

TOUR OF DEATH VALLEY DESERT IN DODGE AUTO

Back from a 1000-mile tour through California and Nevada desert lands, O. K. Parker, a well known engineer of Los Angeles, reports the discovery of valuable ore deposits in the heart of Death Valley.

Mr. Parker and a single companion crossed Death Valley in a Dodge touring car on a day when the temperature ran up to 170 degrees. The trip was made on the anniversary of the death of Peter Bush, a prospector, who lost his life on May 30th, 1914, while trying to cross Death Valley from Skidoo to Hhyolite. Bush used a motor car, but the machine had been given such hard usage in the mountains that it failed him in the heart of the desert.

Parker's car crossed the Panamint range of mountains at a point where the summit reaches an elevation of 5259 feet. From here the road drops down to a point below sea level on the floor of Death Valley.

The "Death Valley Dodge" as Park-Christened his car, made 967 miles on the seven days' trip over the roughest kind of mountain roads and deep desert sand.

Eight miles of sand dunes were traversed on the Valley floor and sixteen miles of rough malapal rocks had to be covered on the slopes of Funeral Range into Nevada.

The car had a grand average of 20 1/2 miles to the gallon of gasoline, varying from 26 miles on the roads to less than 12 in the heart of Death Valley. Just two and one half gallons of lubricating oil were consumed, an average of 400 miles to the gallon.

Engineer Parker reports that the Dodge car climbed eight mountain ranges on the trip. The route led up to Cajon Pass, 3916 feet above sea level, then down to Mojave Sink, 1916 feet; then up to Blue Mountain Summit, Mojave Range, 3622 feet; again down to Coalgardie Basin, 1956 feet and up to Granite Well Summit at Pilot Knob, 4812 feet. Again the car descended to Ballarat Sink, 1016 feet and up Wild Rose Canyon to Skidoo Summit, to 5259 feet elevation.

HIGHWAY BOARD VISITS ASHLAND

ASHLAND, July 16.—On Thursday afternoon the three members of the state highway commission advisory board, including S. Benson, of Portland; J. H. Albert, of Salem, and Leslie Butler, of The Dalles, joined State Engineer Cantine, the members of the county court and Engineer Kitzrode in the inspection of Pacific highway affairs in this vicinity. County Judge Gillette of Josephine county, was also of the party. Regarding the highway in the vicinity of the Billings ranch it was the opinion of the advisory board that the matter be left to the state highway engineer and county court to decide. In the evening a meeting was held at the Commercial club rooms, attended by the visiting officials, who spoke on highway matters in general, making various recommendations as to financing and constructing projects. On their automobile trip south of Ashland they went as far south as the California line.

