

PRIZE WINNING ESSAY IN JACKSON COUNTY IS GIVEN

"How Grizzly Peak Was Named," is the title of an essay by Alyce Marcott of district school No. 54, Shale Oil, in an Oregon history essay contest conducted recently by the schools of Jackson county. Miss Marcott is in the eighth grade and her interesting essay was adjudged best of all submitted.

It follows: How Grizzly Peak Was Named Grizzly Peak is a time-worn landmark in Southern Jackson county, about six miles north of Ashland.

Most of the farmers, stockmen, and other settlers of the southern half of the country are familiar with this somber butte towering above the surrounding hills like a giant sentinel.

I think often as I look at "Grizzly" what tragic happenings of pioneer times it must have witnessed with the coming of the "whites" to save the primitive homes from the ever-growing caravans that peered into the valley.

What a veritable storehouse of local history this mountain would be could we read the depths of its silent bosom. But that, of course can never be.

It was an incident connected with Indian wars in Southern Oregon that gave this butte the name of "Grizzly."

During the second Rogue River War from 1855 to 1856 Henry H. Chapman, with two neighbor boys was out in the mountains watching hostile Indians. They were sent out by the settlers as scouts to gain tidings of the movements of the Indians, then to hasten to the valley and let the settlers know.

While out scouting one day, he saw several Grizzly Bears on the hill side eating Service berries. Mr. Chapman was a good shot, he had a muzzle-loading gun, he took careful aim and shot at one of the largest bears. It fell in its tracks. He loaded his gun as quickly as he could and shot another bear, that was making off with the other bears. Before he could load his gun again the bear that he had shot first got up, and it was a huge one. It gave a fearful snarl and came at Mr. Chapman. He started to run the bear struck at him tearing his coat off of him. He ran for a tree. The first tree proved too large for him to climb. The bear would claw at him from around one side of the tree while Mr. Chapman would get to the other side; the bear would claw at him from that side and Mr. Chapman saw that it would get him there and started to run to a smaller tree. The bear with one blow knocked him down, then tore his shoulder blade loose, and with one or two strikes of his claws, tore Mr. Chapman's clothes off. Mr. Chapman had heard an In-

dian say that if a Grizzly attacked you, if you menaced the bear would leave you alone, so Mr. Chapman tried to play dead. The bear had never heard that bears do not molest dead men, for it bit Mr. Chapman all up and down the back and in the loins. The pain was so great that he could not keep from shivering with the pain. With that the bear picked him up, turned him over, and began biting his throat. Mr. Chapman ran his right hand in the bear's mouth to keep it from cutting his throat. The bear crushed his hand and wrist, bit him through the shoulder, clawed at his head, and bit and stripped the flesh from the right thigh to the knee.

The two boys that were out with Mr. Chapman had heard the shooting and thought that he had been attacked by the Indians. They came running when they saw the bear on Mr. Chapman, and him torn and covered with blood. They thought that he was dead. They shot and killed the bear. Mr. Chapman fainted. He has told many times, after he came to that the oldest boy was jumping up and down screaming "He is dead, oh, he is dead!" Mr. Chapman tried to raise up and he said, "No, but I will never see my father and mother and dear old Kentucky again."

The boys gather him up, tied him on one of the horses, and started to bring him in to the valley. He begged for water. One of the boys took his hat and ran to a mountain spring. Mr. Chapman fainted again before the boy got back with the water. They had to tie him back on the horse again, and worked until they got him in the valley to Mr. G. Wells block house.

At that time here was no doctor nearer than Jacksonville. Mr. Chapman's brother, Daniel, rode all night to get the doctor, getting back soon after day light next morning. Those days it was no easy trip to go to Jacksonville through the wilderness with Indians hiding behind almost every tree.

Mr. Chapman recovered, but it was a long time before he was able to do much, and he never had good use of his shoulder. He died in October, 1863.

Ever since Mr. Chapman's experience with the grizzly on the mountain it has been known as Grizzly Peak or Grizzly Butte.

Information Name of person interviewed—Mrs. Micholson.

Who she is—She is a sister of Henry Chapman who had the experience with the grizzly.

What she does—She attends to her own home work at her home in Ashland raises flowers and garden, and has written pioneer stories for Eastern papers.

Where she lives—At 209 Oak Street, Ashland, Oregon.

No, Mrs. Micholson was not on the mountain with her brother but got the story directly from him. He was left a cripple as a result of the experience with the grizzly. The incident took place on Grizzly Peak during the second Rogue River War as has been stated in the story. I think it was of importance because it was connected with the Indian wars of this valley. Henry Chapman was acting as scout at the time. Some neighbor boys were with Henry Chapman. They were up on Grizzly Peak because they had a good view of the surrounding country from there. Hence the importance of Grizzly Peak as a "silent sentinel." I believe all the other questions were answered in relating the story.

CITY MAKES OWN ALUM KANSAS CITY, Mo., June 24.—(UP)—This city is one of a few municipalities to manufacture its own alum for the purification of its water supply.

