

ASHLAND climate, without the aid of medicine, cures nine cases out of ten of asthma. This is a proven fact.

ASHLAND DAILY TIDINGS

(International News Wire Service)

MALARIA germs cannot survive three months in the rich ozone at Ashland. The pure domestic water helps.

VOLUME 3 (Successor to the Semi-Weekly Tidings, Vol. 43)

ASHLAND, OREGON, WEDNESDAY, OCTOBER 19, 1921

NO. 41

2 DIE WHEN CAR LEAPS ASTORIA BRIDGE

POSTMASTERS OF CO. PREPARE FOR R. R. STRIKE

KLAMATH FALLS AND ASHLAND POSTMASTERS HOLD CONFERENCE OVER THE ESTABLISHMENT OF AUTOMOBILE MAIL SERVICE.

With the nation-wide strike of railroad employes scheduled to take effect October 30, threatening to embarrass the United States mail service, preparations are being made by postmasters of Jackson county to maintain the same standard of mail delivery service to all southern Oregon cities.

W. A. Dalzell, Klamath Falls postmaster and a member of the box factory city's delegation to the southern Oregon chambers of commerce conference here yesterday, conferred with E. J. Kaiser, local postmaster, as to the possibilities of maintaining a mail service over the Ashland-Klamath Falls route in case the railroad strike should result in a fight to a finish. Ashland is the most feasible route for such service in case the Weed-Klamath Falls railroad is unable to operate. The strike is expected to be very serious over that route, as the Shasta division is one of the strongest organized labor divisions in the United States, all the various brotherhoods having maintained well-established organizations ever since the division was created several years ago.

The present temporary star route service between Ashland and Klamath Falls was established three years ago and covers daily newspapers and letters only from trains 53, 14 and 12. All other mail goes in by way of Weed. It is carried from April to November 1 by Charles B. Howard's auto stage line. Klamath Falls is a very important office in itself and in addition is the gateway for all the mail service throughout Klamath county and part of southern Lake county. Should the postoffice department, in case of this emergency, adopt this plan of getting the mail to Klamath Falls, it would require a large amount of trucking for the parcels post, magazines and catalogues.

If the railroad strike actually takes place and no mail trains should be able to operate, it is believed that the postoffice department would undoubtedly inaugurate an inter-city delivery service by motor cars and trucks throughout the state to handle local mail. The Pacific highway would be a great aid in operating such a service.

The Southern Pacific has 4,600 employes in Oregon, practically all of whom are members of the four great railroad brotherhoods.

Home Papers Popular With U. of O. Students

UNIVERSITY OF OREGON, Eugene, Oct. 19.—The library of the University of Oregon receives ninety-five daily and weekly newspapers of the state. These are kept on file in a special room, which is daily crowded with students seeking "home town" news. No works of fiction, no magazines, can compare in popularity with what the Oregon editors and reporters write. At the end of each year the papers are bound and kept permanently on file in the library. In many instances scholars engaged in research have found these big gray volumes of great value.

Seaside votes October 15 on erecting \$70,000 school building.

California Fines K. Falls Hunters Over Deer Killing

KLAMATH FALLS, Or., Oct. 19.—First news of fines levied upon Oregon hunters for alleged attempts to carry game out of California has reached here in the announcement of Bert Franklyn and James Stevenson, of Merrill, that they were arrested recently by a Siskiyou county game warden and fined \$50 each in the justice court at Dorris, Calif. The men said they had killed a buck apiece and were preparing to move to another hunting ground in the California forest, hoping to get the limit, one more each. They had their deer packed in their automobile when Game Warden Miller came along, they said, and the warden took this as prima facie evidence that they intended to return to Oregon. They paid the fines under protest, they said.

SPEED COPS MAKE MANY ARRESTS OF ASHLAND DRIVERS

Pedestrians are daily and nightly risking their lives on the state highway and county roads, asserts J. J. McMahon, state traffic inspector and former Jackson county deputy sheriff, who has been operating in Ashland during the past two days. "The natural habit of keeping to the right," says McMahon, "when walking on the road is all wrong. Pedestrians should face the traffic by walking on the left side of any vehicle-traveled thoroughfare and avoid being struck by oncoming autos from the rear. Hikers can see approaching vehicles, but are running a great risk when they trust to the vision of auto drivers approaching them from behind. This is especially true at night, when the lights of a car light up the highway for only a short distance where the road has many turns."

Inspector McMahon states that proper attention is not given by Ashland auto drivers to the speed limit laws. Drivers, he said, are lax in observing the twelve-mile limit past schools, a law which, he says, calls for strict enforcement. The state law fixes the speed limit in all Oregon cities at twelve miles an hour and a thirty-mile limit on the state highway.

