

NEW DEPARTMENT FOREST SERVICE

Announcement is made from the office of the Forest service that the demands created by the large amount of tourist travel in the mountains have resulted in the creation of a separate organization for the efficient administration of this activity.

The functions of the new office are to promote the development and use of the recreational resources of the national forests both by the transient camper and the summer home resident. Large numbers of camp grounds will be carefully laid out by experienced men and improved as to water supply, sanitation, construction of fire-places, picnic tables, as well as roads, archway, and trail into the adjacent forests.

Summer home sites are in increasing demand in the national forests, and many localities will be carefully laid out on the ground with due regard to their natural advantages and to their desirability as to building sites for the erection of summer homes.

National forest roads and trail will be located to take advantage of the natural beauty of the surroundings and to lead the traveler to prominent scenic areas.

Pamphlets of valuable information to the camper, similar to the recent publication which has been issued, "Vacation Land: The National Forests in Oregon," will be published.

This work for the states of Oregon and Washington will be directed from Portland. Five of the more experienced men have been assigned to it:

C. J. Buck, assistant district forester; A. G. Jackson, recreational information; F. W. Cleator, surveys and plans for summer home sites and large camp grounds; W. G. Paeth, recreational pamphlets and plans for development of Columbia Gorge region; and T. M. Talbot, recreational information and lectures.

The new office finds a large field for its activities. Camp ground work which the forest service is engaged appears to have proved not only immensely popular with the traveling public in rendering more enjoyable the visits to the forests of thousands of vacationists, but to have partly paid for itself in the decreased danger from forest fires.

Announcement is made that the forest service stands ready in recreational work to co-operate with all agencies interested in developing the recreational out-of-doors movement and increased tourist travel, and will furnish information on all phases of recreational work in the national forests.

SCHOOL NOTES

Former Ashland high school students who have visited the school during the past week have been Doris Loomis and Luella Herrick, both of the class of '19.

Miss Claire Tucker, who has recently returned from California, has resumed her studies and will graduate this year.

The cast for "The Arrival of Kitty" has begun practicing in the gym, where greater opportunities are offered for effective acting. The practice had formerly been in the library.

Lyle Sams, who recently left for O. A. C. has returned and is taking a post graduate course. Mr. Sams was one of our 1917 football men.

Miss Amy Stannard, Ashland's former science teacher, is taking a medical course at the University of California this year.

In order to raise money for the entertainment of the Klamath Falls football players, two pie sales were

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held; one Monday and Wednesday, at the noon hour. As soon as school was dismissed, the sales table was eagerly surrounded and in a short time every pie was gone. A neat sum was realized.

Another "community sing" was held in assembly Wednesday morning under the direction of Miss Bay. The assembly was divided and each part strove to sing the loudest. A very harmonious (?) effect was obtained in this way.

Wednesday night two basket ball games were held directly after school in the gym. The first game was played between the Junior and Freshman girls, score 36 to 3, in favor of Juniors; and the second game between the Seniors and Sophomores, score 40 to 20, in favor of Seniors. These were very exciting games and showed good work on the part of the girls. The next game will be played by the winners.

While the game at Grants Pass last Saturday was not a victory for our boys it did not dampen their spirits, but only added to their zeal for strenuous practice. The score does not indicate that it was an easy game, rather the contrary and good ball technique was displayed. Among the players who were quite severely injured are: "Jazz" McMillin and Walter Jones, the former sustaining a dislocated shoulder and the latter a broken rib and severe strains.

The characters for the play, "Our Aunt from California," to be given by the Philothespian society, have been chosen and were announced at the last meeting. The leading characters are as follows: "The Aunt," Pauline Clift; "Sally," Beatrice Cramer; "Felicia," Marie Porter; "Rosealie," Inez Reader. Besides the usual program three new members were initiated.

Monday morning assembly was held in commemoration of the birthday of Theodore Roosevelt. Rev. Edwards gave us a very interesting and inspiring talk.

Friday morning a talk on prevention of fires was given by Mr. Stevens, after which school was dismissed early and the students went in a body to the Vining, where a picture was shown to them concerning the prevention of fires.

SILVER MAY PROVE THE

YUKON'S WHITE HOPE
DAWSON, Y. T. Silver, "the white hope of the Yukon," as it has been called, has been found in such quantities in this northern territory that it is believed sooner or later large deposits will be found to replace the decreasing yields of gold and copper.

Silver has been found in several places in the Yukon territory, particularly at Mayo, Twelve Mile, Sixty Mile, up the Hootalinqua river, and in the southern Yukon valley. All the reports of silver strikes indicate it is said, that the silver is scattered over an area of thousands of square miles.

Autoists No More Daunted By Siskiyou Mountain Grade

Following is a fine description of the new highway being laid over the Siskiyou mountains that appeared in Sunday's edition of the Portland Oregonian. This article was written by L. D. Mowat, secretary of the Ashland Commercial club, and is illustrated splendidly by pictures taken at the works by C. C. Darling of the Darling Studio, Ashland.

Six years ago the Siskiyou grade, at that time a rocky mountain road of unbelievable steepness, was a barrier between Oregon and California, which only the most intrepid of motorists would attempt.

