

"Ashland Grows While Lithia Flows"
City of Sunshine and Flowers

ASHLAND TIDINGS

Ashland, Oregon, Lithia Springs
"Oregon's Famous Spa"

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Old Opera House Ruins to Give Way For New Building Soon

Active work on Ashland's carbuncle, the old opera house corner on Main street, will actually start within a week or ten days.

Mr. and Mrs. Archibald of Brownboro, Ore., owners of the old building, were in Ashland Wednesday. They interviewed Mayor Lamkin, who has worked incessantly for the past two years to have the old building torn down, and as a result he has been placed in command of the new improvements. Mrs. Archibald is a daughter of the late G. F. Stevenson,

who formerly owned the building. It came into her possession as a part of the estate after his death.

The old building will be torn down and a new concrete business store will be erected in its place, which on account of its location will be one of the choicest business blocks in the city, and also do away with a public eyesore which has disgusted progressive citizens ever since the building was gutted by fire six years ago.

The razing of the present building and the erection of the new one will all be done by Ashland contractors.

Active Work Starts On New Addition

Active work on the Enders' store addition was begun Monday morning by Contractor Frank Jordan and a crew of men who started the building of the framework for the cement foundations and reinforcements.

The new construction will have a frontage of 82 feet and a depth of 70 feet, and will be made of brick and cement, following the same general lines of the present building. There will also be a warehouse built in the rear of the store. The new addition will have a big show window space arranged both in the front and on the side of the building. The corner of the building will be occupied by the grocery department of the store and several other business rooms will be made in the new structure.

According to present plans, the building will be completed early in November. E. O. Smith, local architect, who drew the plans for the Chautauqua auditorium, is the designer of the new addition.

Concert Thursday By Massed Bands

Carl Loveland, local band director, is making extensive preparation for a massed band benefit concert which will be given in the Chautauqua auditorium Thursday evening, September 27.

The Ashland band, together with the best musicians of Medford and Central Point, will make a massed band of over forty pieces, which will give a concert which will rival any that residents of the valley have ever heard.

The concert should prove a 50-cent attraction, but in order that every one can be given an opportunity to attend the concert and help out the band, it was decided to charge but 10 cents for children and 15 cents for adults. The Chautauqua association has donated the services of the building for the event.

There will be no more regular band concerts in Lithia park this year, but the band will continue to practice throughout the winter so that the band can retain its supremacy again next summer.

One Youthful Bootlegger Caught and Two Arrested Last Tuesday

William Parslow, aged 17, and Cooks Bennett and Jarvis of Curtis' and Hughes' restaurants on A street were arrested by Night Policeman P. J. Amer and Railroad Officer Irwin Tuesday night on the charges of bootlegging and drunkenness.

Bennett and Jarvis, both "stewed to the eyeballs," were lodged in the local jail Tuesday night; Parslow was kept in the chief of police office. The former two men were tried before Justice of the Peace Trefren yesterday morning, were convicted of receiving intoxicating liquor inside the city limits and fined. Bennett was fined \$20, which he paid, and was dismissed; Jarvis was fined \$25, which he could not pay, so he was transferred to the county jail at Jacksonville, where he will be housed for twelve days and a half. Parslow appeared before Recorder Wimer and confessed that he had brought the liquor into the state. As he is but 17 years of age, his case was bound over to the juvenile court and will be tried at Jacksonville today. He

will probably receive a term in the reform school.

The men were arrested early yesterday morning after a hilarious scene had been enacted in the depot district which resembled the days when Oregon was wet. Two other men working in the depot section were slightly implicated in the deal, but their cases were dismissed.

Parslow says that this was his first attempt at bootlegging, although the local railroad officers have had him under surveillance for several days. He made a trip to Hornbrook Tuesday, returning by train with two quarts in his possession. One of these he sold to the cooks for \$2; later they stole the other quart from him. He is well known locally, having lived here for many years. He was heart-broken over his part in the affair because of the grief it would bring to his widowed mother who lives in this city. It is thought by several of the local officers that he was made a tool in the hands of the other men, to get the booze into the state.

Late News From Boys at Stevens

(By L. D. Mowat.)