NO AMERICANS ON WRECKED TRAIN

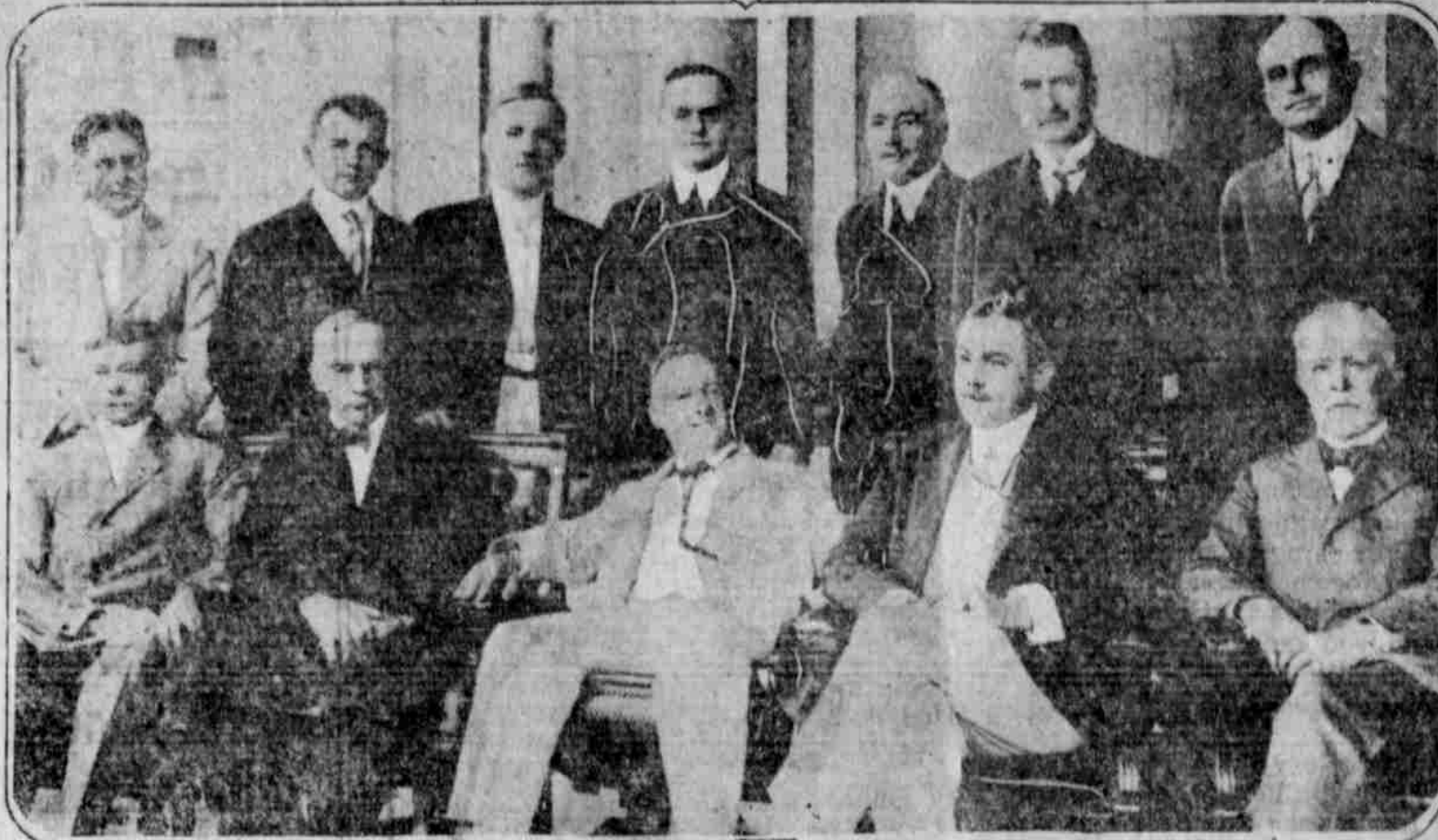
WASHINGTON, July 16.—No American or British citizens were aboard the train wrecked by a bomb near Anizaco, Mexico. State department advisers today said the number of casualties has not been learned. The train was carrying railroad employees.

A report to the state department today said that eleven trains entered Mexico City yesterday.

Consul General Hanna at Monterey reports that American missionaries coming from Victoria saw an improvement in the food situation on account of the new crops coming in. Mr. Hanna said the food relief stations at Monterey would be discontinued next week until after the new crop had been used.

He Is, All Right
"Dear Teacher," wrote the anxious mother, "I am afraid Johnny is not trying enough!"
"Dear Madam," replied the nervous teacher, "I assure you, Johnny is the most trying boy in his class!"

NAVAL CHIEFS FORM BOARD TO HELP MAKE U. S. NAVY BIGGER AND BETTER



A new advisory council has just replaced the council of aids to the secretary of the navy. In order that the highest efficiency of preparedness and readiness of the United States navy may be obtained, Secretary Daniels has appointed some of

the ablest officers of the navy to act on this council. It is believed that this organization will secure such direct communication between the chiefs of the bureaus and the chiefs of preparation as to make for the highest efficiency of the fleet. The members of the council are, from left to right: Back row, standing, Dr. R. C. Holcomb, acting chief of bureau of medicine and surgery; Cap-

tain Ridley McLean, judge advocate general of the navy; Major General George Barnett, commandant of the marine corps; Rear Admiral Samuel McGowan, chief of the bureau of supplies and accounts; Rear Admiral David W. Taylor, chief of the bureau of construction and repairs; Commander D. W. Warstbaugh, naval aid to

the secretary of the navy. Sitting, from left to right, are: Rear Admiral H. R. Stanford, chief of the bureau of yards and docks; Rear Admiral W. S. Benson, chief of naval operations; Hon. Josephus Daniels, secretary of the navy; Rear Admiral Victor Blue, chief of the bureau of navigation; Rear Admiral W. S. Griffin, chief of the bureau of steam engineering.

