

FRANCHISE GUARDS CITY INTERESTS

THE MINNEY FRANCHISE AS PRESENTED TO THE VOTERS PROTECTS CITY'S INTERESTS IN GOOD SHAPE

Because of the fact that the first draft of the franchise to be granted to the Minney people was too broad to meet the approval of many of the citizens there seems to be an erroneous impression of the conditions of the franchise abroad.

Another misconception of the franchise is that it gives the use of the streets of the city to the company for 50 years, and that at any time during that period they can occupy any street for the purpose of keeping out any other company.

The franchise distinctly says that the company must select the streets that it wishes to use within six months from the passage of the franchise, or by August 21, 1913, and that it loses the right to any streets so selected if they are not occupied within three years of the date of the passage of the franchise.

The franchise also provides that upon the acceptance of the franchise the company shall file a check of \$1,000 which shall be forfeited to the city if they do not proceed to build and operate the road in accordance with the terms of the franchise.

Another misconception is that the company, if it built a street car line over the narrow pavement on North Main street, would ruin the pavement. This matter was up before the committee and was fully provided for in a section which was inserted by the committee which gives the council the right to determine the location of the line upon any street which the company may select.

The committee, consisting of Mayor Johnson, C. W. Root, Attorney W. J. Moore, City Engineer Walker, C. B. Lamkin, C. B. Wolf, E. T. Staples and E. D. Briggs, appointed pursuant to a motion made at the mass meeting called at the Commercial Club to consider the proposed franchise, incorporated in the franchise every objection raised at

that meeting, except the one of running through the narrow part of Main street. On that proposition every available property owner and every business man doing business on Main street between Helman and Oak streets was visited and just three voted against permitting a street car line through there. The hauling of freight through Main street west of Fourth street is prohibited except by consent of the council, this clause being put in to permit cars to be set in at the north end of Main street in the night for the purpose of loading them with fruit from the ranches in that part of the city.

Some seem to fear that it is the intention of the company to come into the city by way of North Main street. The fact that the company's land holdings are largely above Oak street on the east side of Bear creek should convince anyone that the road will come in on Oak street or south thereof, in order to tap that tract. Besides, there is no chance to get up from the creek bottom at the north end of the city without prohibitive grades.

The Tidings believes that the city of Ashland is today at the parting of the ways. It must do one of two things—either advance into a live, healthy city of more than double its present size, or it will drop back to the stagnated village that it was for many years before the era of development in the Rogue River Valley, and it believes that one of the important questions which shall decide this will be the vote upon this franchise.

The defeat of the franchise would be notice to capital that Ashland does not want it. That she wants to remain a village and resents any and all attempts to make her commercially prosperous. On the other hand, even should this project come to naught, which the Tidings does not believe will be the case, the voting of the franchise will show that the city welcomes enterprise and is anxious to push ahead.

There may possibly be points upon which every voter believes that the franchise could be improved had he or she been privileged to write it, but only a very small fraction will agree as to the wisdom of any particular change, therefore the Tidings believes that the measure should receive and will receive the hearty support of the people at the polls upon February 21.

BILLS ARE ALLOWED SALARY IS REDUCED

City Council Allows a Large Number Without Reading in Open Meeting.

At the city council meeting Tuesday evening a large number of bills were allowed by the city council without their having been read in the meeting. The bills had been acted upon by the finance committee and were allowed together with the salary accounts under one motion.

Major Johnson stated after the meeting that in his opinion every bill allowed should be allowed in open meeting because the people were entitled to know for what and to whom their money was being paid.

It is to be hoped that the counsels of the mayor prevail in this matter, as the sub rosa action of the council or any part of them upon expenditures leaves a chance for a suspicion of carelessness if nothing more.

Hop King Blames S. P.

New York, Feb. 4.—Failure of an attempt in London six years ago to corner the American hop market was recorded in the supreme court today by counsel for the Oregon-Washington Railway & Navigation Company in connection with a suit against the road by Paul R. G. Horst, the so-called "hop king." Horst is suing the company and the Southern Pacific to recover \$30,000 for alleged loss in the shipment of hops from Oregon to New York in 1906.

—Chf Payne makes lap-boards.

Recorder's Salary Cut From \$125 to \$100 Per Month by City Council Tuesday.

The city council at its regular meeting Tuesday evening passed the ordinance presented at the previous meeting, cutting the salary of the city recorder to \$100, or rather setting it at \$100, the ordinance fixing it at \$125 having expired by limitation on the last day of December, 1912.