Fort Stevens, Ore., Sept. 16.—The camp enjoyed one of those delightful little showers which freshen up the atmosphere so nicely, during the last couple of days of the week. The natives hereabouts tell us that it often rains from the last of October to the first of June, steady. Any one who happened to be out in the sprinkle the other day without a poncho, as the rubber capes are called, would be decidedly of the opinion that the atmosphere would be some fresh if the rain keeps up all winter at that rate. However, with the boarded floor tents and the naturally dry location of the 1st company camp, no serious inconvenience was felt. Every evil has some compensation, according to the old axiom, and the sandy location of our camp is proving a blessing in wet weather. In dry weather the sand gets into everything and blows over everything, but the rain packs it without making mud, and pools of water such as stand in some of the camps are unknown. But then they tell us that September and often October are the nicest months of the year, and the weather Saturday and today has borne out the assertion. A few days ago we observed the Astoria men, who are camped next to us, replacing the fifteen-inch tent pegs with poles three and four feet long. The idea of the change, so they informed us, was to keep the tents from blowing over into eastern Oregon when the first wind comes. They say it is a common sight to see board sidewalks, roofs and such little trinkets blowing around in the 100-mile wind which plays around Astoria. The wind and the sand together make a combination which reminds one of the story which is going the rounds about the recruit who refused to eat the stew because considerable sand had blown into it. "I joined the army to fight for my country, not to eat it," he declared.

There is much talk of cantonments being built in the near future to house the O. A. C. companies during the winter. It seems sure that two of the three regular companies here will leave in the near future for the east, and the barracks thus vacated will probably be occupied by some of the Oregon men. But then rumors are so many and so conflicting that no one is willing to bet that we will stay here or go to some training camp already equipped.

A new training schedule goes into effect today, and in many respects parallels the training given the students at the Coast Artillery training camp at San Francisco, without, of course, the theoretical study. The officers here, however, get that part of the work in large doses and are busier than the men. All of the work is being shaped so as to bring the men into top-notch physical condition, and athletics of such nature that the whole company can participate, exercises, calisthenics and marching, will occupy at least two hours daily. On one day of the week a field march will be taken and the entire day spent away from the fort in meeting actual field conditions. The bunch is looking forward to the first meal which they will cook themselves from field rations. Just what part of the new training the 1st company will take in has not been announced as yet, as the various searchlight and power plant details are still in the air to some extent.

The 1st company lost another extra inning game last Thursday on

Barron Mine to Be Operated Soon

Harvey J. Salee, a prominent mining operator of Shasta county, has purchased the Barron mine, nine miles east of Ashland and about two miles off the Ashland-Klamath Falls road.

This mine is one of the oldest in this part of the country and is supposed to be very rich in gold and silver deposits. Mr. Salee has unloaded a considerable amount of machinery at the mine and has started active work on getting things in shape. Several local carpenters are at work erecting miners' shacks and other necessary buildings for the working of the mine. Mr. Salee expects to have 25 men at work immediately and will double the force soon. The Mistletoe station will be used as a shipping point for the ore. A considerable amount of ore is now ready for shipment as a result of former workings. It will be sent to Shasta county smelters.

The mine has an interesting history. At one time it was leased, the capital furnished and all arrangements were made for its operation when the lessee died. Mr. Salee has tried to get control of the mine for the past several years. The deal was made through Spokane attorneys of the Byron White estate. George Barron of this city owns one-third of the property.

Active Work Starts On Billings Hill

Active work started Tuesday on the driving of the piles for the construction work on the railroad near Billings hill. This is not the "thought to be" or "rumored" start, but actual work was started with a crew of railroad laborers under the supervision of the Southern Pacific superintendent of engineering. As soon as the piles are driven and construction work made for the support of the railroad track, work on the excavation under the track will start, so the railroad's part of the careworn Billings hill question will be completed soon.

Chair Doctor Puts One Over Sinclair

An interesting trial was held before Justice of the Peace Trefren this morning when Harry Sinclair appeared before him to defend himself against claims for money made by Chair Doctor Stanley.

Stanley recently did some carpet beating for Mr. Sinclair and demanded fifty cents an hour for his work. Mr. Sinclair thought the charges were unjust, according to prices which other men could be secured to do the same work for, and contested the claim. Justice Trefren awarded the case to the chair doctor, which brings forth another phase of "the high cost of living."

Medford Favors Irrigation Project

The vote to organize the Medford irrigation district in election there stands 143 for to 47 against. The proposed district embraces an area of 24,000 acres in the heart of the Rogue River valley. The same proposition was defeated last spring by four votes.

Drouth during the past summer was a conclusive argument for irrigation.

Hunt Leases the Vining Theatre

George Hunt, manager of the Page Theatre in Medford, has secured a transfer of the lease of the Vining Theatre from Oskar T. Bergner, who with Mrs. Bergner has conducted the Vining for the past two years. The change will take place about the middle of October. Miss Venia Griffin, who has been treasurer of the Page Theatre for some time, will manage the Vining.