"Lights must be dimmed at night," states McMahon, "when passing other machines at night. The state laws do not recognize patented dimmers of any sort." The following offenders were arrested by McMahon for violation of the state traffic laws: Harold Porter, non-operator's license, fined \$8.50; George Klinge, of Medford, arrested for speeding, fined \$18.50; June Leavell, of Medford, exceeding speed limit passing school, fined \$8.50; A. C. Wilhite, using license taken from motor truck, fined \$30; F. O. Hazer, without operator's license, fined \$8.50; M. H. Palmer, operating a truck for the Ashland Lumber company, fined \$15; G. E. Gunter, no tail light, fined \$10; Paul Held, no tail light, fined \$10; L. B. Williams, using an auto trailer without a tail light, fined \$15.

AUTO TRUCK TURNS OVER

GRANTS PASS, Or., Oct. 19.—While driving a truck carrying two calves, George Stricker, of Althouse, about thirty-five miles from here, glanced back at his charges. While his eyes were off the road the truck plunged over the bank, making a complete turn and coming to rest right side up. Though the truck was badly battered and Stricker bruised, neither of the calves received a scratch.

Cash Bonus For Hotel Construction Planned

Southern Oregon's \$2000 Offered Toward \$50,000 Fund At C. of C. Meeting

By ALICE C. SARGENT

I am writing this article in the hope that the people of southern Oregon, and the Rogue River valley in particular, may become interested in learning something of the history of the first road through this valley.

The only account of this hazardous undertaking was written by Lindsay Applegate, one of the organizers of the expedition, some years after the completion of the work. In order that all who read this little sketch may understand the motives which induced this little body of men to undertake this dangerous work, I shall quote from the manuscript written by Lindsay Applegate:

"Our immigration of 1843, being the largest that had ever crossed the plains, our progress was necessarily slow, having to hunt out passes for our wagons over rivers, creeks, deep gullies, digging down the banks where nothing but a pack trail had been before, cutting our way through the dense forests before we could reach the valley of the Columbia, and then it appeared as though our greatest troubles had begun, for here we had to encounter cataracts and falls of the Columbia and the broad and lofty Cascades, with their heavy forests."

"At Fort Walla Walla, on the banks of the Columbia river, with our teams about exhausted, we were advised to leave our wagons and animals over winter at that place in the care of the Hudson Bay company. A portion of the immigrants, including my two brothers' families and my own, accepted the proposition, providing we could procure boats in which to descend the river, as it was supposed we might procure them from the Hudson Bay company. Under these considerations we made arrangements with the said company for the care of the latter through the winter. We failed in our efforts to obtain boats. Having a whipsaw and other tools with us, we hunted logs from the masses of drift wood lodged along the river banks, hewed them out, sawed them into lumber and built boats, and with our families and the contents of our wagons, commenced the descent of the river. Dr. Whitman procured us the services of two Indians to act as pilots to The Dalles. From there we thought we would have but little trouble by making a portage at the Cascades. We did well until we reached The Dalles, a series of falls and cataracts. Just above the Cascade mountains one of our boats, containing six persons, was caught in one of those terrible whirlpools and upset. My son Warren, 10 years old; my brother Jesse's son Edward, same age, and a man by the name of McClellan, who was a member of my family, were lost. The other three, who escaped, were left to struggle the best they could until we made the land with the other boats. Leaving the women and children on shore while we rushed to the rescue, it was only with the greatest effort that we were able to keep our boats from sharing the same fate. William Doake, a young man who could not swim, held on to a feather bed until overtaken and rescued. W. Parker and my son Elisha, then 12 years old, after drifting through whirlpools among craggy rocks for more than a mile, rescued themselves by catching hold of a large rock a few feet above water at the head of Rock island. At the time of the disaster it was utterly impossible to render them any assistance, for it was only with the greatest skill that we succeeded in

Union Split Is New Menace In Strike Problem

CHICAGO, Ill., Oct. 19.—In the face of the prospective adjustment of the differences between the railroads and the "big four" brotherhoods, issues that resulted in the issuance of a strike order of railroad employes October 30 by the brotherhoods, a new menace to the peaceful settlement of the labor problem appeared today.

As the leaders of the railroad unions affiliated with the American Federation of Labor assembled here to determine their attitude toward the strike question, it was openly declared that the labor board would have to settle with the Federation of Labor unions independently of any adjustment that might be made with the brotherhoods. Unless this is done, it was strongly intimated, the federation unions may decide upon an independent strike.

