

ASHLAND WEEKLY TIDINGS

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ASHLAND, OREGON, WEDNESDAY, JULY 27, 1921

NO. 48

AIR TAXI TO CRATER LAKE IS LOCAL PROJECT

SEVEN PASSENGERS AND THREE PASSENGER PLANES TO BE HERE IN TWO WEEKS

EDWARD HIGH IS SCHEME PROMOTER

WILL OPERATE THIS SUMMER ON BASIS OF TWO HOUR RUNS; \$10 FARE

From Ashland to Crater Lake and Klamath Falls by air taxi will be a reality within a matter of weeks according to a statement made this morning by Edward High, of this city, who has ordered two Ansaldo airplanes, from Italy. The planes, a three-seater and a seven passenger Pullman car type, were ordered two weeks ago. Mr. High states that the airplanes have arrived in New York, have been shipped to Ashland and are expected to arrive here in about two weeks, when preparations will be immediately made for a regular air taxi service and passenger line between Ashland, Crater Lake and Klamath Falls. The planes will be piloted by Clyde E. Pangborn, an aviator who has been operating here during the past several weeks, and Mr. High. They will be run on a two-hour schedule throughout the summer tourist season on an estimated passenger fare of \$10 a round trip, regardless of the financial success for the first season, Mr. High stated.

The Ansaldo planes are especially built for heavy passenger service and high altitude flying. Both of the planes are capable of an average speed of 145 miles per hour, which will make the two-hour run an easy matter. The local aviation ground, known as Ashland field, and located across from the foot of Oak street, will be the base of operations, contrary to a report recently published in a Medford newspaper which inferred that the planes would be flown from that city.

A landing place is provided at Klamath Falls. A large clearing immediately in the rear of Crater Lake lodge offers a suitable field for a "get-off" and a landing, Mr. High stated.

Both airplanes are of the large, comfortable passenger carrying type. Reasonable amounts of baggage, such as suit cases and small packages may be taken by the passengers. The planes will be in addition to the one already operated in this city as part of a flying school and passenger service being run in this city by Pangborn and High.

Lieutenant Carter, in charge of the Federal forest patrol stationed at Medford, states that the plan is feasible.

"The forced landing of one of our planes near Oasis Butte ten days ago," said Lieutenant Carter, "and its safe flight from there, demonstrates that a landing field near Crater Lake is possible, and there is no reason why air flights to Crater lake should not be a permanent feature in the future."

Heretofore the high altitude, coupled with rocky character of the country, have led airplane experts to doubt the feasibility of air passenger service to the lake. But the safe landing by Cadet Raymond C. Fisher in a DeHaviland, which is a much more difficult plane to negotiate than the slower Ansaldo, has definitely removed all doubt.

Not only did Fisher make a safe landing without the slightest injury to the plane or its occupants, but Lieutenant Eugene Batten made a safe get-away a few days later in spite of the rough soft character of the pumy ash. An interesting feature of his flight is that new spark plugs were dropped to him by parachute from a plane piloted by Staff Sergeant Arndt, spark plug trouble being the cause of the forced landing.

The altitude at Oasis Butte is at least 5500 feet, and the thin air rendered it difficult to get away in as heavy a machine as the D-H, but this handicap was overcome by skillful

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EPWORTH LEAGUE MAKE TENT CITY OF LITHIA PARK

Epworth League members from all Oregon cities south of Eugene have been arriving in Ashland with tents, bedding and a summer camping spirit since Sunday to attend the Southern Oregon Epworth League conference being held here this week. The camping conference delegates Lithia Park the appearance of a small tent city, starting near the park entrance and continuing until opposite the Bungalow. Those who have registered for the conference are:

John Higg, C. C. Weisenburger, Gerald Gunter, Hazel Powell, Gertrude Wertz, Roy Clary, I. C. Wilson, John Henry Elmore, Mrs. M. James, Millicent Peiffer, Lillian Peiffer, Mrs. Charles L. Spindler, Lloyd Shriner, Alta Powell, Ruby Powell, Nellie Beaver, Mrs. Angwin, Ada Hartley, Mrs. R. Billings, Mrs. Leo Jannerthal, Rosetta McGee, of Ashland; Miriam Stratton, San Diego, Calif.; Glenn Hale, Myra Gunter, Ashland; Rev. S. J. Chaney, Mrs. John Yaden, Ross W. Anderson, Kathern Upp, Mrs. Will Wood, Arley Worrell, Klamath Falls; Dwight Buchanan, Eugene Hamrick, Cottage Grove; Mrs. Jennie Hammond, George Mason, Cora Mason, Miriam Overmire, Mr. Rathbone, John Edwards, Rev. C. A. Edwards, Marshall Barber, Josephine Barber, of Ashland; Leslie W. Tower, Klamath Falls; Ruth Pratt, Grants Pass; Josephine Isham, Grants Pass; Bertha Calhoun, Grant Pass; Marjorie Skeeters, Medford, Georgia Redden, Medford; P. Irene Walker, Beatrice A. Mason, Ruth Richmond, Grace S. Calkins, Eugene; Ethel Powell, Ashland; S. A. Danford, Eugene; Blaine E. Kirkpatrick, E. C. Hickman, Salem; Joseph Knotts, Grants Pass; Lois Wertz, Ashland; H. P. Jewett, Talent; Pearl Hodgkinson, Louise T. Hanson, Ashland; Helen Chaney, Klamath Falls; Beulah Hussey, Grants Pass; Ellen M. Flint, Grants Pass; Bertha M. Green, Grants Pass; Jessie Thatcher, Ashland; Virginia Green, Golda Isham, Edward Holzworth, Grants Pass; George Johnson, Rosa Leavitt, Ashland; Milton Green, Grants Pass; Allen Antry, W. G. Hale, Ashland; Gladys Bridges, Mildred Bridges, Mary Hess, Medford; Thaddeus Green, Grants Pass; Stewart Nicholson, Frances Nicholson, Medford; Bernice Yeo, Ashland; Eva Davis, Talent; Arthur D. Hess, Ralph Brandon, Medford; Mrs. G. F. Billings, Hilda Hanson, Mrs. C. A. Edwards, Charles Tilton, Berns Haight, Caroline Tilton, Jessie Guthrie, Lucile Peruzzi, Ashland; Esther E. Gillette, A. J. Gillette, Mrs. Blinnson, Salem; Rev. Phelps, Talent; Rudolph Sannett, Eunice Brandon, Edwin Thomas, Hazel Wiley, Medford; Ruth Bowker, Neva Walker, Roseburg; Edwin Johnson, Eugene; Jean Anderson, Ashland; Evelyn Christie, Yoncalla; Charlotte Winward, Ashland.

The Third Annual Convention The first opportunity for American Legion members and former service men to see Marshal Forch will be at Kansas City during the third annual convention of the American Legion. According to last advice from France, the French commander will land in this country late in October, and will proceed at once to Kansas City where he will deliver his first official message to the American Legion.

One cent a mile fares have been granted to the convention by the Missouri Pacific, Frisco and Kansas City Southern railroads, and the

convention railroad transportation committee has been led to believe that all of the other railroads will allow at least round trip for the price of a one-way ticket. Definite information is expected soon by the committee.

The Montana delegates expect to come to the convention wearing sombreros and chaps. Plans are now under way to hog tie the Montana boys to a local stock yard gang and put on a rodeo show at Swoope park. Eddie Deeds, acting secretary of the Kansas City Flying club, is anxious to get in touch with all fliers having planes at their disposal. It is planned to have a series of competitive flights and contests, including a derby, for all classes of planes during the convention.

The local posts of the Sixth Missouri congressional district are organizing a one hundred piece band for the convention. This will be the famous "Hound Dog" band and is expected that it will be the largest one at the convention.