Mrs. Bergner will leave soon after the transfer is made for Los Angeles, where she will visit her parents prior to accepting a position with the Foster & Kleiser Advertising Company at San Francisco, where Mr. Bergner has held a responsible position for the past year.

During the time that Mr. and Mrs. Bergner have had charge of the Vining they have brought many of the finest attractions obtainable to the city. In several cases the Vining Theatre showed big pictures before they had been shown any place else in the state.

Mr. Hunt is a progressive manager and will probably continue to bring headline attractions to the Vining. Mr. Bergner was one of the leading men in making the Roundup here a success during the past two years.

1000 Soldiers Fed In Ashland Today

The first train load of soldiers of the 7,300 who will stop in Ashland during the next few days arrived in the city at 10:30 this morning. The train was composed of eleven cars and carried between four and five hundred men, half of whom were fed in the depot hotel, while the others were marched to the Elks' banquet rooms, where Easterling's restaurant had prepared for the feeding of men on a large scale.

The men are all in civilian clothes, as they will not receive their uniforms until they arrive at American Lake. They came from southern California communities. They are for the most part a lively set of typical young American men, although men of every nationality were represented in the group. After their meal the men scattered over the city to spend a short recreation before their train left. The train did not depart for more than an hour, thus giving the men ample time to rest themselves before they started on their long way north. Several military officers were in charge of the group.

A second train arrived about 2 o'clock this afternoon. The men were also from southern California districts and were accommodated the same as the first train was. There were 590 men on the second train.

Easterling's have fixed up twenty tables which will accommodate sixteen men each in the Elks' building and have about twenty-five men and women employed to take care of the many tables of hungry conscripts.

The trains will continue to arrive, two and three a day, until Monday. As their schedule has been changed to some extent, it is impossible to give the hours that each train will arrive.

St. Helens—The cannery is handling the heavy bean crop here.

Home Guard Meet In Armory Friday

The Home Guards will meet in the armory tomorrow night. The organization now has about thirty members, but a live committee has been appointed and an active "drive" for membership will start soon.

The following committees have been appointed by Captain Deibert this week: Committee on by-laws, rules and regulations, C. B. Lamkin, Henry Enders and Charles Robertson; membership, J. B. Wimer, E. J. Kaiser and Roy Anderson.

The future meetings will be taken up by about thirty minutes of drill, a short business meeting, and the rest of the evening will be devoted to hand-ball, basket-ball, volleyball and like amusements. There are a number of "has-beens" enlisted in the Home Guard, and it is probable that an excellent basket-ball team can be formed later in the season.

More Dry Throats Caught This Week

Special Agent R. C. Porter, J. B. Wimer and W. J. Carpenter arrested two young Medford men in the vicinity of the Homes residence east of the city about midnight, for bringing liquor into the state Tuesday.

A prompt search of the men's car revealed nothing, but Mr. Porter noticed a suspicious looking suitcase in the rear of the car. The men said it contained tools and refused to open it. A search warrant was filled out, the suitcase opened and twelve bottles of beer thrust their inviting tops out to the midnight air.

The men were taken before Justice of the Peace Trefren and fined \$25 each.

Ashland's Share to Library Fund \$250

The local library board held a meeting in the library last night to outline a method of getting Ashland's \$250 share in the Library War Service fund.

It was decided that they would make no "drive" for the money, because they thought that there are 250 people in Ashland who think that they have derived \$1 worth of good from the local public library and would gladly contribute \$1 each to help buy books for the countless soldiers now on duty both at home and abroad.

Those who will contribute to Ashland's share can leave any amount they wish to donate with any member of the library board, at the public library, Mayor Lamkin's office or with G. G. Eubanks.

Motorists will probably find it advisable to have cotton wool in their ears on approaching railroad crossings, as then they will not be bothered by warning whistles.

The poor fellows with an income of a million a year look pretty blue when it is suggested that they rub along through the war with only \$500,000.

Hoot Mon, Hoot! Hoo Hoo, Who Is He?

At last the secret of Officers Porter, Wimer and Carpenter's success at landing bootleggers has come to light. They have a special watchman with a mysterious power for detecting booze, who keeps two big glary eyes glued to the highway all night and warns the officers when a car with booze in it approaches. He is nothing more than a common little night owl about as big as the flat of one of the many men whom he has spelled doom to with his hoot. He keeps his drowsy, lousy headquarters in one of the big alder trees near the part of the road where the officers take their nightly stand to watch for passing caravans which are loaded with treasure, which they are taking to the deserts beyond.

