



SHOES

For quality
Shoes for style.
Shoes at the lowest prices.
We have a complete stock of
new up-to-date goods.
Let us serve you.
Come in and rest.

The Boot Shop
ASHLAND OREGON

AT THE CHURCHES

First Church of Christ, Scientist
Pioneer Avenue South
Sunday service at 11 o'clock. Subject of lesson, sermon next Sunday is "Love."
Sunday School at 10 o'clock; Wednesday evening meeting at 8 o'clock.
Reading Room open from 2 to 4 daily, except Sundays and holidays.

First Presbyterian Church
C. F. Koehler, Pastor
"Notorious Poole," subject at 11 a. m., next Sunday. No services on Sunday evening on account of the union services at the Chautauqua building.
Union Young People's meeting at the Chautauqua building at 7:00 p. m.
Sunday School, 9:45 a. m.
Christian Endeavor, 7:00 p. m.
Prayer meeting Thursday, 7:45.

Nazarene Church
Following are the services for the coming week:
Sunday School, 9:45. Preaching at 11. Subject, "Three 'Puts' of

Beaver Realty Co.

THE POPULAR REALTY CO.
211 E. Main St., Phone 68

"A man can borrow money on what he puts into a home. He can't on what he pays out for rent."
"I want to see every wage-worker own his own home."
—W. B. Wilson, U. S. Sec'y of Labor.
We have several choice homes as well as bargains in acreage. Some can be sold on small payments and easy terms.

Salvation." No evening services on account of union meeting in the Chautauqua building. Prayer service, Wednesday evening at 8 o'clock. Everybody invited.

DORMAN D. EDWARDS, Pastor.

Baptist Church.
Rev. W. Norton Ferris, Minister
Bible School at 9:45 a. m.
Divine Worship, 11:00 a. m.
Sermon by pastor. Special music.
Young People's union service in Chautauqua building at 7:00 p. m.
Preaching at 8:00 p. m.
All are cordially invited.
Strangers welcome.

Free Methodist Church.
East Seventh and Main St.
Sunday School, 9:45. Preaching at 11. Evening, 8:00 o'clock. The topic for evening service will be "What is Man?"
Prayer meeting Thursday evening. Everybody cordially invited to these services.

REV. ELVA A. HOBART, Pastor.

Methodist Church.
Communion services will be held Sunday morning at the Methodist Episcopal church. Union services at the Chautauqua building in the evening.

The city council at its meeting last Tuesday night voted to contribute a sum up to \$200 to make up any deficit to the Commercial Club to aid in entertaining the National Editorial Association which comes here next week.

MAY SETTLE STRIKE

WASHINGTON, Aug. 7, 4 p. m.—With the railroad shopmen's strike growing more acute hourly, Director General Hines conferred with President Wilson late today as to possibility of immediate settlement without recourse to congress.

CHICAGO, Aug. 7.—At the headquarters of the Federated Railway Shopmen's union today numerous reports were received indicating the serious effects of the nation-wide strike of the organization on freight traffic. Reports from St. Louis and Kansas City said railways refuse to accept livestock shipments from those points to Chicago. Word was received from Milwaukee that all the roads entering that city had declared an embargo on wheat shipments. Union leaders predicted that an embargo would be declared on wheat at Kansas City, St. Louis and other points within 48 hours.

The railroads in the middle west and south have for several days been refusing to accept perishable goods. Thousands of locomotives and cars unfit for service are reported to be accumulating in railroad centers.

L. M. Hawyer, president of the Chicago council of the Federated Railway Shopmen's union, said today:

"There are now 300,000 of our men out and the number is increasing daily. This will soon tie up the traffic on every road in the country."

A brush fire started up the canyon this afternoon and was spreading over considerable territory. A call was sent in about 3 o'clock for help, and a crew of volunteers with shovels were taken to the scene by Chief of Police Hatcher.

WEEKLY BULLETIN

OF FLOUR MOVEMENT
Wheat receipts from farms 51,665,000 bushels against 40,265,000 bushels for the same week a year ago.

Wheat receipts from farms previous week 53,793,000 bushels against 33,515,000 bushels for previous week a year ago.

