

ON THE HOME FRONT

MEDFORD MAIL TRIBUNE

News From Jackson County for Men in the Armed Services

The Mail Tribune suggests you clip and mail this news roundup to a relative or friend in service.

Date _____

Dear _____

Summer has come to the valley, according to the calendar, and according to natives' lips. The time, too, up to the 21st of June, official start of summer. June temperatures had a "ragged" about five degree "new normal," with abnormal cloudiness and better than average rainfall. The past week was unusually cold and rainy, but it is now clearing and warmer weather is promised. Some damage is reported to hay down and to small fruits, but grains and other crops are thought to have benefited from the rainy weather.

Bond salesmen are hard at work on the Fifth War Loan drive and tonight a special show is planned at the Craterian, with a stage play featuring Camp White soldiers and WACs, as well as a technicolor picture. In spite of the cold and rain, many of the young fry, and their elders as well, took in the circus which played a two-day showing early this week.

Lions club members presented a petition asking for a special tax levy for a public swimming pool here at the council meeting this week and a special election will be held soon on the matter. A pool costing about \$60,000 is proposed. Fire broke out in Valentine's cafe this week, starting from a refrigerator motor, and smoked up the interior considerably. Crater Lake Park staff has moved to headquarters for the season and roads are open, but little travel to the park is anticipated due to gasoline rationing. Oregon's first high-grade, low-cost agricultural limestone plant is being constructed near Rogue River.

Leland Brophy has purchased the old Jackson County Bank building, at the corner of Main street and Central avenue. The Rev. Francis W. Black, pastor of Sacred Heart Catholic church here for the past 21 years, has been appointed pastor of the Church of the Immaculate Heart in Portland.

This week's news included many stories of men wounded in action. From Italy reports came of the wounding of Pvt. Lawrence W. Anderson, Lt. Bob Hammond, Pfc. Bob Dallaire and Lt. Warlow C. Purdin and Sgt. Warren Fitchner has been wounded during action on Blak Island in the South Pacific.

This was the second time for Dallaire, who already holds the Purple Heart. Cpl. Gifford Hamerling, previously announced wounded during an air raid over Corsica, has also been awarded a Purple Heart. The navy has officially listed Homer Allen (Stub) Myers, coxswain, as dead. The young man was declared missing in action as of May 30, 1943, when the launch which he was aboard was lost in the Alaskan area.

First Lt. Lawrence Schade has been awarded an Air Medal for meritorious achievement during an aerial flight northwest of New Ireland in February and Capt. Robert Crews, with the Eighth AAF, has been awarded a second Oak Leaf Cluster to the Air Medal. Both are members of a P-47 Thunderbolt group recently commanded by Lt. Gen. James H. Doolittle for "extraordinary heroism in rescuing a bombardment wing."

A story from England tells of the work of Cpl. E. M. Madden as member of a field mobile repair unit of the AAF and from another English field comes word of the promotion of First Lt. Kenneth C. Edwards to air group leader. S. Sgt. Robert J. Buckles, with the Ninth AAF in England as a gunner, has been awarded the Air Medal and three Oak Leaf Clusters for meritorious achievement.

S. Sgt. Bob Pierce, attached to a service squadron in China, recently sent the Mail Tribune a \$50 Chinese banknote as a souvenir from that country with a letter saying he still liked to call Medford his home town. Marine Cpl. Glen W. Jewett has been commended by railroad officials for aiding in putting out a fire which started on a railroad bridge at Camp Pendleton, Oceanside, Calif., where he has been stationed for the past 15 months.

Honor graduates of the navy's school for primary flight instructors at the air station, New Orleans, included Lt. Donald E. Herried, marine corps aviator and the officer will now train primary flight students at the Glenview, Ill., air station. Second Lt. Charles F. Hampson graduated June 11 from the AF Liaison training school at Pittsburgh Kan., and received his wings. Alvin L. Wimer has completed basic flying at Gardner field and has been sent to an advanced school. Lt. Robert Hayes, infantry officer, has arrived in England for overseas duty.

Pvt. Darrell L. Moneth has been sent to Kessler Field, Minn., where he is convalescent from an attack of rheumatic fever. Lt. Donald Monteith, his brother, recently completed officer's training at Ft. Benning and is now at Camp Blanding, Fla. Kenneth Patton has been promoted to captain at Dyersburg, Tenn., and Cpl. James Robert Clark is now an instructor of flexible gunnery at Mountain Home, Ida.

Lt. John M. Saulsberry, recently instructing at Victorville, Calif., is home on leave and reports next week at Lincoln, Neb. Completing a course in the marine field telephone school at San Francisco, Marine Pfc. James Lynch is soon to be assigned to a combat unit.

