

PAIR OF BANDITS TERRORIZE WIDE MISSISSIPPI AREA

(Continued from page one)

tional Guard mobilized late yesterday after the two bandits, using a sheriff and three other persons as shields, surprised the posse 12 miles north of Prentiss and disarmed them.

Guardsmen called. About 100 guardmen were summoned at Jackson, but all except 10 of them were sent home at midnight. Adjutant-General Thomas L. Grayson said they could be recalled at an hour's notice.

The adjutant-general said he was informed the men were last seen at 5:30 p. m. yesterday, turning off into a gravel road three miles west of Georgetown, in Copiah county.

Deputy Sheriff Lee said Sheriff E. E. Crawford of Covington county, who was kidnaped by the bandits, was slightly wounded in the head during a shooting skirmish. The sheriff escaped during one of the gun battles.

Mrs. Rodney Polk of near Prentiss was shot through the left arm when her father-in-law, J. T. Polk, opened fire on the bandits as they attempted to commandeer his automobile.

One of the bandits was believed wounded in the face by a charge of squirrel shot from Polk's gun.

Women Arrested.

Deputy Sheriff Lee reported the arrest of three women, caught running across a field near Prentiss. He expressed the belief one of them drove a car in which the men escaped after the bank raid.

The outlaws were reported to have changed cars at least six times during the day.

Hamilton, once chief lieutenant for Clyde Barrow, and successor to Barrow as the No. 1 desperado of the southwest, was a specialist in bank robberies.

Barrow and his cigar-smoking, gun-toting companion, Bonnie Parker, were killed by officers in Louisiana last year.

The pair had aided Hamilton in his break from the Eastham, Tex., prison farm, January 16, 1934, in which a guard was killed.

Hamilton was recaptured and sentenced to death, but escaped from the Huntsville prison last July 22.

SUNDAY SCHOOL ROOMS CHANGED

Because the primary department of the First Methodist Sunday school has become overly crowded the larger rooms across the hall have been redecorated and will henceforth be occupied by the boys and girls of the primary department. This change will take place Sunday morning and all belonging to this department are asked to be on hand early so the adjustments can be made without too much confusion during class hour.

The room they have formerly occupied has also been redecorated and will be used by the intermediate department. The Sunday school has had a steady growth this last winter and is doing splendid work.

At the church hour Sunday morning the pastor, Rev. Joseph Knotts will preach another of the series of pre-Easter sermons, using for his theme "Pilate's Friendship."

A cordial invitation is extended to all to attend both Sunday school and church services.

Exchange Old Gold for cash or trade at Brophy's, Jewelers.

Ask the customers who have their watch repairing done here. Johnson the Jeweler.

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Handling Perishable Fruit Traffic From the Rogue River Valley

By A. S. Rosenbaum, District Freight and Passenger Agent, Southern Pacific Co.



Main and Front streets of Medford during the late eighties showing the first railroad station and the Riddle House which hostelry was remodeled and afterwards became the Nash Hotel. The Oregon and California rail line, which later became part of the Southern Pacific was opened for traffic through Medford February 23, 1884.

When the discriminating housewife who lives in a midwest or eastern city tells her grocer or market clerk that she wants a "dozen of those fine looking pears," does she ask where the fruit is from and then voice surprise that it could be shipped that distance from Oregon and still be "fine looking?"

It is likely that she does not. Probably she takes it for granted, just as do millions of other persons throughout the nation, that her favorite fruit will be right there in the market when she wants it. Perhaps she little realizes how the perfection of a complicated phase of rail transportation has influenced her buying and eating habits.

Yet it has been only through the progress of refrigeration in rail service that the nation-wide distribution of perishable products has become possible, which in turn has helped to develop in Oregon and other Pacific coast states the orchards and vegetable acreage that serve the farm corners of our country.

The present high standard of rail refrigeration service is comparatively recent in its creation and is under

constant improvement. It was, however, nearly simultaneous with the planting of the first commercial pear orchard in the Rogue river valley during 1885-86, that fruit was successfully shipped under refrigeration for the first time from the Pacific coast to eastern markets.