The department of Oregon will have at least five delegates to the convention. Captain Carnahan of Klamath Falls will represent Southern Oregon.

The Victory and State Medals Another new list of fellows have applied for their Victory and state medals, among them will be found: Chik Farlow, Steve Erickson, Roy Hartley, Dad Amer, Frank Homes, A. M. Ramey, and about twenty others who have received theirs during the past months. At the rate we are now going, we ought to clean them all up in about five years.

CRATER LAKE ROAD TO BE SPRINKLED CO. COURT ORDER At a meeting of the county court Tuesday a sprinkler was ordered placed on the Crater Lake highway between the Dodge bridge and Long bridge to settle the dust. This is a new stretch of road and has been the source of some complaint from tourists, being the dustiest stretch on the way to the scenic wonder. By use of water, this will be eliminated and the road material hardened.

A new road was ordered established between Dodge's bridge and the new Crater Lake highway, in the Eagle Point district, producing a direct route from Bybee's bridge to the highway, and doing away with some hill climbing.

A contract was granted Chris Nettek for the hauling of gravel from Reese creek to put on the Reese creek road. This will be finished before winter.

The supervisor was ordered to make the necessary repairs on the Trail road at once, and before the winter rains. Citizens of that section recently appeared before the court and testified that the road was in bad shape, and that they risked their lives and limbs in attempting to travel over it in bad weather. The repairs will be temporary.

A large batch of bills were considered, approved and disapproved.



Ashland Post, No. 14

ASHLAND, OREGON

Glenn E. Simpson, Post Commander.
H. G. Wolcott, Vice-Commander.
Ralph Hatfield, Historian.
Wm. Holmes, Treasurer.
Donald Spencer, Adjutant and Legion Editor.



The state department is searching for any information as to the whereabouts of Clarence W. Roberts, formerly a member of the 167th ambulance company of the 42d division; of William Sohern, and of James Mensor, formerly a corporal of the 114th engineers. Comrade Mensor left Forsyth, Mont., in 1919, and has never been heard of since. He has a wife and three children living there.

All these men are called for examination for compensation but none can be found. If any person can give us any clue, it would be greatly appreciated.

John O. Rigg, our post chaplain, is preparing a list of all our deceased comrades. This list will include all comrades of all our wars, and will show by plotted grave where each and every one of them are buried. This plan is to eliminate just as far as possible any confusion or errors that might arise in their decoration and care.

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Bring in those discharges while it is easy to get them, and let's get it over with.

A recent statement of our assistant secretary of the treasury, that the United States owes no nation, holds claims against nearly every nation, is right interesting in the light of later developments. We learn now that it would seriously embarrass our nation were it called upon to pay ADJUSTED COMPENSATION to the ex-service men. Every nation with which we were allied during the war has paid either a bonus or adjusted compensation, and most of them out of money borrowed from these United States. And this nation was hardly touched by the war. Really it seems to the on-looker passing strange. We are told that our fellows got \$30 per month during the war. We beg to differ—only half of their pay was compulsory allotment, leaving \$15, there came the insurance which deducted another portion averaging \$6.96 per month, leaving \$8.10 for his pay. Then came the Liberty bond drive, and YOUR soldier bought Liberty bonds just as did the fellows who stayed at home, and \$5 more was deducted from his pay, leaving \$3.10 as his part of his \$30 pay. We know comrades who, by a streak of misfortune, having lost small parts of their equipment that must be paid for, who did not receive a cent of pay for five and six months at a time. No, the private soldier DID NOT get \$30 per month and board. We are sorry that our government finances are in such a serious condition.

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FRUIT RAISERS TELL R. R. OFFICIALS OF SHIPMENT NEEDS Fruit shippers met with railroad officials of the Southern Pacific road in Medford July 12 to discuss problems relating to the movement of the apple crop this fall. This was the annual meeting at which the shippers have an opportunity to state their needs to the railroad men and nearly all of the concerns engaged in shipping fruit from Oregon were represented.

