

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

ASHLAND DAILY TIDINGS

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

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

ASHLAND, OREGON, TUESDAY, NOVEMBER 22, 1921

No. 70

PORTLAND WATER SUPPLY CUT OFF

OBSCURITY OF NEW YORK IS GOOD ENOUGH

By LEO T. HEATLEY
(I. N. S. Staff Correspondent)
NEW YORK, Nov. 21.—New York is big; New York is cosmopolitan—it is even friendly. But New York is also the crucible into which the great come only to find that they have dwindled into insignificance. The fame of Napoleon himself could not survive other and more immediate questions in this great city.

All this is preliminary to the story of C. N. Haskell, Oklahoma's first governor, a big political gun in that state and a national figure—until he came to New York. Haskell went back to Oklahoma last month on his first visit in five years. The newspapers there got out special welcome editions, and the welkin rang from Altus to Miami, and from Guymon to Hugo—considerable territory.

In New York Haskell is chairman of the board of the Middle States Oil company. When he made up his mind to go to Oklahoma the only ones to miss him were his stenographer, his office boy and the office doorman. Outside of these and a few friends, no one knew he had ever been in New York, to say nothing of his leaving it. Outside of his business and social orbit, the tax collector is the only individual who has evinced any special interest in him.

Wrote "Denver Platform"
In Oklahoma the name of "C. N." was a household word. President Roosevelt thundered at him, and newspapers exposed him. He wrote the Denver platform of democracy, and was the party's national treasurer.

In New York he has made just as much of a success in business as he did in Oklahoma politics. As an Oklahoman his name and face were once familiar to New York. As a New Yorker—well, he still is remembered in Oklahoma.

When he made this last trip to the state he was first to rule, he spoke at the state fair, and everybody hustled to McAlester and listened to him. Publicly they cheered but privately they asked each other what he was "up to." They speculated as to whether he was about to return to Oklahoma politics and give Cherokee Bob Owen another run for the senate, or was this to be the opening gun of a national campaign? But he fooled them all. He spoke of national extravagance and the direct election of federal judges. They went away still cheering and still puzzled, and he came back to the Madison avenue offices of the Middle States Oil company.

\$12,000 REPORTED FOR HOTEL BONUS; \$9,400 IS SUBSCRIBED

NATION MENACED BY INCREASE OF OPIUM TRAFFIC

WASHINGTON, D. C., Nov. 22.—Underground traffic in drugs, developing startlingly in recent years, has become a serious menace to the welfare of the nation, in the opinion of federal officials.

The illegitimate traffic in narcotics is conducted by the so-called "dope peddlers," who appear to have a perfectly organized, country-wide "ring."

These drug vendors, for the most part, obtain their "dope" supplies from Mexico and Canada, although smaller quantities are obtained by thefts and illegal transactions with unscrupulous dealers. Considerable drug smuggling is practiced on both the Atlantic and Pacific coasts, where the drugs arrive on ships sailing from the Orient and Europe.

The smuggling problem has developed a perplexing situation. It has been ascertained that a large portion of the drugs that enter this country through illicit channels was shipped from the United States, after manufacture by reputable firms. The belief has been expressed that the headquarters of the extensive "dope ring" is located outside the United States and that they obtain the drugs shipped from this country with the express intention of smuggling the "dope" back for illegal sale.

Use the "Underground"
It is largely through these underground channels that the drug addict now obtains his supply of "hop."

A recent government survey disclosed the startling fact that the use of opium and its alkaloids, for other than legitimate medical purposes, has increased amazingly in recent years. About 90 per cent of the amount of narcotics entered for consumption in this country is used for other than medical purposes, it has been estimated. Although this estimate is vague, federal officials have completed a statement showing the per capita consumption in this country and that of European countries, which discloses that this country consumes 13 to 72 times as much opium per capita as is consumed in other countries, the records of which are available.

Grants Pass Irrigation To Be Extended

GRANTS PASS, Or., Nov. 22.—Three laterals extending the water service of the Grants Pass irrigation district will be excavated, bids for the work being received Saturday. One canal, to be known as the Demary lateral, will cover the district north of town above the present Tokay canal. It will carry about ten second feet of water, pumped to it from the Tokay canal, requiring a lift of 110 feet. The equipment will consist of a twelve-inch pump of 150 horse power, and will add 800 acres to the district.

The Martin canal will back up from the end of the Tokay canal and will water several hundred acres. The Savage lateral will back up from the south canal and will cover acreage in the mouth of Savage creek and above. Water will be taken direct, without installation of further equipment.

Give Settler Square Deal Says Thomas

"Give the settler upon the lands within your new irrigation project a square deal; make him satisfied and aid him in solving the problems that will confront him," said C. M. Thomas, of Medford, who spoke at the weekly luncheon of the chamber of commerce there yesterday noon.