Officer Wimer reports that they recently spent four nights straight in searching cars for liquor. On three of these nights they made captures. During each of these nights they searched many cars, but always before a car with booze approached the little be-feathered sentinel would utter a series of hoots. On the night that they caught no one his majesty did not see fit to hoot once. Monday night they searched car after car, but found no law-breakers. It was growing late. "Hath the hoot owl hooted?" queried Agent Porter. "He hath not," replied Wimer. "Then all is well and we might as well go home," spoke up Carpenter. A few minutes of silence and suddenly there broke forth a most dismal series of "Hoo! hoo! hoo! hoo!" from a nearby tree. The men crouched by the wayside. In another minute the lights of a car showed up around a bend. The car was stopped, examined and a suit case with 12 bottles of beer was extracted.

Yes, the season for hoot owls is closed. What? Yes, there's a fine of \$500 for killing owls.

Receives Cuts When Bike Hits Auto

A. M. Long, for many years a plumber at Provost Bros' hardware store, received a bad gash under his left eye and had his nose badly cut as the result of an accident which occurred Monday afternoon when the bicycle on which he was riding collided with the auto delivery car of the Ashland laundry.

Mr. Long had just turned down Water street, and as he passed another car he turned his gaze from in front of him. Clarence Morris, driving the delivery car, was coming up the street on the right side of the road and managed to turn his car aside so as to avoid a head-on collision. Mr. Long struck the fender of the car, which threw him forward, causing him to hit a sharp iron edge of the car door, which did the damage.

The rear wheel of the bicycle was smashed. Mr. Long takes all the blame for the accident on himself. He was promptly taken to the hospital, but his injuries are not serious.

Phone news items to the Tidings.

Board Investigates Railroad Wreck

The following is the report of the board of inquiry after the investigation of the railroad wreck which occurred at Zuleka, Cal., Saturday. The board was composed of Assistant Superintendent Mercer, Division Engineer C. A. Weston, Master Car Repairer W. J. McEnerney, Mayor Lamkin and Secretary of the Commercial Club F. J. Shinn:

"1. Board finds that train second No. 13, consisting of one deadhead baggage car, one diner, two tourist cars, four standards and one observation car, in charge of Conductor J. J. Kelly, with brakemen J. W. Tripp and W. Herndon, Engineer U. G. Taylor and Fireman T. T. Ahlstrom, while moving at a speed of from 10 to 12 miles per hour, sideswiped rear portion of extra 2318 east, in charge of Conductor A. B. Reives, brakemen E. B. Fair, A. Karberg and B. B. Kellogg, Engineer C. Pratt and Fireman C. A. McCune of engine 2596, helper engine, Engineer A. A. Marske and Fireman G. W. Cash of engine 2318, road engine, and Engineer C. W. Wine and Fireman F. M. Duggan of pusher engine No. 2582, and Engineer S. J. Smith and Fireman J. A. Stainbrook of engine 2628, also pusher engine, pusher engines being located 41 cars from head end. Investigation develops the fact that an arrival at Zuleka extra's brakeman was given sufficient time to comply with instructions of the conductor to the effect that he go east and flag second No. 13, which was then occupying main line between switches at Zuleka, and with which extra 2318 had a meet. Extra consisted of 56 cars, caboose and four engines, and, since siding at Zuleka will hold only 47 cars and spur 10, it was not possible for them to double over and clear. Investigation further develops that extra 2318 sawed out first No. 13 and backed in on siding so as to clear on the east end, and while waiting for second No. 13 to be brought up by flagman, who had been sent out to flag them, engineer of first No. 13 having called in their flag, and flagman of extra 1318, taking this for a signal for him to return to train, returned and left extra 2318 east unprotected to the east against westward trains. Second No. 13 approached, and not striking any torpedoes, or being flagged, assumed that the main line was clear and proceeded through Zuleka at the usual speed of 20 to 25 miles per hour. On passing the two head engines of the extra east 2318 the enginemen of those engines, realizing from the speed second No. 13 was making that second No. 13 had not been properly flagged, signaled one blast of the steam whistle (Stop, Rule 14-A) about when the observation car was passing their engines. This signal was not heard by enginemen of second No. 13. Further, when they passed the pusher engines in the extra east 2318, which were about 250 feet east of the west switch at Zuleka, the enginemen of these engines realized that something was wrong, and immediately sounded one blast of the steam whistle for stop, which

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