Plans for the creation of an approximate cash bonus fund to be offered to a builder or builders of a modern hotel to care for Ashland's tourist trade were formulated at the semi-monthly get-together "talkfest" meeting of the chamber of commerce at the Chautauqua Pioneer hall yesterday evening. The suggestion of A. C. Nininger to offer a bonus was evolved into material and tangible action when H. G. Enders, Sr., proprietor of Enders' department store, offered to subscribe \$1,500 as a donation to such a fund, provided that definite action for the construction of the hotel was taken "before I'm dead, and I don't expect to live more than 100 years."

Following a talk by Mr. Enders urging more action and less talk in accomplishing bigger things for Ashland, John H. Fuller, secretary of the chamber of commerce, made a similar offer of \$500.

The matter of raising the bonus, which, according to the expressed opinion of those present should total \$50,000, will be taken up at a special chamber of commerce luncheon to be given at an early date, in accordance with the adoption of a resolution to that effect at last night's meeting.

In evolving the bonus solution to Ashland's hotel problem, the opinion was expressed that difficulty would be encountered in raising enough local capital to build a first-class hotel by stock-selling methods. It was stated that the practical way of carrying such a plan to completion was the offering of sufficient inducement to encourage outside capitalists.

Discussion of the hotel situation followed an address on "Advertising" by Bert Moses and was occasioned by a recent article written by M. C. Reed and published in The Tidings. The general opinion was that larger and more modern accommodations were needed to care for the increasing tourist travel through Ashland. Mr. Reed stated that Ashland had reached the apex in encouraging this class of travel, but had failed to build the apex in the form of an adequate hotel.

Bert Moses urged that the city advertise itself more extensively by use of literature, road signs and other means of publicity. He suggested small booklets that could be mailed with all outgoing correspondence of a social and business nature.

DEATH TAKES IDAHO WOMAN, DAUGHTER OF OREGON PIONEER

COUNCIL, Idaho, Oct. 5.—Mrs. Aliena McCall, who died at the age of 67, was born in Yoncalla county, the eleventh child of Jesse Applegate, who, with his two brothers, crossed the plains in an ox wagon in 1843. She was married to Martin L. McCall at Willbur, Or., and after living some time in Portland, moved to Ashland, where McCall died. Mrs. McCall moved to Council about seven years ago.

She is survived by two sons and three daughters—Miss Lillian, G. L. McCall, of Council, with whom she made her home; Mrs. Lewis Pankey, of Prospect, Or.; Mrs. Muriel Neeley, of Ashland, and J. A. McCall, of Redwood, Calif.

Many sawmills and logging lands are on the delinquent tax rolls. Portland building permits are 45 per cent ahead of last year. North Bend insurance rates reduced 10 per cent. Hubbard—New store opens.

Haz Kik



There is some great kick in the article by M. C. Reed, "One Thing Thou Lackest," which was printed in The Tidings the other day. It is absolutely true that the one thing Ashland lacks is a real tourist hotel, and sanitary facilities to properly utilize her mineral waters for scientific bath purposes. Ashland spent a large sum of money mobilizing her mineral waters for such purpose and developing her beautiful canyon and while great benefit is being derived from the auto camp and park, the project will never reach its ultimate fruition until Ashland acquires these two essential improvements. So far the spirit has been, "Let George do it," but that has not brought the results. The people of Ashland must do it, or, at least, help to do it, or it will never be accomplished. I think that is the one essential thing to the future prosperity of the city. The full force of the local citizenship should be put forward to that end. No better accomplishment could be imagined. The Tidings would like to publish other constructive articles on the subject written by citizens who want to see Ashland progress. HAZ KIK.

College Degrees To Be Common As Motor Cars

UNIVERSITY OF OREGON, Eugene, Oct. 19.—Will college degrees ever become as common as motor car licenses? One serious worker in the field of education thinks so. He is Colin V. Dymont, dean of the college of literature, science and the arts at the University of Oregon. "The day is not far away," he predicts, "when a college education will be as indispensable in the family economy as an automobile now is."

"Why not?" he asks, "since, exclusive of time, they cost nearly the same."

"I think," he continues, "we should begin now looking ahead to the day when three-quarters of all the high school seniors in Oregon will go on to college."

ASHLAND BUSINESS MEN OFFER PRIZES FOR WINTER FAIR

Shorthorn—Bull, 3 years and over, first premium, \$10; second premium, \$5; third, ribbon. Bull, 2 years and over, first, \$10; second, \$5; third, ribbon. Bull, 1 year and over, first, \$10; second, \$5; third, ribbon. Cow, 4 years and over, first, \$10; second, \$5; third, ribbon. Three years and over, first, \$10; second, \$5; third, ribbon. Heifer, 2 years and under, first, \$10; second, \$5; third, ribbon. Heifer, 1 year and under, first, \$10; second, \$5; third, ribbon.

