

JOHN HOCKERSMITH CALLED BY DEATH; FAMOUS PIONEER

Survivor of Lost Immigrant Train of 1853 Succumbs in 87th Year at Home of Daughter; Noted Rancher

John N. Hockersmith, Jackson county resident for the past 71 years and survivor of the lost immigrant train of 1853, died yesterday noon at the home of his daughter, Mrs. L. A. Rose, 429 South Front street. He was in his 87th year. He was a retired farmer and stockman.

Funeral services will be held at 2 o'clock tomorrow afternoon at the Perl chapel. The Rev. D. E. Millard will officiate. Interment will be in the Medford L. O. O. F. cemetery.

Mr. Hockersmith is survived by four children, Mrs. L. A. Rose, Mrs. Alice Turpin, Charles Hockersmith and Ivan Hockersmith; a sister, Mrs. H. H. Taylor; and six grandchildren, all of whom reside here.

Born in Iowa. Mr. Hockersmith was born in Davis county, Iowa, on December 27, 1849. His parents, Mr. and Mrs. Jackson Hockersmith, left Iowa by immigrant train in 1853 when John was four years old. After many privations the family reached Eugene and eventually penetrated through the primitive country to southern Oregon.

With his brothers and sisters, John Hockersmith attended public schools in Jackson county. On April 18, 1876, he was united in marriage to Viola Stewart. Two children were born of the union, both of whom are dead. His wife died in 1878. In 1880 he was married to Rebecca Stewart, sister of his first wife. Five children were born of the union.

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Mr. Hockersmith and his parents were members of that stalwart band of pioneers who set out to cross the great plains and mountains in the face of overwhelming odds. After many hazardous experiences, fraught with grief, the party was rescued just as starvation seemed certain doom.

Told by Mother. John was too young to remember most of the experiences of the lost immigrant train, but the thrilling tale of the brave journey was recounted many times by his mother as she reared her son to young manhood.

Thus his young memory of the momentous journey was refreshed until it left an indelible impression. In an interview a few years ago, Mr. Hockersmith recalled the long, tedious, dangerous trek across the plains and through the forbidding mountain passes. The immigrant band, he related, wandered aimlessly through the sagebrush of eastern Oregon in search of the fabled country farther west until aid was brought, just prior to starvation, from the three homes that then comprised Eugene.

The wandering, half-sick, half-celibris band had lived on "immigrant beef" alone until scouts had carried news of his plight to Eugene. Mr. Hockersmith recounted, "Immigrant beef," he explained, was often taken from the train when there was nothing else left to eat.

No Medford Then. "You see," he said, "the band tried to take the cut-off to Lane county, got lost in eastern Oregon and was close to perishing when some of the men took the trail and found Eugene. Enlisting help, they returned with pack train and food."

"All I remember myself is that we crossed the plains. The rest of the story my mother told me. We crossed the McKenzie river 27 times getting into Eugene. We had to hitch the oxen behind the wagons to let them down to the river. Indians were very numerous but peaceful. Someone had to stand guard at night but we didn't have to fight, except against nature and starvation."

"There wasn't any Medford when we arrived here," Mr. Hockersmith continued, "but there was a Jacksonville, and a roaring one. It doesn't seem like the same town today. I remember when you could see \$20 gold pieces piled a foot high on the bar. Gambling was wide open and anyone with money was permitted to play. But for all that there wasn't so much boozing then as there is now and dances were decorous and very enjoyable. I went to lots of them."

Mr. Hockersmith used to ride after stock but he once confessed he was not "much of a buckaroo." He settled down to farming and stock raising and became one of the most prominent agriculturists in the Rogue river valley.

Pine Shipments Advance In Week

PORTLAND, Ore., Aug. 28.—(AP)—New business slumped sharply, while shipments and production forged ahead in the week ending August 22, compared to the previous week, the Western Pine association said today in a survey of the industry.

Orders, totaling 71,543,000 feet, were nearly 8,000,000 feet under the preceding week, while shipments at 72,484,000 feet were nearly 7,000,000 feet above the previous week, and production, at 83,226,000 feet, was up more than 6,000,000 feet.

Meteorological Report

August 28, 1936

Forecast: Medford and vicinity: Fair tonight and Saturday; warmer tonight; cooler Saturday.

Temperature a year ago today: Highest, 99; lowest, 66.

Total monthly precipitation, none; deficiency for the month, 0.20 of an inch. Total precipitation since September 1, 1935, 21.34 inches. Excess for the season, 3.24 inches.

Relative humidity at 5 p. m. yesterday, 12 per cent; 5 a. m. today, 64 per cent.

Sunrise tomorrow, 5:33 a. m. Sunset tomorrow, 6:50 p. m.