Due to the large crop of apples anticipated this fall there will no doubt be a strong demand for refrigerator cars this season, but it is expected that the Southern Pacific will be able to furnish all of the cars needed in Oregon when the crop begins to move, and it is not thought that serious delays will be met with this year.

Getting the fruit to market in the shortest possible time is of vital importance to the shipper on account of price fluctuations and the perishability of the fruit, and it is expected that all of the roads will cut down on the time between here and eastern markets.

W. A. CRANDALL DIES TODAY OF HEART TROUBLE William A. Crandall, 56, was found dead in bed at his home, 112 Garfield street, this morning, due to heart trouble from which he had been suffering for some time. His death is thought to have occurred at 5 o'clock this morning and was not preceded by any immediate illness as he was on the streets yesterday, apparently well.

Mr. Crandall moved to this city with his family about a year ago from Tacoma, Wash., where he was assistant postmaster for twenty-eight years. On his arrival here he purchased the B. M. Shoudy ranch on Indiana avenue, later selling it and purchasing his home on Garfield street. He recently purchased the Heer Bakery on North Main street and was to have taken possession within a few weeks. What arrangements will be made regarding the business could not be learned today.

Mr. Crandall was appointed assistant postmaster at Tacoma during the term of office of R. P. Campbell, former postmaster at that city and now living in Ashland.

The body was taken to the Stock undertaking parlors. Funeral arrangements have not yet been made.

AUTO CAMP BOOSTER GIVES SUGGESTION FOR IMPROVEMENT

"The camp here is the best I've struck yet," said Mr. Deihle, who has an expansive smile that sweeps over a face tanned by the sun after many miles of travel before reaching Ashland. "The camp has the best accommodations of any that I have been in since leaving Oklahoma. In fact, we like it so well that we intend spending a few days of real vacation here."

Mr. Deihle is a constructive booster. "There is only one place that can compare to the Ashland camp," Mr. Deihle said. "That is Cajune Pass, in California. Cajune Pass is a forest reserve, but by reason of its natural scenic advantages, private interests, clubs, organizations and business houses of nearby towns have taken an interest in the place. They have donated about 100 cement tables, round in shape, and with a large cement base, for the use of campers. The tables are not overly expensive and are much more sightly than wooden ones. In the center of each table is an iron tablet designating the party or parties who donated the table. Various business houses have profited largely in an advertising way by this means. Women's clubs and organizations vie with each other in the placing of the tables in suitable locations in the park. Each table seats four and I believe, costs about \$25. Why can't the same scheme be carried out in Ashland?"

Gone are the slow-moving vans, the moth-eaten wagons with their worse moth-eaten steeds, the canvas-covered prairie schooners. The tourist of yesterday has been relegated to the limbo of oblivion with the advent of the flivver and the paved highway.

The modern gypsy is here! Ashland is the clearing house for hundreds of tourists each day at this time of the year. And these tourists are in a class by themselves.

California or Canada bound, they are pouring over the highways of the Northwest—an animated, good-natured, Goth-like horde, roving of eye, cheerful of countenance, and amiable of disposition.

In vehicles of all sorts they come, from touring cars with neatly arranged cases containing baggage to big lumbering bodies mounted on "flivver" chassis, in which whole families live day in and day out, and from whose windows the eager faces of children peer and from whose sides float string loads of varicolored "wash."

No weather can deter them, no hardship can cast them down. They are out for a good time. Some parties have been on the road for months, others have just started.

In the auto camp here license tags from as many as thirty states have mingled their colors and their combinations of numerals. Along the highways drifting smoke betokens the presence of campers along meandering creeks and besides cool rivers.

They are going somewhere. Where? They don't know. "We're seeing the country," they say. "We've worked hard for years and now we're taking our vacation. It's a great life."