This action was taken over the protest of Mr. Gillette, who holds that the action of the city council is not only unjust, but that it is in contravention of the state law which says that the salary of any city official who is elected by the people shall not be reduced after he is elected.

Revival Services.

Beginning Sunday evening, February 9, the First Brethren church will hold revival services, continuing for two weeks every evening but Saturday. Good singing, led by T. Isaacs. Short, clear, straight-to-the-point sermons, every one a message unto salvation. All Christians, irrespective of denomination, are asked to unite in prayer for an outpouring of the Holy Spirit upon God's people and upon the unsaved for a conviction of sin. Everybody welcome. 7:30 p. m.

The wood business is profitable in Ashland, especially when the timber is available and roads and bunk house built. W. D. Hodgson offers his 200-acre wood lot with estimate of 5,000 to 10,000 cords for \$4,500; easy terms. Now is the time to get out 500 or 600 cords for next summer. The land is worth \$10 to \$15 per acre for goat pasture when wood is off. Phone 427-J. 73-4t

THAT FROHBACH WAGON.

The Long-Lost Wagon is Found.

That wagon which Mr. Frohbach was hunting for in his report of the electric light plant has been found, and thereby hangs a tale, or at least a bill.

A bill for over thirteen dollars from Clark & Soas for repairs on the said wagon, which had been put in their shop for repairs for Mr. F. E. Smith, who believed he had purchased the wagon for \$5 from Mayor Neil. This Mr. Butterfield denied, and Clark & Son presented a bill for work done. Councilman Sherman stated that he had notified Clark & Son not to do more on the wagon, and he moved that the bill be not allowed. Motion carried.

In Grip of Harvester Trust.

Washington, Feb. 5.—The vast organization of the \$140,000,000 International Harvester Company and its important relation to the farmer through the control of a substantial proportion of the agricultural machinery is disclosed in a report of the bureau of corporations to be submitted to President Taft in a few days.

It tells of the bringing together of the McCormick, Deering, Plano, Champion, Milwaukee and Osborne companies.

It is estimated that 90 per cent of the harvesters, 75 per cent of the mowers and 50 per cent of the binder twine used in the United States is made by the International Harvester Company. Stock to the amount of \$3,450,000 was issued to J. P. Morgan & Co. in payment for organizing the giant corporation.

President Taft is now being urged by the counsel for the company to withhold the details of the report from publication until the pending anti-trust suit against the corporation has been completed. President Taft will decide when the report reaches him.

Even Exchange.

Eggs and produce taken in exchange for dry goods, shoes, groceries, etc., at the Ashland Trading Company. 71-tf

LEONARD MILLER WANTED.

Former Climax Man Wanted to Claim Share of Estate.

The Tidings is in receipt of a letter from J. L. Turnidge of Mill City, Ore., asking it to assist him in locating Leonard Miller, who was raised in Ashland. He was a son of Philip Miller, who died near Climax some years ago. Mrs. Philip Miller was also raised in Ashland and her maiden name was Ella Howell.

Leonard Miller is wanted as he is entitled to a portion of the estate of J. W. Dagly, deceased, of Clay county, Missouri. Any information regarding Miller or his present whereabouts will be thankfully received by J. L. Turnidge of Mill City, Ore., who is an uncle of young Miller.

Woodmen Are Active.

W. L. Spicer, district manager of the Woodmen of the World, assisted by J. W. Ling of Medford, who is to take charge of Shasta district March 1, is in our city in the interest of that order. The local subordinate body of the order is known as Ashland camp, No. 243, and has a membership of 100, which is made up of our most representative citizens. The members of Ashland camp have not been very active for some time, but are now bestirring themselves and are taking on a new lease of life, which is expected to result in a big class introduction about March 1.

Both the camp and the Circle of the Women of Woodcraft will meet in I. O. O. F. hall on Saturday evening, February 8. Refreshments will be served and a good time is assured to all who attend.

The Woodmen of the World seem to be partial to Oregon securities, as they have invested their reserves in the securities of our state to the extent of \$1,097,191.61, \$88,000 of which is invested in Ashland bonds. Their entire investments in Jackson county amount to \$214,215.

Junior C. E. Graduation.

There will be a graduation service at the Congregational church next Sabbath evening at 7:30, when six members of the Junior-Christian Endeavor will graduate into the Y. Y. S. C. E.

