

Daily Evening Tidings

FRIDAY, FEB. 14, 1890

BREVITIES.

Work on the Ganiard brick opera house block, suspended in December on account of the stormy weather, was resumed this morning by the contractor, C. W. Ayers. The walls were up above the joists of the second floor before the work stopped, and it will not take long to finish the bricklaying.

Coffee drinkers won't have to "swear off" yet. The Red House received an invoice of coffee from the south yesterday—250 lbs.

McConnell sent off to-day the Wells Fargo & Co.'s express matter, booked for California points.

A large quantity of new plank sidewalk will be laid in Ashland as soon as lumber can be had for the purpose. Wm. Patterson has contracts to lay the walks for a number of property owners.

It is reported that a special mail service to transfer the mails around the great obstructions in the Cow creek canyon, is being arranged for at Roseburg, to begin operations as soon as the trains run to that Point from Portland. Then the trains will carry the mails again from Cow creek to Mott, or all the way to Frisco, as soon as the obstructions at tunnel 9 are removed.

Paper festival at Congregational church, and Mother Hubbard party at Granite Hall this evening.

The slide north of Canyonville reported by a correspondent at that place was not quite so serious as he anticipated. It took out the Postal Telegraph Co.'s lines, but the Western Union wires were not touched, and the Postal line was O. K. by evening.

Orders having been received here by Wells, Fargo & Co.'s agent to send all the light express matter for Frisco and other California points, it is expected there will be express matter from San Francisco on the train tomorrow evening, but Postmaster Farlow says he had had no information of mail matter coming from beyond Mott, and doesn't look for any tomorrow.

No very definite news is received here yet of the condition and prospect of affairs at the big slide in the Cow creek canyon. It is reported that efforts have been making to blow out the dam with dynamite and drain the big lake formed, but that the water can only be lowered about five feet in that way. It will require several weeks to remove the obstruction, and what arrangements are in contemplation for transferring passengers and mails there, we don't know yet.

PERSONAL.

G. W. Tanner arrived on last evening's train from Mott.

Hon. Geo. W. Colvig, of Grant's Pass is in the city to-day. Mr. Colvig is a member of the state Railroad Commission. He has had no communication with other members of the Commission in regard to the railroad situation throughout the state since the recent destructive storms, but will go to Glendale on the train that leaves here tomorrow, and thence to the big slide in the Cow creek canyon, to investigate the situation there.

Mr. O. B. Allen, who has been publishing a paper in Fall River valley, Cal., arrived yesterday from Sisson.

Lamp shades all colors and bouquets of handsome paper flowers for sale at the festival.

Fresh Candies, Figs, Nuts, Dates, and Valentines just received at the Soda Fountain Store.

The undersigned has again leased the saw mill on Ashland creek, and can fill promptly all orders for sidewalk lumber.

B. L. MESSENGER.

Gimlets, gonges, tweezers, pliers, Pots and kettles, pans and friers, All things for all sorts of buyers at hardware store of H. C. Myer's.*

Ladies, it will cost you nothing to look at the lace curtains at Hunsaker's and you may find something to please you.

Sag, you men that wear 9, 10 and 11 boots better look out what Hunsaker says, or he sells 'em cheap and they are sure to go.

To-Day's Trains.

The train which went down to Grant's Pass last evening was expected back by 8 a. m. to-day, but was later than that in coming, and finally had to wait at Central Point for a special train from Sisson to Cow creek with railroad men. The local arrived here about half-past ten and the train from here to Sisson pulled out soon afterward. The special train had a lodging car and day coach and twenty bridge carpenters aboard, ten of them in charge of W. R. Skedd, from Sisson, and the others Comstock's men from Oakland. They go to increase the force at Cow creek.

Over From Hornbrook.

David Horn, of Hornbrook, came over on the train last evening, to get a few supplies for his hotel, returning by the south train this morning.

Mr. Horn says the reports of damages to property in Siskiyou county will probably be found pretty nearly correct, though in many instances the real injury to the country is not so great as might be supposed by simply looking at the figures. Many buildings that were injured by snow throughout the county were pretty nearly past their years of usefulness, anyhow, and the owners in the majority of cases will be able to replace or rebuild them and the country will really be improved in that respect.

About half of the Klamath City dam still remains uninjured, but the loss of the part that went out is only a part of the damage sustained, for the river bank at the south side has washed away considerably, and the dam will have to be larger and more costly than before. The water couldn't find room enough as the dam was built, and was running against and over the piers for two days before the big rise came. More room will be left when it is rebuilt.

The Blue Gravel Mining Co. was not damaged by the flood, and Mr. Jillson is piping with a good supply of water from the gulches above his ditch.

There is no way of crossing the Klamath river with horses and wagons yet, all the bridges and ferrys having been torn out by the flood. Foot passengers cross on the railroad bridge.

The fair weather is favorable to livestock interests on the Klamath, and Mr. Horn thinks the loss will not be heavy unless bad spring weather comes, though hay is very scarce.

About the Weekly Edition.

The weekly edition of the TIDINGS this week is made up entirely of the matter that has appeared in the daily edition since last Friday, and will contain nothing new to those who have read the daily. The supply of paper of the size of the weekly is very low in this part of the country, and we were obliged to print less than the usual number, cutting off exchanges and others from the mail list. A number of Ashland subscribers were missed this week for this reason—the aim being to miss only those who have read the daily. If any of these subscribers want a copy of the weekly, however, they can have it by calling at the TIDINGS office—provided they call before the papers are all gone.