Wheat receipts from farms June 27th to July 25th, 107,939,000 bushels against 105,432,000 bushels for period from June 27th to July 25th a year ago.

Flour produced during week 1,976,000 barrels against 1,870,000 for same week a year ago.

Flour produced previous week 1,765,000 barrels against 1,590,000 barrels for previous week a year ago.

Flour produced June 27th to July 25th 8,268,000 barrels against 5,312,000 barrels for period June 27th to July 25th a year ago.

Total stocks of wheat in all elevators and mills 80,630,000 bushels against 64,544,000 bushels a year ago. Total stocks wheat all elevators and mills for previous week 55,824,000 bushels against 43,698,000 bushels for previous week a year ago. Increase for week 26,614,000 bushels against increase of 20,846,000 bushels for similar week a year ago.

one for violating the booze ordinance.

Glenn Young has returned to Hills after spending a few days with his mother, Mrs. Dora Young, in Ashland.

Mrs. George Stenmetel of Topeka, Kan., is a guest of her daughter, Mrs. V. O. N. Smith.

Miss Zelda Heer went to Oakland, Cal., this week to visit with friends in that city.

Mr. and Mrs. C. P. Good of Long Beach, Calif., arrived in Ashland this morning and will visit here for some time with relatives and friends.

Harry Silver, a representative of the Pompadour Mineral Springs company, has asked the city council to extend their aid in having the road to the springs made a county road. If this is done the company promises to pay half the expense.

Police Judge Brower reported at the council meeting last Tuesday night that \$121 in fines had been collected during the latter half of July. Twelve complaints were heard, eleven of which were for violation of the water ordinance and

Notice of Appointment of Executor and to Present Claims.

IN THE COUNTY COURT in and for Jackson County, State of Oregon. In the Matter of the Estate of Emma H. Fuller, Deceased.

To Whom It May Concern, Take Notice.

That the undersigned has been appointed executor of the said estate, and any person having a claim against the same must present the same, duly verified, within six months from the date of the first publication of this notice at the office of Briggs and Briggs in the Pioneer Block, in the City of Ashland, Oregon, for allowance or rejection.

JAMES E. FULLER, Executor.
Date of first publication AUGUST 5, 1914.

Pacific Highway Torn up with Paving

Clinging to the summit of the Siskiyou is a rock crusher, reducing to macadam-size ancient masses of blue basalt for the Pacific highway, says John W. Kelly, correspondent to the Portland Oregonian. Like a thin spider web, a wire stretches from the perched quarry across the mountain slopes, until it is lost in the distance. This wire, attached to rugged pipes, continues on and on for seven miles, leaving the quarry plant in Oregon and terminating in a power plant at Hill, Cal.

Fuel is scarce and costly to deliver at the Siskiyou summit, so Oskar Huber, who has the contract for paving the Pacific highway from Ashland to the California line, operates his crusher with electric power, drawn from Hill. This is the most southern outfit working on the Pacific highway. From this summit, 4700 feet in the air, trucks loaded with rock for the pavement base roll down toward the state line, five miles away, southward, while the same plant furnishes rock for the northern section as well.

A better position for distributing the rock could not be desired in a mountainous country. The rock for the base is now being spread; supplies of asphaltum are being delivered by the railroad, and within a few weeks the "hot stuff" will start. It is the intention of the contractor to finish paving this high part of the highway before severe weather comes, so that when winter approaches he can continue operating in the milder climate of Ashland.

Poor Year for Touring
This Siskiyou section is the first road construction work that the motor tourist from California strikes. From this point on as far north as the Multnomah county line there are contractors engaged in improving the main traffic artery.

No more unfavorable year for motor travel on the Pacific highway could be selected than this. Last year the roads were not so torn up, and next year the improvement will be so far advanced that there will be little inconvenience.

Just now, however, traffic encounters one detour or piece of construction after another for nearly 300 miles. Notwithstanding these difficulties and handicaps, the Pacific highway is speckled with a continuous string of automobiles, moving north or south. So great is the tourist travel that it is impossible to obtain hotel accommodations in such towns as Ashland, Medford, Grants Pass or Roseburg unless reservations are made in advance.