These first "fruit cars" were little more than ordinary freight box cars. Blocks of ice had to be piled in each end of the car before the fruit was loaded. There was no insulation of the car, nor was there any provision for re-icing the cars enroute. Crude and impractical as this method now seems, these cars were the forerunners of the modern Pacific Fruit Express "reefer."

Unfortunately, we can find no record of just when the first carload of fruit was shipped from the Rogue river valley. Most likely it was a shipment to Portland probably made in the early '90s, as soon as the first commercial orchards came into bearing. There were, of course, many earlier less-than-carload shipments. Some of the fruit was shipped by express to the eastern markets at that early date.

storage space for 33,806 tons of ice. Icing services of P. F. E. cars in the Rogue river valley are performed by commercial ice companies under contract. At Medford, where most of the cars moving under refrigeration are iced, the work is done by the Medford Ice and Storage company, whose facilities consist of a plant with 110 tons daily manufacturing capacity, 19,350 tons storage, and platform that will accommodate 31 cars at a time. This platform was originally built to handle seven cars. In 1918 it was expanded to take care of 21 cars and in 1929 built to its present size. The original ice storage capacity of 8,750 tons was also extended in 1929.

At Grants Pass, such icing service as is required is done over a two-car single icing platform, from an ice plant of eight tons daily manufacturing capacity and 100 tons storage. Facilities at Ashland, consisting of an eight-car single icing platform, 18 tons daily capacity and 1,200 tons storage, have not been used to any extent in recent years, as it has been found more expeditious to perform the icing services at Medford.

Perishable commodities moving by rail to distant markets require diversion and reconignment far more than any other kind of freight. Also it is essential that shippers and consignees be promptly and properly informed as to the location of their shipments in order that they may take full advantage of the best possible markets. Through its scores of agents in the United States and Canada, the P. F. E. performs this service most completely. It is estimated that approximately 85 per cent of all cars of perishables from the Pacific coast territory are changed in some manner between point of origin and final destination. With the improvements in telegraph during recent years, particularly the perfection of the teletype, the P. F. E. has developed its diversion and passing advice service to a high point of efficiency.

Indicating the magnitude of this service, the P. F. E. offices during the past five years have handled more than four million diversions, an av-

erage of 800,000 a year. When the Rogue river valley fruit is moving in volume, the rail company has stationed an experienced diversion clerk at Medford to insure the most expeditious handling of shippers' diversion orders.—Pearscope.

ORDER LUMBER FIRM REINSTATE EMPLOYEE

WASHINGTON, March 29.—(AP)—Reinstatement of Edgar S. Hall to his former position with the Westport Lumber company of Westport, Ore., was ordered Thursday by the national labor relations board. The

board said evidence indicated the company discharged Hall because he was active in organizing a labor union. Unless Hall is reinstated within 15 days and reimbursed for pay he lost from Oct. 2, 1934, the date of discharge, the case will be referred to the NRA compliance division.

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<p>Men's Chambray Work Shirts Full cut. Extra good quality. 60c each, or 2 for \$1.00</p>	<p>Men's Dress Shirts Here is a bargain well worth your consideration. \$1.29 and \$1.45 values. Special \$1.00</p>	<p>Men's Policeman Socks Brown, black, white, mixed. Sizes 10 to 13. 15c pair or 10 pair \$1.00</p>	<p>WOMEN'S BLOUSES Batiste, and Tissue Ginghams in plain and novelty plaids. \$1.49 values. Special \$1.00</p>
<p>Men's Dress Shirts Here is a bargain well worth your consideration. \$1.29 and \$1.45 values. Special \$1.00</p>	<p>Men's Policeman Socks Brown, black, white, mixed. Sizes 10 to 13. 15c pair or 10 pair \$1.00</p>	<p>WASH DRESSES Values in this lot up to \$1.59. Assorted styles and sizes. \$1.00</p>	<p>WOMEN'S SPRING HATS Values in this lot of new spring millinery up to \$1.49. Big assortment for Saturday selling \$1.00</p>
<p>FREE COUPON! \$1.00 WORTH OF S. & H. GREEN STAMPS FREE with purchase of one dollar or over—tomorrow Cut Out Coupon. Present at Green Stamp Station—with sales ticket Tomorrow, March 30, 1935</p>			
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