Home this week are R. B. and Weldon Webber, the former an army student at Yale university and the latter a navy V-5 student at Carroll college in Montana. Bob Holmes, attending navy school at Boulder, Colo., is expected home today on leave. Lt. Bob Iven, recently assigned to overseas duty, was briefly leaving early this week for Colorado Springs.

Pfc. George Ho, kins is home on a 21-day leave after 34 months in the Aleutian islands and will then report to Lenwood, Mo.

Weddings of the week include that of Ludella Luper to Cpl. John Court; Marcia Stanley to Kenneth of Vancouver, Wash.; Phyllis Lorraine Cleven to T. Sgt. Clifford Rohlf of Duluth, Minn., and Cecil Taylor to Lt. Harold Danenhower. The Courts will live in Walla Walla, where the corporal will be stationed at the air base and the Rohlf is in California.

Graduating last week from Oregon State college were Mary F. Mathes and Dorothy Gaddis Werner.

Army and navy induction figures continue to be high, with groups of 30 and 40 men reporting from time to time for general or limited service. Among those going into service this week was Arlon Skinner, 1944 graduate, who enlisted in the AAF service and is now at Oregon State college for training in aeronautical engineering.

Hammond, Pfc. Bob Dallaire and Lt. Warlow C. Purdin and Sgt. Warren Fitchner has been wounded during action on Blak Island in the South Pacific.

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Complaint Against S. P. Co. Recites Obligations Under Early-Day Grant Of Lands

A copy of the government's complaint in the civil action against the Southern Pacific company, seeking restoration of passenger train service between Roseville, Calif., and Portland, Ore., has been furnished the Mail Tribune by Rep. Harris Ellsworth.

Congressman Ellsworth expects the action will come to early trial.

The complaint follows:

In the District Court of the United States for the District of Oregon:

COMPLAINT

The United States of America, by its attorneys, acting under the direction of the Attorney General of the United States brings this civil action against the defendant and complains as follows:

This complaint is filed and the jurisdiction of this court is invoked to obtain relief against the defendant because of its violations, as hereinafter alleged, of the Act of Congress of July 25, (14 Stat. 239), entitled "An Act Granting Lands to Aid in the Construction of a Railroad and a Telegraph Line from the Central Pacific Railroad in California to Portland in Oregon."

A copy of said Act marked Exhibit A is attached to this Complaint.

The violations of said Act of Congress have occurred and are occurring, in part, as more fully hereinafter described, within the District of Oregon. The defendant, a corporation, transacts and does business in said District.

The Act of Congress (14 Stat. 239), among other things, authorized and empowered the "California and Oregon Railroad Company," organized under an act of the state of California and such company organized under the state of Oregon as the legislature of Oregon should thereafter designate to lay out, locate, construct, finish and maintain a railroad and telegraph line between the city of Portland, Oregon, and the Central Pacific Railroad in California in the following manner:

The said California and Oregon Railroad to construct that part of said railroad and telegraph line within the state of California beginning at a point to be selected by said company on the Central Pacific Railroad in the Sacramento Valley in the state of California and running then northerly through the Sacramento and Shasta Valleys to the northern boundary of the state of California, and the said Oregon Company to construct that part of the said railroad and the telegraph line within the state of Oregon beginning at the city of Portland, Oregon, and running thence southerly through the Willamette, Umpqua and Rogue River Valleys to the southern boundary of Oregon where the same shall connect with the part to be made by the California and Oregon Railroad Company.

Said Act granted to said companies, their successors and assigns, for the purpose of aiding in the construction of said railroad and telegraph line, and to secure the safe and speedy transportation of the mails, troops, munitions of war and public stores over the line of said railroad, every alternate section of public land, not mineral, to the amount of 20 alternate sections per mile (ten on each side) of said railroad line. Provision was made for cases when any of such lands was found to have been otherwise disposed of by granting other lands to said railroads. Said grant was made not only to induce and aid the construction of said railroad but to have said railroad serve the Willamette, Umpqua and Rogue River Valleys in Oregon and the Sacramento and Shasta Valleys in California.

Said companies were granted the right of way through the public lands for the construction of said railroad and telegraph line and the right, power and authority were given to said companies to take from the public lands adjacent to the line of said road earth, stone, timber, water and other materials for the construction thereof. Said right of way was granted to the extent of 100 feet in width on each side of said railroad where it should pass over the public lands, including all necessary grounds for stations, buildings, workshops, depots, machine shops, switches, side tracks, turn tables, water stations, or any other structures required in the construction and operation of said road.

Said grants were made upon the condition that the said companies should keep said railroad and telegraph in repair and use, should at all times transport the mails upon said railroads, and transport dispatches by said telegraph line for the government of the United States when required to do so by any Department thereof, and said railroad should be and remain a public highway for the use of the government of the United States, free of all toll or other charges upon the transportation of the property or troops of the United States.

Said companies were required to operate and use the portion or parts of said railroad and telegraph hereinafter described for all purposes of transportation, travel and communication, so far as the government and public are concerned, as one connected and continuous line.