Mr. Thomas has had a wide experience in the development of irrigation projects in Southern Oregon, having represented three Jackson county projects in their formative period, and he told his audience that there was work for every man to do in putting such a project as the one here into commission. And he started right in at the ground floor by calling for the "square deal" when the purchaser and prospective settler appeared upon the ground; then he argued that assistance, financial if need be, be offered the home builder, and that his problems of production and of marketing be made the problems of the community.

PROMOTE ASHLAND FLYING FIELD AS HEADQUARTERS FOR PASSENGER SERVICE; ORDERED SHIPS ON WAY

Ashland has a wonderful opportunity to become an important airplane station, in the opinion of A. B. McKenzie, who is closely in touch with the air transportation situation. The landing field just across the road from the Sarsaparilla barn near Bear creek, is said to be ideal. On account of the wind coming from the same direction most of the time, a much smaller field is needed than in many other places. Fifteen acres is considered ample, while the government class A field contains 30 acres, being 1890 by 1500 feet. The Medford municipal airplane field contains but ten acres and is considered too small by aviators.

With a public landing field there would be a good prospect—local aviators say a certainty—of the government fire patrol making Ashland their headquarters, because of the superiority of the field over Medford. Twenty planes were used the past season by the government at Medford, Eugene and Fort Stevens. At present the war department is trying to get the interior department to pay for patrolling the national forests. Army officials say it is not their business to fight fire, while the interior department claims they haven't sufficient funds to keep the fliers up in the air. If the state and private timber owners do not come to the rescue, Oregon forests may be unpatrolled next summer.

Within a month—possibly in time to make an aeronautical exhibit at the Winter Fair—A. B. McKenzie expects to have a Standard airplane here from Portland. William Baker, former lieutenant in the Canadian Royal Flying corps, expects to bring a Curtiss plane here from Idaho a little later, while E. G. High has a \$13,000 seven-passenger Ansaldo plane which is scheduled to arrive from New York before the flying season opens next spring.

According to the last named gentleman, airplanes are supplanting railroad trains and even autos, at a rapid rate. With his new Ansaldo, Mr. High proposes to make daily trips to San Francisco, slipping

down there at the rate of 150 miles per hour, two or three hours being considered ample for the journey. If this machine were now in operation, it would be possible for Ashlanders to attend the Arbuckle trial and see the pictures at the Vining each evening. The cost of operating the big plane is estimated at \$35 per hour, which would enable the owners to compete with railroad trains and auto busses. Reservations may now be booked for the first flight to San Francisco.

Haz Kik



I'm here to tell the world that Ashland is just the dandiest little town on the Pacific coast. That she has as great possibilities as any other town. Her big chance is along the tourist and mineral resort lines. She needs a big tourist hotel and facilities connected with it for the scientific use of her waters in baths. When she gets these she will soon get on the map. Pretty soon the bonus committee now working to get a bonus that will land the big thing will whip the proposal into such shape as it will get what Ashland really needs, and then we will all come through on the bonus and get the grapes.
HAZ KIK.

PLANS MADE FOR BIGGER CAMPAIGN, HOTEL LUNCHEON

At the open forum luncheon at Hotel Ashland today it was voted—on motion made by E. E. Phipps and seconded by J. H. McGee—to enlarge the greater hotel committee and make a systematic, whirlwind campaign to finish raising the proposed \$30,000 bonus for building a quarter-million tourist hotel in Ashland. The present committee of fourteen reported \$9400 subscribed, but in addition to this, representatives of Ashland's banks promised \$3000, although no definite subscriptions can be made until the action is taken by the directors. This makes a total of \$12,000, exclusive of \$3500 which was reported from two subscribers a few weeks ago, but which has not yet been definitely secured.

V. Q. N. Smith and others who have carefully studied the project, estimate that the building of the proposed hotel in Ashland will increase the value of real estate here ten per cent, which would alone amount to \$200,000.

Bert Greer called attention to the fact that Ashland has already spent \$235,000 in providing a park and mobilizing our unrivalled mineral waters. He voiced the opinion that we could well afford to subscribe the entire amount needed for a first class tourist hotel, up to \$350,000, adding that the benefits that will be derived from such an institution in the year 1925 alone would justify the investment, on account of the Portland fair to be held in that year, and the number of outside visitors it will attract to the state and Ashland.

E. T. Staples answered the objection which is met in some quarters in regard to the proposed hotel hurting the business of Hotel Ashland, by stating that in his opinion such an institution would result in doubling the value of the hotel which we now have.