TO RE-ESTABLISH STATE NORMAL IN ASHLAND

Senator Von der Hellen Introduces Bill to Place Tax Levy for the School on Ballots at Next General Election

A bill has been introduced in the Oregon legislature by Senator von der Hellen, and in the house by Representative Carkins, to place upon the ballot in 1914 the question of reopening the Southern Oregon Normal school at Ashland. The passage of this bill will relieve the friends of the school of the necessity of preparing and circulating initiative petitions and will enable them to devote their entire energies to a campaign of education throughout the state in behalf of the school. If the bill passes, the alumni and other friends should take up the matter at once and the matter should be kept before the people continuously until the election.

A campaign commenced now and continued consistently will result in a great victory for the school because of the fact that it will be firmly fixed in the minds of the voters before the multitude of bills voted to be before the people distracts their attention and disgusts them. When a voter goes into the booth he or she naturally will vote for the proposition with which he has been made familiar rather than vote upon one which has just come up in the rush of the campaign. The following is the bill:

"A Bill for an Act to Provide for the Permanent Support and Maintenance of the Southern Oregon State Normal School at Ashland, Jackson County, Oregon. "Be it enacted by the people of the state of Oregon:

"Section 1. For the support and maintenance of the Southern Oregon State Normal School at Ashland, Jackson county, Oregon; for the payment of salaries of its teachers and employes; to keep the buildings, grounds and other property thereof in repair; for the purchase of additional land for the campus thereof, if necessary; for the construction of buildings and additions to the same, so far as necessary; for the purchase of library books, laboratory supplies and apparatus; and for the payment of necessary incidental expenses, there is hereby levied an annual tax of one-twenty-fifth of a

mill on the dollar upon all the taxable property within the state of Oregon. Such tax shall be levied and collected as other taxes are levied and collected, and the fund arising therefrom shall be paid into the state treasury and kept separate and apart from other funds, and shall be known as 'The Southern Oregon State Normal School Fund,' and shall be paid out only on warrants drawn by the secretary of state on the state treasurer against said fund and under the supervision and direction of the board of regents and their successors in office. If any portion of said fund shall not be used during any fiscal year, the balance remaining shall be carried over until the next year and added to the fund for that year, and the secretary of state is authorized and directed to audit and allow all claims otherwise payable out of such fund, regardless of the date when contracted, but no claim or indebtedness incurred by or on behalf of said school prior to the passage of this act shall ever be paid out of the fund hereby created.

"Sec. 2. The Southern Oregon State Normal School at Ashland, Jackson county, Oregon, shall be controlled, managed and maintained by a board of regents and their successors in office, appointed by and with the authority conferred upon them pursuant to Chapter 189 of the General Laws of Oregon, filed in the office of the secretary of state on February 25, 1907.

"Sec. 3. This act shall not become operative until passed upon by the people at the general election to be held in November, 1914, in the same manner as provided for the submission of proposed laws to the people under the initiative, and shall become a law at such time if approved by the majority of the legal voters voting thereon."

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TO BOND STATE FOR GOOD ROADS

MOVEMENT STARTED IN MEDFORD TUESDAY TO RAISE \$10,000,000 FOR TWO STATE HIGHWAYS THROUGHOUT THE STATE

A movement was started in Medford yesterday to bond the state of Oregon for \$10,000,000 for the construction of two main permanent highways.

According to this bill, one highway will be constructed from Portland south through Eugene, Roseburg, Medford and Ashland to the California state line. The other road will be constructed from Lakeview, Ore., north through Bend and the Deschutes valley to Astoria, Ore.

It is planned to appropriate \$7,000,000 for the Portland-Medford road and \$3,000,000 for the eastern Oregon road. The former will be a hard-surface bitulithic with a concrete base and it is expected it will cost \$15,000 a mile for construction, while grading will vary from \$15,000 a mile in the mountainous country to a few hundred dollars on the level stretches.

This tentative plan was decided upon after a two days' conference between members of the local good roads movement and Major Bowly.

A delegation of Medford citizens will journey to Salem Friday to present the bill to the house and senate.

The local enthusiasts were at first inclined to object to the eastern Oregon highway, but Major Bowly quickly showed them that unless some such concession was made to that portion of Oregon there would be no appropriation from the state for good roads at all.

It is also planned to accompany the joint committee from Salem to Maryhill, where the good roads constructed by Major Bowly for Samuel Hill will be inspected. The local delegation will then make known to the legislators the widespread sentiment here for the construction of two permanent highways through the state and the vast benefit such an expenditure would be to Oregon and the people.

A. E. Reames of Medford is now engaged in preparing the bill and every effort is being made to have it meet the wishes of every section in the state.