It was provided that Congress may at any time, having due regard for the rights of said railroad companies, add to, alter, amend or repeal said Act.

Pursuant to the said Act of Congress said railroad was completed in about 1887 by railroad companies which were predecessors of defendant in the ownership of said railroad. That part of the railroad in Oregon was completed by the Oregon and California Railroad Company, and under said Act thereinafter to said Oregon and California Railroad Company, through grants by the United States, lands in the state of Oregon aggregating approximately 3,182,000 acres.

By Act of Congress of April 10, 1869 (16 Stat. 47) it was provided that the lands granted the said railroad companies by the Act of July 25, 1866 (14 Stat. 239), should be sold by said railroad companies to actual settlers in quantities not greater than 1/4 section to one purchaser and for a price not exceeding \$2.50 per acre.

Thereafter, under Act of Congress of June 9, 1916 (39 Stat. 218), there were revested in the United States all unsold portions of the lands so granted by the United States and inuring to the Oregon and California Railroad Company and unsold approximately 2,360,000 acres, but not including the right of way to the extent of 100 feet of width on each side of the railroad, and all lands in actual use on December 9, 1915, for depots, side tracks, wood yards, and standing grounds. The Oregon and California Railroad Company received for such lands the full value thereof, to wit, \$2.50 per acre secured to the original grantees under the aforesaid Acts of Congress.

Plaintiff says that from 1887 to about 1927 the defendant operated the part of said railroad in the state of Oregon by virtue of leases granted it by the said Oregon and California Railroad Company; that in about 1927, but effective as of January 1, 1926, defendant, upon approval first had by the Interstate Commerce Commission (124 I.C.C. 614) purchased said railroad from the Oregon and California Railroad Companies, succeeded to all its rights, duties and obligations, and since said time has operated, and does now operate, said railroad as owner thereof.

Plaintiff says that from the time of completion of said railroad in about the year 1887 to about the year 1938 said railroad was operated by defendant by furnishing, among other services, through passenger service from Roseville, California, on the Central Pacific Railroad, now the Southern Pacific Railroad, in the Sacramento Valley northerly through the Sacramento Valley to the northern boundary of California, and from that

point northerly through the Rogue, Umpqua and Willamette River Valleys to Portland, Oregon. Said railroads in the state of Oregon extended through, and now extends through, the counties of Jackson, Josephine, Douglas, Lane, Linn, Marion, Clackamas, and Multnomah, and among other cities through which it extended and to which it furnished such service and through which it now extends, are Ashland, Medford, Grants Pass, and Roseburg, all situated, from south to north in the order named, between Dunsuir, California, on the south, and Eugene, Oregon, on the north. This line so operated by defendant from Black Butte, California, to Eugene, Oregon, was and is known as the Siskiyou line, and sometimes hereinafter will be referred to as such.

Plaintiff says the defendant operates the only railroad in the Rogue River and Umpqua River Valleys.

Plaintiff says that the Rogue River and Umpqua River Valleys are regions of great fertility of soil and high productivity of timber, fruit and other

products; that said cities and other populated places in said valleys and located on the said Siskiyou line are places of substantial activity whose citizens are in need of through railroad service for both transportation and travel between Portland, Oregon, and San Francisco, California, via the Siskiyou line.

(To be continued)

MILWAUKEE NOSTALGIA
Milwaukee—(U.P.)—Seven boys met in New Guinea and formed a Milwaukee society. Cpl. Wallace Sonnenberg wrote: "So far, our main job consists of trying to keep cool and swatting mosquitoes and human vermin of a yellowish color. A glass of

cold, creamy Milwaukee beer would just be heaven. Perhaps one of these days we'll be back and then we can form a New Guinea society."

Use Mail Tribune Want Ads.

DESTINY DEPENDS UPON: "WHAT THINK YE OF CHRIST? WHOSE SON IS HE?" Hear the truth at the Advent Christian Church Jackson & Welch Sun. Services 11:00 A.M. F. B. Eastman, Pastor

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FIRESTONE New Synthetic Rubber GARDEN HOSE 50 ft. \$5.45

FIRESTONE CLOTHES BASKET \$1.69

Tri-ogen Rose Spray Complete Kit 1.49 Fungicide, insecticide and plant stimulant. Can be used on all flowers.

Porch Mail Box Large size for all types of mail. Black enameled. Weather-resistant. 1.25

FIRESTONE Tennis Balls 3 FOR \$1.59

FIRESTONE Ping Pong Sets \$2.19

FIRESTONE 32 Pc. Dinnerware Sets \$5.29

FIRESTONE Folding Canvas Chairs \$1.09

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Week-End Traveling Bag \$19.95

FIRESTONE DELUXE OUTSIDE WHITE PAINT \$2.49 Gallon

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