GREAT ENGINEERS OF NATION TO AID PLANS FOR NAVY

WASHINGTON, July 16.—Secretary Daniels returned today from his conference with Thomas A. Edison, who will head the new naval advisory board. Mr. Daniels said general plans for the new bureau of invention in the department and the civilian board were talked over, but the personnel of the board was not discussed. "Mr. Edison thought," said the secretary, "that the plan offered possibilities of getting the foremost engineers of the country to aid us. He is impressed with the idea that methods of warfare are undergoing radical changes; that what has been may not be in the future. It is his idea that the board should be purely advisory and that navy officials skilled by practice in their work should continue development of ideas, getting the board's advice where it could aid them. Mr. Edison thought that to serve on this board would be regarded as a crowning honor for an American engineer; the equal of decorations given by foreign governments for scientific achievements."

Mr. Daniels believed there would be little difficulty getting appropriations from congress for the work. Several senators and representatives, he said, already have approved the plan.

"If we can show congress the wisdom of the plan," he said, "I think we will have little trouble with appropriations."

EAGLETS ADRIFT

The last time that I wrote for the readers of the Medford Mail Tribune I wrote from this city but did not tell anything about what I saw or heard in the city for I had such a fund of items that I had not reached that point yet. And before I have anything to say about what I have seen in this wonderful city I want to say something more about what I saw and heard before I reached here.

Just before I left Vacaville my brother, who lives there, received a letter from his son who is foreman on a 1600 acre lemon ranch at San Pablo and in his giving an account of the way they do business there in the

line of fruit raising. He mentioned the fact that they had 125 car loads of lemons on hand, that they had to place in storage on account of the enormous yield of that variety of fruit, and in addition to the 1600 acres in lemons, they have about the same amount in lima beans—but why take the time now to write about the ranch for I expect to visit the ranch before I return to Eagle Point. I might write columns about what I saw and heard while in and around Vacaville but will have to forego the pleasure for fear that the editor might think that I was writing a history of that part of the sea. My brother Wilbur and I started from Vacaville on the morning of the 7th inst. for this city and we traveled through a vast stretch of fine country as well as some of the Toly lands and there is one stretch of about two miles that we had to cross where the civil engineers have never been able to find the bottom of the soft muck and although the railroad company have hauled in hundreds of car loads of timber and stone and buried it along the track, still occasionally the track sinks so that the trains go slow over the place to avoid accidents. I noticed that this land was enclosed in large tracts and utilized for pasture and higher up on the rivers, for this I have been writing about is along the bay, the capitalists have drained and diked the land, cleared off the tules and find that they have

some of the most productive land in the state and are raising rice in considerable quantities and in the course of a few years the cultivation of the rice will be one of the leading industries of the state. Passing on we soon come to the city of Benicia, where the train crosses the strait between Benicia and Port Costa, and here is a sight worth seeing. The ferry boat is recognized as the largest ferry boat in the world. I am not able to give the dimensions of the boat, but it is wide enough to take four trains of cars abreast and the engine houses on the outside of them. When we crossed we were on the local train and after we were on the main overland train came on so as to fill up the four tracks the whole length of the boat, and if the reader will just stop to reflect what that means to have two whole trains with their locomotives, tenders, etc., on the boat and still have them come on to the boat there did not seem to be the least jar and the only way one would know that the trains were coming on was by looking at them as they came along side of you, and when the boat started the only way that you could tell that it was moving was by taking objects on the shore of wharf. Leaving Port Costa we traveled through a rather rough hilly country for quite a while before we began to come to the different towns and cities along the route, and in many of them we saw evidence of

prosperity for in some of them are large manufacturing establishments, where they employ thousands of men and women, but the train did not stop long enough for me to form an adequate idea of what was going on inside, so I had to guess and learn by inquiring for the readers of the Eaglets know that I know how to ask questions. In a short time we were in the city of Oakland and soon reached the Oakland mole where we took passage on the ferry boat for San Francisco. These ferry boats that are leaving the Oakland mole on the Oakland side and the ferry house on the other leave every twenty minutes day and night, and as one can take a ride from either starting place to the other for ten cents.

While we were on the ferry boat we had a fine view of the San Francisco bay and of the shipping craft that were floating on it. In addition to the myriads of small boats that were running, going in almost every direction. Landing at the boat house an attendant soon put us on the track of the right car to take us to my brother John's store, and the rest of that day and Thursday we spent in visiting each other for my two brothers had not met before for 30 years and of course they had a lot to talk about as well as myself. In my next will tell something of San Francisco.
July 14, 1915.

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- Pears Glycerine Soap 19c
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