COSTS \$4,000.00 EXTRA RAILROAD MEN HERE

Bear Creek Bridge at Medford to Cost More Than the Original Estimates Called For.

Medford Sun: Details connected with the acceptance of the Bear creek bridge from the hands of Contractor E. G. Perham will be cleared away by the county and the city council this week, and the structure formally accepted some time next week, following the report of William Gerig of the Pacific & Eastern, who was appointed by the court to inspect the work. The report is now in course of compilation and covers everything except the finishing touches, which are uncompleted.

The county court, the street and bridge committee and City Attorney Boggs met Wednesday at Jacksonville and made arrangements for paying Contractor Perham. The contract price was \$33,900, and it developed that in the neighborhood of \$4,000 for extra work had been necessary, making the total cost of the bridge close to \$38,000. These extras were entailed by the installation of additional safeguards other than those specified in the first plans, and the necessity of going deeper for bedrock for the concrete piers than first estimated. Also additional work was necessary upon the retaining wall for the west approach.

Of this amount, \$38,000, the city has paid \$14,000 and the Pacific & Eastern Railway \$2,500, as per agreement, making a total of \$16,500. Under the contract between the county court and the city they were not to make any payments until the railroad and the city had paid over \$16,000 on their share.

Of the extra amount of \$4,000, approximately \$2,200 remains to be paid. The county to date has paid about \$20,000 on the work, including in this a part of the extras. The city council and county court will hold another session today and discuss Medford's share in the additional amount to be paid.

Under the decision of the supreme court in the injunction suit of Benton Bowers against the bridge, the county is responsible for all payments, irrespective of whatever agreement the city and county court made thereto. Thus Jackson county, through the progressiveness of Medford, is the beneficiary, in paying but a share of the actual cost of the structure.

Strayed or Stolen.

The lenses to the stereopticon apparatus owned by the Commercial Club have been missing for months, and rumors are to the effect that they have been seen in this locality. The club has recently installed wiring in the reading room necessary for giving stereopticon exhibitions, but the machine is out of commission minus the lenses. Parties having the same in their possession will do well to return them without delay.

—Ladies of the Christian church will have a food sale Saturday, February 8, next door to Lamkin's real estate office on East Main street.

Phone job orders to the Tidings.

Two Automobile Loads Look Over the Route of Proposed Inter-urban Railway.

Two automobile loads of gentlemen from Oakland and Frisco were in the city a few minutes Wednesday afternoon. They made a brief call on Attorney E. D. Briggs and upon Mayor Johnson, but devoted most of their time while in this valley in looking over the proposed route of the interurban line for which franchises have been asked.

It is stated on apparently good authority that at least two of the party are gentlemen who appeared before the county court a few months ago in behalf of the Pacific & Eastern Railway in the Medford bridge matter. If this be true it would seem to indicate that the Rogue River Valley Interurban is to be a link in the Hill system. It is to be hoped that this is so, as rail competition would mean much for this section of Oregon, especially if the Hill interests build to the coast, either at Bandon or at Crescent City.

Former Girl Typist Runs \$2,000,000 Company.

New Britain, Conn., Feb. 4.—From the humble position of stenographer to secretary of a \$2,000,000 corporation is the jump that Miss Martha A. Parsons of this city has taken in a quarter of a century. The woman has been elected secretary of Landers, Frary & Clark, and succeeds George M. Landers, president pro tem. of the Connecticut senate.

When Miss Parsons went to work in the factory 25 years ago it was not long before she was appointed personal secretary to Charles L. Landers, son of the late Congressman George M. Landers, Sr., who was the moving spirit in the promotion of the concern. Since then she has climbed the ladder steadily.

—Men's overcoats greatly reduced at Enders'.

HOLLY STREET NOW

Montana and Congruity Streets Changed to Holly Street By City Council Tuesday.

In accordance with a petition presented to the city council at a previous meeting it was ordered Tuesday night that Montana street and Congruity street be renamed. The two streets are practically one, Congruity street being a one-block extension of Montana into a separate addition of the city. Hereafter the street will be known as Holly street.

Would Move Shed.

Dr. F. H. Johnson at the regular meeting of the council Tuesday evening asked permission to move a woodshed on his property at the corner of Bush and High streets. Councilman Werth wanted the proposition referred to the sanitary committee. Councilman Cunningham stated that Dr. Johnson had the right to move the shed without permission, after which Councilman Beaver moved that the request be granted and the motion was carried.