Herd—Cow, bull, heifer, calf, first, \$15; second, \$10; third, \$5. Hereford—Same as above. Aberdeen—Same as above. Red Polled—Same as above.

Dairy Breeds Holstein—Bull, 3 years and over, first, \$10; second, \$5; third, ribbon. Two years and over, first, \$10; second, \$5; third, ribbon. One year and over, first, \$10; second, \$5; third, ribbon. Cow, 4 years and over, first, \$10; second, \$5; third, ribbon. Three years and under, first, \$10; second, \$5; third, ribbon. Heifer, 2 years and under, first, \$10; second, \$5; third, ribbon. Heifer, 1 year and under, first, \$10; second, \$5; third, ribbon. Jersey—Same as above. Guernseys—Same as above. Ayrshires—Same as above. Milking Shorthorns—Same as above.

Livestock Specials For the best beef animal (any breed), first, \$15; second, \$10; third, \$5. For the heaviest milk cow (any breed), first, \$15; second, \$10; third, \$5.

Sheep Division Cotswold—Ram, 2 years and over, first, \$5; second, \$2.50; third, \$2. Ram, 1 year and over, first, \$5; second, \$2.50; third, \$2. Ram lamb, first, \$5; second, \$2.50; third, \$2. Ewe, 2 years and over, first, \$5; second, \$2.50; third, \$2. Ewe, 1 year or over, first, \$5; second, \$2.50; third, \$2. Ewe lamb, first, \$5; second, \$2.50; third, \$2. Shropshires—Same as above. Rambouilletts—Same as above. Any other breed—Same as above. Goats—Angora buck, 2 years and over, first, \$5; second, \$2.50; third, ribbon. Buck, 1 year and under, first, \$5; second, \$2.50; third, ribbon. Doe, 2 year and over, first, \$5; second, \$2.50; third, ribbon. One year and over, first, \$5; second, \$2.50; third, ribbon. Young, first, \$5; second, \$2.50; third, ribbon. Milk Goats—Toggenburg buck, 2

YORKTOWN, Va., Oct. 19.—"The time has come when there must be recognition of the essentialness of co-operation among nations, and each of them is devoted in its own peculiar national way to the common good, progress and the advancement of all humankind." Such was the gist of a speech made by President Harding when he made a brief stop here while en route to Williamsburg to pay his respects to those heroic soldiers of Washington who here turned the tide of defeat into victory during the American revolution in the battle of Yorktown. Although declaring for co-operation among the nations, the president warned against "world sovereignty."

WILD PARTY HAS TRAGIC END; 2 BADLY INJURED

RACING MACHINE FALLS FROM RAISED DRAWBRIDGE AT ASTORIA; TWO UNKNOWN MEN BELIEVED TO BE PINNED UNDER AUTOMOBILE.

ASTORIA, Or., Oct. 19.—With two of their party believed to be drowned and pinned under the wreckage of an automobile at the bottom of the Lewis and Clark river near here, Harry Ewing, 32, and Miss Pearl Hutchinson, 25, caretaker of the vel tavern, are in the hospital here today suffering from painful injuries.

The second woman in the party, believed to be Mary Davis, proprietress of the Astoria rooming house, was only slightly bruised when the automobile in which the five were riding plunged through the open draw of the bridge into the river at 5 o'clock this morning. The car was traveling at a high rate of speed in a heavy fog at the time of the accident.

The steamer Coquille, for which the drawbridge had been opened, rescued Ewing, Miss Hutchinson and the other woman, but could not find any trace of the other two men who were in the machine. Neither Ewing nor Miss Hutchinson can be induced to give the names of their companions.

It is believed the drowned men were Joe Corrigan, of Warrenton, and George Hickle, Astoria, driver of the car. The five men had been at a "party" at the Flavel tavern.

Harding Asserts American College Life Is Too Fast

WILLIAMSBURG, Va., Oct. 19.—All Williamsburg turned out today to welcome President Harding, who arrived here with his party to make the principal address at the William and Mary college during the inauguration of Dr. J. A. C. Chandler as president of the college.

"The college student of America is living too fast. There's not enough of plain living and high thinking among his kind," was the warning sounded by the president in his address.

President Harding also made a plea for more and better teachers in colleges and greater generosity in fixing their salaries. He stated that the country is facing an educational crisis.

The American troops on the Rhine will not be withdrawn immediately as the result of the ratification of the German peace treaty, it was learned here from members of President Harding's party, who arrived here today.

"It's a matter for the state department to decide," said Secretary of War Weeks, "but if I were predicting, I would predict that the American flag will continue to fly over the German Rhine for some time yet."

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