Under construction now is an alum plant. The alum is to be produced from raw bauxite and sulphuric acid, where eight tons of bauxite will be crushed every hour. Alum and chlorine is to be used almost entirely for purification of the water here, taken from the Missouri river.

Returned Home—Although Miss Grace Chamberlain and Miss Elizabeth Palmer have been home for several days they are unable to see their friends as they are both in a highly nervous condition.

There Tonight Airline



The west is beginning to use the airmail for passengers. Here is Maud Campbell of Salt Lake City, the first woman passenger to make the trip over the new contract airmail route between Salt Lake City and Los Angeles. At airmail postage rates, such travel is hardly recommended for the stout folks.

CAPITALISM GAINS GROUND IN RUSSIA

NEW YORK, (UP)—In an exhaustive report on trade conditions in Russia, made public today, James McDonald, chairman of the Foreign Policy Association, expressed the belief that business in that country is tending to swing back to the capitalistic system which existed prior to the Revolution of 1917.

American business men have been attempting to benefit from a portion of the Russian foreign trade and it was for this group that the Foreign Policy Association gathered statistics for the report.

In a number of instances it has been impossible to ally economic realities and Marxian theories the report said, adding that despite attempts of the State to destroy private capitalism in 1925, private enterprise is now flourishing and enjoying practically a free hand. This contention was backed by statistics purporting to show nearly 50 percent of retail business today in the hands of private dealers.

Regardless of the changes that have come about in internal business, foreign trade still remains an almost complete government monopoly, the report con-

tinued. Russia is essentially an agricultural country hence its prosperity can almost be determined by the size of the agricultural yield, it was pointed out. The main crops still remain about 21 percent below the 1909-1913 average. Industrial production last November amounted to 71 per cent of the 1913 figure.

The crops in 1925 were exceptionally satisfactory but the surplus available for exportation was much less than hoped for, according to the report, because the peasants unable to buy goods at what they considered fair prices withheld as much of their grain as possible from the market.

Exploding Cannon Kills One; Five Others Are Hurt

AVALON, Cal., June 29.—(UP)—Charles Davis, rigger, was killed and five seamen were injured when a cannon exploded on the movie ship Constitution, 27 miles off-shore here. The explosion occurred during the filming of a scene from "Old Ironsides." The victims were members of the crew and not actors as was first reported.

So Now It's Dr. Henry Ford



Henry Ford has the title of doctor now, and this picture shows him getting it. He was given the honorary degree at a banquet at the University of Michigan commencement exercises.

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WHAT IS A GOOD DRIVER? BRANDENBURG GIVES REPLY

In automobile driving, as in any other operation where the balancing of judgment enters with physical control of highly sensitive mechanical developments there is a great latitude in the degree of perfection reached by the individual. In explanation of this statement is applied to motorists, George Brandenburg, general manager of the Oregon State Motor Association, said, "The difference between a good driver and a poor driver is the matter of how far the individual drives in front of his car."

"A good driver," said Brandenburg, "is the driver who has acquired the ability of driving far enough in advance of his car to have his auto under control sufficiently to meet any situation that might arise. If driving at a good rate of speed the driver must have a clear vision of his roadway to justify the speed he is maintaining. That is, he should be able to stop in the area allotted him in the traffic should any hazard in the nature of someone driving onto the highway from side roads, or the stopping of autos in front of him. That is what I mean in driving ahead of one's car."

Mr. Brandenburg went on to explain that some drivers have acquired this art while others drive to the two extremes. Some driving too far ahead of their car to such an extent that they do not seem to realize the immediate hazards until too late. "These drivers," said Brandenburg, are found driving with their attention centered a mile down the highway when the hazard encountered jobs up in front of them to be reckoned with in yards or feet. The other extreme is the fellow who drives with his interest centered so close to his car that he does not seem to become aware of a hazard until he is too close to it when traveling at a speed that will not permit of his stopping before being involved in a serious accident."

These two extremes, according to Mr. Brandenburg result in a great number of accidents in traffic. The answer is simple. If a driver operates at a speed that will permit of stopping or maneuvering properly in the allotted space given him in the traffic in which he is driving, there will be no accidents from those far sighted or near sighted drivers who have not acquired the art of driving the proper distance ahead of their cars. A good idea is for a tourist to ask himself at frequent intervals: "Can I stop or maneuver my car with an assurance of safety in the space allotted in this traffic at the speed I am traveling." If this question brings a satisfactory answer whenever asked, then the driver has overcome the hazard of far sighted or short sighted driving. He is driving the proper distance ahead of his car.

Aviation Program Bill to be Passed

WASHINGTON, D. C. June 29.—(UP)—Consideration and final enactment of the \$144,000,000 army aviation bill was practically carried today when the house rules committee reports the bill for consideration and a conference report in spite of Speaker Longworth's ruling that the motion was out of order.

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Dynamite Blast Kills 2 Workmen

BURNS, Ore., June 29.—Tamping dynamite for a blast in Herriek railroad construction between Burns and Seneo, Wm. Drews and Joe Woods were instantly killed, when the explosive detonated. The men had gone on the job only the day before. Neither is married.

Garthoff—Whitney mills in all most complete fire-fighting plant in West.

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