By July 1, 1920, a ribbon of pavement, winding its graceful way in sweeping curves up the mountain range to the summit which towers 3,000 feet above the valleys on either side, will be completed. No more will autoists tell of burnt out brakes and defeated attempts at bucking axle deep mud. No more will travel between Oregon and California by automobile cease with the first storm of winter.

The tourist, whether he crosses the line in August or in January, will remember the Siskiyou grade only as the most magnificent piece of mountain highway in America.

A maximum grade of six per cent, 16 foot pavement widened to 20 feet at the turns; the Siskiyou grade is a bugaboo no more.

Jackson county got off to a running start when the value of good roads began to be realized throughout the state. Sixteen miles of pavement connecting the towns of Ashland and Central Point were completed several years ago and the present grade over the Siskiyou highway was established.

By the time the tourists begin to come in numbers next summer, the Pacific highway in Jackson county will be paved in its entirety.

Contracts are now under way which assure completion by early summer of 65 miles of pavement extending from the California line to Grants Pass.

The Oskar Huber Contracting company of Portland has here the largest single pavement contract in the state, comprising 21 miles of hard-surfacing to extend from Ashland to the California line. About four miles of pavement have been laid, extending from Steinman to Siskiyou station. About two miles more is to be laid from Siskiyou to the summit. A two mile unit has been laid extending from the California line, two miles into Oregon. A second two-mile unit is now being laid at the rate of 600 feet per day. This, and possibly a third unit of the same length will be completed on the southern side of the mountain

this fall if the weather god continues to smile upon the pavers. This will leave about four miles to be paved next spring when the weather permits. These mountain units are paved with an immense plant located near the mountain summit as a base. When storms make work at the high altitude impractical, operations will be transferred to the valley floor, where it is expected it will be possible to continue paving throughout the winter. A second rock crusher, located on Emigrant creek, four miles south of Ashland is already in operation and a second "hot-stuff" plant is being erected three miles south of the city.

Quite a ceremony marked the dumping and spreading of the last load of "hot-stuff" at the California line. Former State Engineer C. A. Dunn, who is chief engineer for the Huber people, superintended the epochal operation, and when it was discovered that several cubic yards had been laid in California, remarked: "Well, that will give them a nest egg to start with."

Crushed rock has been piled along the highway the entire distance over the mountain and the valley crusher is now busy supplying rock for the seven miles between Ashland and the foot of the mountain. A big grading crew, operating a caterpillar drawn piece of machinery which resembles a huge harrow, and numerous scrapers, plows and harrows, is getting the road in the valley floor into shape for laying the rock. A second crew of about thirty men is working ahead of the paving gang, putting the final leveling touches on the highway and spreading the rock. The paving crew proper has two steam rollers and about twenty men. A number of heavy trucks are used in transporting the hot stuff from the plant to the scene of operations. Fourteen trucks in all are in use hauling sand, rock and hot stuff.

One hundred men have their headquarters at the summit plant and a village of considerable proportions has mushroomed into existence there. The camp even boasts a clubroom which the men have christened "Dinty Moore's Place."

The hot-stuff plant turns out about

400,000 pounds per day and keeps four trucks busy hauling sand and rock from the quarry nearby and as many more hauling the product to the paving gang. The quarry at the summit, which is equipped with a steam shovel and modern equipment in every respect, turns out 250 yards of rock per day.

The quarry in the valley furnishes about 150 yards per day, both rock for the lower road and sand which is hauled the fourteen miles to the paving plant at the summit. Four trucks haul sand, making three or four round trips a day over the twenty-eight mile route.

For a time two shifts were worked but paving at night didn't prove efficient and but one eight hour shift is worked at present.

Five miles of power and telephone lines were built to supply the summit camp. The rock crushers and hot stuff plant are operated by electricity. At the valley plant a donkey engine operates a large drag shovel which bites out sand and rock from the creek bed to supply the crusher.

Laborers are paid a minimum of \$4.50 per day. Excellent board is furnished for \$1.05 a day.

The contract held by Mr. Huber totals in the neighborhood of a half million dollars. Equipment in use is valued at considerably over one hundred thousand dollars.

Several concrete bridges and culverts, and an undergrade railroad crossing are being constructed under separate contract.

The tourist at this season need anticipate no difficulty in Southern Oregon. Six miles of pavement extending south from Grants Pass has been opened to traffic, eliminating a rough detour. Several miles between Gold Hill and Central Point are paved and in use.

From Ashland south the road is somewhat torn up in one or two places by grading but they are short. At the scene of paving operations a few minutes wait may be necessary while a load of hot stuff is being rolled. On the whole the Siskiyou highway is in better shape for travel than it has been this past summer and with careful driving any tourist should make it from Ashland to Hornbrook in less than two hours.

The Ashland Klamath Falls road is in fairly good shape, recent rains and road work having put it in bet-

ter shape than for the past several months. It is about a five hour drive to Klamath Falls at present. Antone Giebisch, who has a grading contract on Green Spring mountain, has two steam shovels at work and is making good progress. The county has a contract from the summit of the mountain east and is also making good headway. The new highway will have a ten percent maximum grade. The new route crosses the old road in but one or two places and no difficulty is experienced on account of the road work.

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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.

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