M. C. Reed explained that the

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SUPPLY NEARS END; STORMS RELEASE GRIP

PORTLAND, Or., Nov. 22.—The terrific sleet and snow storm which has held the Pacific Northwest in its grip for the past two days appeared to have abated today. Notwithstanding the cessation of the storm, an additional heavy damage is expected due to the rapidly rising flood waters. The main line train service on the Union Pacific, Southern Pacific, and Spokane, Portland and Seattle railways leading into Portland are still demoralized. The Portland water system is crippled and the supply, it is estimated, will not last until tomorrow. Nearly a thousand telephones are out of commission here, and the high water is menacing the Portland bridges. It may be found necessary to close some of the bridges.

The effect of the "silver thaw" about Portland and the Columbia river is showing itself in the mails for the people of Ashland. The eastern mails, when the trains are on time, arrives in Ashland on train 15 about 11 o'clock p. m., and when it misses that train it arrives on train 13 about 10 o'clock a. m. There has been no eastern mail since train 15 Saturday evening. Last night's train 15 brought in practically nothing. Not only is the eastern mail cut off, but everything north of Portland appears to be affected, reducing the mail to practically the local mail between Ashland and Portland.

Direct telegraphic communication with Portland was still impossible at a late hour today, and the long distance telephone system is still at a disadvantage in cities north of Albany, where seventeen poles were washed out by the rushing waters of the Santiam river, which changed its course yesterday, inundating a strip of land a mile wide.

Although a falling barometer indicated more storm last night, the rain stopped at 7 o'clock this morning. Louis Dodge, government weather observer, states that a rising barometer today indicates a cessation of the storm. The rainfall during the night amounted to .05 of an inch.

The train schedules are still irregular. Number 13, due here at 9:45 o'clock this morning, did not arrive until 1:30 this afternoon. Number 53 from the north, due at 4:20 o'clock, is scheduled to arrive at 6:20 o'clock.

Albany Missionaries Convert 10,000 African Natives Near Congo Head; New Field Offered

ALBANY COLLEGE, Albany, Or., Nov. 22.—Fred W. Neal, graduate of Albany college, is now in charge of a Presbyterian mission field more than 100 miles in diameter situated near the head of the Congo basin in Africa, according to letters received on the campus. It is a new field heretofore unoccupied and lies between what was heretofore the farthest advanced Christian mission field in the interior of Africa, and a field in which the exponents of Mohammedanism as working among the natives.

Rev. and Mrs. Neal, who have obtained more than 10,000 conversions in the first seven years of their missionary work, opened up this new field upon their return to Africa from their furlough, which was spent in Portland and other parts of the Pacific Northwest and which

ended about a year ago. The central station in this new field is at Edea, and there are eight substations. A population of many hundreds of thousands is included in the district. Rev. Mr. Neal is at the head of 158 evangelists and teachers, most of whom are natives trained at the Elat station, where Rev. Neal formerly was stationed. In his supervisory work Rev. Neal makes the rounds of the eight substations every four months, traveling most of the time on foot. In a recent letter received at the college, he told of making one of these journeys in company with the English governor-general of the province.

Mrs. Neal is a graduate nurse and this training has given her an opportunity to be of much service in their work. She superintends the central mission and dispensary work

Arabian Desert Conquered By Use of 'Planes'; British Flying Corps Surveys Waste

By H. K. REYNOLDS
(I. N. S. Staff Correspondent)
WASHINGTON, D. C., Nov. 22.—The Arabian desert, which always was regarded as an impregnable barrier to direct communication between the Mediterranean sea and the Persian gulf, has been conquered by airplane, according to advices to the army air service.

Instead of attempting to cross the desert airplanes heretofore were accustomed to fly a semi-circular course around its northern extremity, thereby traveling many miles further than the distance that actually separates the air stations on the eastern and western sides of this endless expanse of sand.

The route will be 580 miles long. It will pass through Anman in the Transjordan, and Kasrel Azrak, where landing fields have now been established, and then will take an almost straight line across the desert to Ramadie, on the Euphrates,

and then to Bagdad. The survey for the new aerial pathway was made by the British Royal Air force, with the co-operation of the Emir Abdulla, who helped in the building of an advance base at Anman, forty-five miles east of Jerusalem.

Gasoline Did It
A fleet of airplanes, armored cars loaned by the British war office, and desert tenders fitted out with wireless telegraph apparatus were assembled at Anman to begin their advance into the desert. The first 150 miles of the route was located with comparatively little difficulty, but 160 miles from the starting place, the pioneers struck a vast tract of rough lava beds. Enormous boulders were scattered across the tract. The workers were nearly baffled in their efforts to get through the lava beds, when word came by wireless from airplanes scouting

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