M. E. Quarterly Meeting.

Regular quarterly meeting of the Ashland M. E. church Saturday (Feb. 15.) and Sunday, preaching both morning and evening by the pastor.

The war still goes on in the cloak department, at Hunsaker's, with no signs of peace.

BEATING A BLOCKADE.

Fifteen Days from Yreka to Portland.

MR. "BOOTS" MUST BE HAPPY.

For He is Successful, at Last, in Beating the Big Blockade.

Rough Experience of Schwatka, of Yreka, J. E. Fenton, from Portland, and others on the Trip through to Portland.

PORTLAND, Or., Feb. 13.—A. E. Schwatka, who left Yreka Jan. 30th, during the heavy snow blockade, for Portland, arrived here to-night, and the story of his trip is an interesting one. He had a rough experience, and met obstacles which would have delayed most travelers.

From Yreka he reached Montague by rail, 8 miles, over the Yreka branch railroad; thence he walked to Laird's the same day. Next morning he set out for Hornbrook, where he procured a saddle horse, and rode on to the Lower Cole's (the old stage station); thence he walked to Upper Cole's (the soda springs station) and remained all night. Saturday he left Upper Cole's, and at the mouth of the Siskiyou tunnel he took a guide to Dollarhide's, having to get through a section of a few miles where the snow was piled and drifted from six to fifteen feet deep. From Dollarhide's he walked to Barron's, where he got passage by team and buckboard to Ashland. On February 23 he left Ashland in a buggy and reached Central Point (16 miles) where he found the water too high to make further progress by wagon road. He remained there one day, and on Tues., Feb. 4th, was joined there by a party of four from Medford, J. E. Fenton, Stephen Condit, J. W. Winn and Daniel Sternberg, who also had started for Portland.

The party started from Central Point on a hand car, but only went four miles when they were obliged to abandon it on account of a land slide. They walked to Gold Hill, crossed the railroad bridge over Rogue river and continued on afoot to Woodville, where they stopped at Dr. Stanley's house on Rogue river. Next morning they walked to Grant's Pass, where they rested six hours, then took a hand car and proceeded as far as tunnel 9, where they were compelled to start afoot again. They reached Leland Thursday evening, Feb. 6th, and the section boss refused them admittance to his house. They undertook to pass the night in an old car on a side track, but froze out, and at 2 o'clock a. m. they started on, finding an early breakfast and a good fire at a farm house about four miles north.

Sternberg was taken sick in consequence of the exposure and over-exertion, and his companions carried him to Glendale, where they all remained over night. Here they were joined by G. S. Miller, of Oswego. They procured saddle horses and made Myrtle Creek by 7 o'clock p. m. Next morning they started on again on foot, and reached Roberts hill by 3 p. m. (sixteen miles.) Here they found a construction train and rode to Roselburg, where they remained all night. Next day they started on a construction train which brought them as far as the Harrisburg bridge. They again walked, but only four miles, when they found a hand car on which they went to Albany, and thence to Salem. They crossed the Willamette river in skiffs and were taken on board the train. Schwatka was on the road thirteen days.

Japanese rosettes for wall decoration at the Japanese stand at the paper festival.

INSPECTING THE LINE.

D. R. Davis, Superintendent of construction of the W. U. Tel. Co. on this coast, was in Ashland this morning on his way northward. He is making a careful inspection of the line between San Francisco and Portland, and walked over the road between Mott and Sisson two or three times. On one of his trips he saw a big tree fall across and break the wires, and congratulated himself on being there so that he could repair the break at once.

Mr. Davis has just come from Southern California, and reports that the whole Soledad canyon, along the southern route of the S. P., has caved in to such an extent that the railroad company will have to build a new road, and have selected a route on the opposite side of the canyon and higher up than the old road. When Mr. Davis took charge of the telegraph lines on this coast he made a careful examination of the country, and, fearing such a disaster as has happened in Soledad canyon, he had the wires moved to higher ground. The result has approved his judgment, for the W. U. lines were not disturbed in the great caves and slides that destroyed the railroad.

Weekly Weather Report.

Following is the record of weather observations, for Ashland, made by F. H. Carter, observer for the Oregon State Weather Bureau, for the week ending Feb. 12, 1890:

Date	Max.	Min.	Mean	Precip.	Day
Feb. 6	42.5	32	35.5	.03	Clear
7	50	29	36.5	.00	Fair
8	51	30	35.5	.00	Fair
9	42	31	34	.07	Fair
10	49	24	35	0	Clear
11	51	35	42.5	.00	Clear
12	48.5	26	31	.00	Cl'dy

Total Precipitation .10 inches.
Temperature. Highest 51. Lowest 24. Mean 35.6

BORN.

HERRINGTON.—In Flounce Rock precinct, Jan. 16th, to Mr. and Mrs. Wm. Herrington, a son.

Save Your Flour Sacks.

The Ashland Mills will pay five cents apiece for all of their own brand of flour sacks, uninjured, delivered at the mill.

PHOTOGRAPHY.

Having one of the best skylights in Oregon, and knowing how to use it, I GUARANTEE GOOD WORK.

M. E. TYLER,

ASHLAND, OREGON.

Myer's Block, east side Main street.

Smith & Dodge

Carry the largest and best selected stock of
FURNITURE!
In Southern Oregon. Also,
WALL PAPER, FRAMES AND
MOULDINGS, CHILDREN'S WAGONS,
BABY CARRIAGES, ETC., ETC.
We sell

THE Davis Sewing Machine,
The best sewing machine made. Call and see it and be convinced.
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