It is no uncommon sight to see the pony radiator of a cheap car puffing steam through the water vent as the pony engine beneath the hood bottles valiantly to hurry along a bark-like tonneau with a family of a dozen.

The carmaradiere of it all! "Oh, dad, look, there's the people we saw near Yosemite," a youngster will cry. Or, "Hello, folks. Haven't seen you since we pulled through Fourth of July canyon. How's tricks?" Or, "By George, we'd sure been out of luck if you folks hadn't loaned us that gasolene there in the desert."

The whole northwest is pervaded with the spirit of the modern gypsy. And here, where their Mecca seems to be, the long lines of them stretch back into the middle western plains, up into the mountains of Canada or down into the rice bottoms of California.

LONDON, July 26.—Sun Fein leaders intend to inform Lloyd George that his "peace offer to Ireland is unsatisfactory, and make suggestions for further negotiations. It was learned today during conferences of Edmund De Valera, president of the "Irish republic," with individual Sun Fein leaders, and is considering the possibility of consulting with Premier Craig, of Ulster, before the Sun Feiners' return to London.

"Maiden of The Lake" Attracts Big Crowd

"The Maiden of the Lake," a ballade opera presented yesterday evening by local talent at the Chautauqua was enjoyed by a large crowd of Ashland theatre goers and music lovers. The expectancy of an exciting metropolitan audience could not have been better satisfied than was the audience last night as they saw acted before them the counterpart of the old Indian legends surrounding the past of Southern Oregon's nationally known wonder, Crater Lake.

The story is an entrancing tale of youth and love. It takes its place with literature that is par excellence and is a credit to the writer, Mrs. John H. Dill, and the musical composer, H. B. Pamore, well known by his connection with the Chautauqua here. The ballade opera was written, set to music, rehearsed and presented within three weeks, a fact which makes its success more notable and worthy of praise.

The following are brief quotations from the story of the ballade opera given by home talent at the Chautauqua yesterday evening and denotes the theme of the tale, interwoven with a mythological background of Indian legends that are rife among the early historical stories of Crater Lake:

First chorus—description of lake: This is the lake with waters deep and blue.

High in its mountain cup set, Which dips to a depth that mortal has not touched.

And holds a secret spirits only know, The ages have rolled since the mountain heavened a sigh

And burst with rent of molten fire To bring to its birth this lake of wondrous blue

And chain the Phantom ship to its shore, A ship of molten lava huge and high

Fast bound to the rugged shore, The birds sing softly their songs around its side.

The rocks raise their roughness to protect, A snow blanket borders on peaks that pilot stand,

And the winds wildly whip its placid smile.

Second Trio—mention of isle and enchanted maiden on it: Within this lake there lies an isle, A dark and mystic isle.

That captive holds a maiden fair Who awaits her lover there.

Why she is there and why the snare The spirits only know.

But for the lover bold and true The phantom ship will sail.

Will sail across the waters blue And spurn the evil spell.

And to his heart he will clasp his love, And ever with her dwell.

Third chorus and solo—narration of the past efforts of lovers, who were not the true one, who have been drawn under by the demons that dwell in the water and toss it with their anger, and keep the Phantom ship from moving. The one thing that can move the ship is true love and a fearless heart. These will vanquish the evil spirits forever.

Fourth Trio. "Oh see, he comes, a lover comes!" This song continues with description of lover and wonderment as to whether he can be the one who can free the lake from the spell of the demons.

Fifth. The maiden on the isle sings to the lover telling him he is the true lover, to trust his heart and step on the Phantom ship.

Sixth Trio. Explanatory of the maiden's enchantment, which has been for ages.

Seventh. Dance of the Moon Fairies in intercession for the lovers and to cheer and urge the lover to trust that true love overcomes all difficulties.

Softly we dance to the summer moon, Fairies of love, sweet love in June, Lightly skimming the tossing stream We are wearing our airy fairy dream Softly, softly we dance to the moon.

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