Observations Taken at 5 A. M. 120th Meridian Time

CITY	High Temp	Low Temp	Wind	Clouds	Weather
Boise	102	54	---	---	Clear
Boston	72	54	---	---	Clear
Chicago	76	50	---	---	Cloudy
Denver	74	58	T.	---	Cloudy
Eureka	58	---	---	---	---
Helena	78	48	---	---	Clear
Los Angeles	84	54	---	---	Cloudy
MEDFORD	86	52	---	---	Clear
New York	74	58	---	---	Cloudy
Omaha	100	66	48	---	Cloudy
Phoenix	102	84	---	---	Cloudy
Portland	90	54	---	---	P. Coy.
Reno	84	52	---	---	Clear
Roseburg	98	54	---	---	Clear
Salt Lake City	80	48	---	---	Clear
San Francisco	62	54	---	---	Cloudy
Seattle	78	60	---	---	Clear
Spokane	84	50	---	---	Clear
Walla Walla	88	60	---	---	Clear
Washington, D.C.	78	68	---	---	Cloudy

NEW TOP TRAVEL RECORD IS SEEN AT CRATER LAKE

CRATER LAKE.—(Spl.)—Travel for the current season has reached the 135,000 mark, continuing an 80 per cent increase over 1935, with all indications a new attendance record will be set in 1936. The present figure exceeds all season totals since 1931 and is ahead of 1931 travel for this time of the year.

California from day to day during the summer is 50 per cent ahead of Oregon in first entry cars and has a substantial lead over Oregon. Travel from middle western and eastern states is remaining consistent, with New York, New Jersey, Illinois and Pennsylvania particularly well represented.

By entrances, August 19, travel figures were: South, 14,831 cars, 48,952 persons; west, 15,980 cars, 51,631 persons; east, 4155 cars, 12,459 persons; north, 5527 cars, 18,055 persons. Average Sunday attendance is 3600 and on week days, 1600.

All park concessions and government services are in complete operation, including guided field trips, boat excursions, lodge, dining room, cafeteria, cabins, store, postoffice, transportation and campground facilities. Approach roads from Klamath Falls, Medford, Bend and Diamond Lake are in good condition. Outside of some construction, which causes no inconvenience to motorists, the rim road, a portion of which is now hard surfaced, is open to traffic.

Over 2500 persons have visited the Watchman observation station on the first high point on the west rim of the lake, 2000 feet above the water. This is a substantial increase over 1935.

The observation station, which also serves as a fire lookout, provides a complete panorama of the lake and thousands of acres of forest lands as far as the eye can see. It is reached as a result of a 15-minute walk from the rim road, and is especially popular with sunset visitors. The beauty of the end of a mountain day is unsurpassed from this vantage point, especially when the sky is cloud-flecked.

Closing time for Too Late to Classify Ads is 1:30 p. m.

Catcher Recuperating



Bill DeLancey, star catcher for the St. Louis Cardinals last year, is gradually regaining his health in the sunshine at Phoenix, Ariz. DeLancey was brought to Arizona on a stretcher last winter. (Associated Press Photo)

W.C.T.U. HOME MATRON VICTIM OF AUTOMOBILE

CORVALLIS, Ore., Aug. 28.—(AP)—Mrs. Clark P. Terwilliger, a cottage matron at the W. C. T. U. home three miles east of here, was instantly killed last night when struck by a car. Mrs. Terwilliger, believed to be about 60, was hit when she stepped from behind a bus from which she had just alighted. The accident occurred in front of the home on the Albany-Corvallis highway.

Vern J. Peek, Salem, identified by police as driver of the car, was not held and it was not known whether or not there would be an inquest.

FOR PERSONAL LOANS OF ALL KINDS: W. E. Thomas, 45 S. Central.

CHINESE PIRATES ROB PASSENGERS BY DARING RUSE

(Continued from Page One)

with word from Hong Kong to Shanghai that a band of 18 notorious pirates had been seen.

Those outlaws, it was believed, were members of the band that attacked the luxurious British steamer Tungchow February 1, 1935, with 75 school children aboard.

A Russian guard, part of the permanent patrol ships maintained in the China seas, and a member of the crew were killed in the fighting as the brigands looted that ship.

Systematically Looted. For three days the ship and passengers—members of the China Inland Mission—were held incommunicado while the pirates systematically gathered their loot. Efforts to reach the ship by radio were futile. The pirates painted the funnel to wipe out identifying marks and also painted the Japanese name Toa Maru on the Tungchow's sides. When the raid was virtually completed, a British airplane discovered the ship and the pirates hastily fled while the child passengers cheered.

The looting of the British steamer Shantung off the Shantung coast, however, was probably the most daring and wholesale pillage in the recent history of Chinese shipping.

The ship, new on the China coast and the pride of the fleet, left Tientsin for Shantung ports and Shanghai in June, 1934.

Off the Shantung coast, near the mouth of the Yellow river, 43 pirates who had boarded the craft at Tientsin in the guise of passengers, easily took over the boat. With unlimited arms, they held the passengers and crew at bay while they steered for a cove where confederates waited.

There they ransacked the ship and passengers, chose likely prospects for ransom and escaped up the Yellow river with six British, 20 Chinese and a Japanese prisoner.

2-DAY CELEBRATION

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Buckingham's Ice Cream, Candy & Party Specials The Great, 230 S. Cent.

PORTLAND WILL VOTE ON SEWAGE DISPOSAL

PORTLAND, Ore., Aug. 28.—(AP)—Commissioner Bean's pay-as-you-go sewage disposal plan was placed on the ballot yesterday by the city council.

The plan, which calls for a 10-year construction program to be financed by sewer users, involves an expenditure of about \$5,000,000. Average cost to water users will be about 23 cents a month.

It was estimated that the new plan would cost about \$4,000,000 less than the 28-year program adopted in 1933.

calling for issuance of \$6,000,000 worth of bonds.

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