A step in the right direction is the establishment of camp grounds in towns along the highway. The better these camps are equipped the more popular they will become, for not all the tourists wish to patronize hotels. Camps where there is good water supply, comfort stations, fuel and stoves will soon be known from one end of the coast to the other. In one such camp there are gas stoves, where a slot machine provides the fuel.

Another thing needed along the highway is service stations. There are such stations now. In the larger towns, but there is a good business opportunity for competent motor mechanics in almost any of the towns and they should be men who understand all makes of cars.

Oskar Huber on the Job

Reverting to the Oskar Huber job, which is a trifle more than 20 miles, 5.9 miles being the Ashland-Green Springs mountain and 14.6 miles being the Green Springs mountain to the state line, it will be next year before the contractor completes this work. When finished it will connect with the present hard surface, extending from Ashland to Medford and thence to Central Point.

Everything from Grants Pass to the state line has been contracted for paving. From Central Point to Gold Hill there is an 8.9 mile paving contract on which the Clark-Henery company is working. This will cost \$331,639, and will be laid on an asphaltic concrete base.

The base, as examined by State Highway Engineer Nunn and R. A. Booth, highway commissioner, on their tour of inspection a few days ago, looked particularly good. It is referred to in the vernacular as "black base." Not only is the base being laid, but the top is also being put on and rolled. The main handicap on this job is shortage of rock, so that progress is not so rapid as it otherwise would be.

A contract to Schell & Calvert for the 12.2 miles from Gold Hill to the Josephine county line will soon be under way. Mr. Schell has a paving contract on his own account between Grants Pass and the county line and

as soon as this is completed, which will be in about six weeks, Schell's equipment will be moved onto the Gold Hill-Josephine county line work. Between Grants Pass and the county line Mr. Schell has a 6.1 mile paving contract, which is about 50 per cent finished.

New Bridge at Gold Hill

At Gold Hill, the hottest spot in southern Oregon, the contractors who will build the bridge across the Rogue river at Rock point, are on the ground and assembling equipment. The bridge will cost \$46,725.

Proceeding northward, Commissioner Booth and Engineer Nunn examined the Sexton mountain section. Here is 7.6 miles of grading, to cost \$123,955. The present grade is steep and the road winding. A new location has been made on the mountain side and the contractor, J. E. Hildeburn, has his camps established and the clearing has commenced.

This will evidently be the last section of the Pacific highway to be paved. The grading will probably not be finished before next year, and the fills will have to lay over a year before the commission will order the section paved.

Between Wolf creek and Grave creek, 4.9 miles contracted for paving, the Warren Construction company, whose bid was \$105,523, has rocked most of the distance and fully two miles are ready for the "hot stuff" surface. On the entire highway this section is one which will probably give the state highway commission the most concern. The reason for this is that the grade is narrow and will be paved to the standard width. As a result there is practically no room for shoulders on the outside curve and little less for shoulders on the inside.

Heavy traffic can be expected to break down the edge in the future. The cost of making a fill to provide for two-foot shoulders would be heavy.

Good progress is being made on the grading of Stage Road pass. The old road thru the pass, on the south side, will be abandoned and an entirely new grade established. The graders are now working at the very apex of the pass, this being heavy rock work. The distance is but 2.5 miles, but the job will cost \$220,000. Joplin & Eldon have this work.

Glendale Left Off Highway

The road built by the state under the direction of former Highway Engineer Bowling, from the summit of the pass to Glendale, will be abandoned, the commission having selected a direct route. This leaves Glendale off the highway and saves about three miles.

Work is moving along on the section from John's place to Jacques' place, seven miles, grading and macadam, for which Joplin & Eldon will receive \$70,957.

From Galesville to Canyonville the highway runs thru Cow Creek canyon, a gorge which is wild and picturesque, abounding with game, and part of the national forest, although none of the trees seen from the highway are very valuable. John Hampshire & Co. will complete within two months 10.1 miles of grading and J. Elmer Nelson will soon have his one-mile unit finished. These two jobs aggregate \$252,510.

