as a theatre attraction here today.

Audiences witnessed the unprecedented spectacle of an orchestra in the theater being lead by the life size radio television image of its conductor, who in a laboratory a few miles distant wielded his baton as he received the music of his men by telephone. Merrill Trainor, laboratory assistant of Dr. E. F. W. Alexanderson, television pioneer, was seen and heard as he explained the way in which the pictures and the sounds reached the theater. Other performers contributed to the demonstration by gesture, vocal music and instrumental selections.

The demonstration was arranged by Dr. Alexanderson, who is consulting engineer of the General Electric company and the Radio Corporation of America, to show the possibilities of television as a mode of entertainment. Dr. Alexanderson has been experimenting with television for several years. His first demonstration, in 1927, was a picture in a three-inch aperture. An image 14 inches square was exhibited at the New York radio show last fall. The projection today was on a screen six feet square, with all the grey shades between white and black being produced, registering the shadows of the features and giving both depth and detail to the picture.

## WITHAM CAN INSTALL BOSCH AUTO RADIOS

Bosch Motor Car radios are now available for southern Oregon motorists at Witham Super Service, Incorporated, Eighth and South Riverside.

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Easy to attach to any make of car, new or old, the Bosch car radio is proving popular where ever introduced. Several sets have already been installed in Medford by Witham's.

SALEM, Ore., May 24.—(AP)—Early spring conditions were providential to eastern Oregon livestock men, says Dr. W. H. Lytle, state veterinarian, after a 1400-mile trip through the heart of the range section of the state. Few haystacks are to be seen, except in the irrigated districts, he says, but ample spring rains have brought out range grass in abundance, and the desert is now covered with the best forage crop in years.

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