Years ago this was a toll road and was constantly changing owners. The Canyon creek toll road was an issue in Oregon politics and the various contenders for the control of this pass—where all the travel north and south had to go—had their own candidates for members of the Oregon supreme court, where the issue was to be decided. The Canyon creek toll road became a scandal.

Canyon Open at Night Only

At the present writing, traffic moving thru the canyon is permitted only between 5 P. M. and 6 A. M. Warnings are posted that the road is dangerous and no responsibility will be assumed by county, state or government. A motorist with a regard for his life will attempt to go thru the canyon only during the hours of daylight. This means he must move with dawn or promptly at 5 o'clock in the evening.

For long stretches the grading has been roughly finished and the going is good, but there are other spots where danger lurks, springs are in jeopardy and wheels may be smashed. Traffic now has to go part of the time on the new grade, and at other times right thru the construction.

This is the most trying section for the motorist that now exists on the Pacific highway, but when completed—and the commission will advertise for bids to rock the grade at the meeting August 8—it will be as safe and scenic as the Columbia highway in Multnomah county.

Mr. and Mrs. Edmund Dews have returned home from a ten days' camping trip out at the Soda creek district. They report fishing in that section as fairly good this year.

If you contemplate Painting, Varnishing or Papering BUY NOW

Wholesale prices are constantly advancing but on account of our large stock we are absorbing most of the advances at this time and owing to our increasing trade can not do so long.

Buy your glass now

We have a special bargain on thirty or forty dozen 10 x 12

HOT HOUSE GLASS

Wm. O. Dickerson

The Largest Stock in Southern Oregon

Comply With the Law

AND USE

Printed Butter Wrappers

ACCORDING to the ruling of the Oregon Dairy and Food Commission all dairy butter sold or exposed for sale in this state must be wrapped in butter paper upon which is printed the words "Oregon Dairy Butter, 16 (or 32) ounces full weight," with the name and address of the maker.

To enable patrons of the Tidings to easily comply with this ruling this office has put in a supply of the standard sizes of butter paper and will print it in lots of 100 sheets and upward and deliver it by parcels post at the following prices:

100 Sheets, 16 or 32 ounces	\$1.50
250 Sheets, 16 or 32 ounces	\$2.25
500 Sheets, 16 or 32 ounces	\$3.00

Send your orders to us by mail accompanied by the price of the paper and it will be promptly forwarded to you by parcel post, prepaid.

We use the best butter paper obtainable, and our workmanship is of the best. Let us have your order and you will not regret it.

Ashland Tidings

Ashland, Oregon

Faculty Selected For City Schools

Superintendent G. A. Briscoe of the public schools has succeeded in placing the teachers in the various positions for the coming year which opens September 8. A large number of these return from last year, altho there will be several new faces seen among the teachers when the school opens at that time. Following is the list complete who have signed contracts for the schools, and they will be later assigned to the different grades:

B. C. Forsyth, Principal Senior High school.
I. C. Wilson, Principal Junior High school.
Gretchen Kreamer, Principal Hawthorne.

Callie B. Vogell.
Edna J. Lee.
Harard W. Turner.
Alma Ross.
Mabel Bay.
Nellie B. Ross.
Lora Van Slyke.
Caribel Morehouse.
Jeane Grubb.
Lillian R. Baird.

Della Brundage.
Alta Norcross.
Winifred Spencer.
Florence P. Allen.
Vera Mannel.
Carrie A. Fleming.
Edith Mitchell.
Eugenia Carson.
Martena Neol.
Kathryn Quigley.
Margaret Richling.
Catherine Manny.
Katherine Fitzgerald.
Elizabeth Barker.
Ella Zettler.
Eleanor Norton.
Lenore Dale Coshaw.
Hulda Parr.
Evangeline Poley.
Ira Myers.

State Society to Meet in Astoria

The Oregon State Horticultural Society will hold its thirty-fourth annual meeting at Astoria August 14, 15 and 16. Officers of this society are: President, Ben S. Worsley; secretary, C. D. Minton; trustees, Albert Brownell, Henry B. Dosh and Charles D. McHenry. An extensive and interesting program has been arranged for all four days.