

TARIFF BILL IS SIGNED

PRESIDENT ATTACHES SIGNATURE TO UNDERWOOD BILL

SURROUNDED BY PARTY LEADERS

Act Brings Into Effect One of the Most Far-Reaching Tariff Reductions in Many Years—Wilson Used Two Pens.

Washington, Oct. 6.—Surrounded by the leaders of the united democracy, President Wilson signed the Underwood-Simmons tariff bill at 9:09 o'clock Friday night at the White House. Simultaneously telegrams were sent to customs collectors throughout the country by the treasury department putting into actual operation the first democratic tariff revision bill since 1884.

The happy group of legislators, members of the cabinet and friends surrounded the president as he signed the tariff bill. Using two gold pens, he gave Representative Underwood the pen that had written "Woodrow" and the one which completed his name to Senator Simmons. He delivered an address that brought prolonged applause.

Washington, Oct. 6.—President Wilson's signing of the Underwood-Simmons bill brings into effect one of the most far-reaching revisions of tariff rates and revenue laws enacted for many years.

A new income tax, applying directly to the incomes of citizens; the abolition of all tariff on scores of items of immense importance to American industry and American consumers, and a heavy reduction of tariff rates on most of the articles in general use in this country are its chief features.

While certain portions of the new law do not take effect at once, most of its provisions and almost all the direct tariff reductions do.

At every port collectors of customs, appraisers of merchandise and hundreds of other employees of the treasury department will plunge at once into the task of collecting the nation's revenue on a new basis, and with hundreds of new classifications and new provisions of law to complicate their activities.

Tariff Will Raise One-Third Expense.

The federal government has been spending nearly a billion dollars a year and the new tariff law will raise less than one-third of that sum. Recent estimates of tariff experts in congress predict that the rates will raise \$248,000,000 a year, and that the income tax will raise \$100,000,000. The remainder of the government's great income is made up principally of internal revenue taxes and postal receipts.

Income Tax Depended On.

The income tax probably will bring the new tariff law most forcibly to the attention of citizens. President Wilson and democratic leaders in congress believe, however, that the reduction of duties on clothing, foodstuffs and other necessities of life, and the complete removal of the duty from any like articles, will eventually bring a reduction in the cost of living without materially affecting business prosperity.

Rev. VanFossen Will Live Here

Rev. and Mrs. H. J. Van Fossen arrived in Ashland the latter part of the week with a large part of their personal belongings. They will make this their home during Mr. Van Fossen's term as district superintendent of the Klamath Falls district of the Oregon Conference of the M. E. church. Mr. Van Fossen stated to a Tidings representative that he had not yet fully decided whether to take rooms or rent a furnished house. He will be away so much of the time that they believe it will be pleasanter for Mrs. Van Fossen to have rooms rather than to be alone so much.

Mr. Van Fossen held meetings at Talent yesterday and goes from there to Butte Falls. He will return probably tomorrow, and will leave Saturday for Klamath Falls, to be absent in Klamath and Lake counties for about six weeks.

More than 65,000,000 pounds of aluminum were consumed in various industries in the United States last year, a new high record.

Negro Lad Drew Knife.

Ralph Freeman, a colored lad giving his age as between 17 and 18, got into a mixup with the brakeman on No. 15 Friday evening and drew a knife. A Southern Pacific detective named Burns was on board and took Freeman in charge, turning him over to Deputy Sheriff Good. The lad was up before Justice J. G. Hurt Saturday and held to the juvenile court. Mr. Good took him to Jacksonville Saturday afternoon and his hearing before Judge Tou Velle will come off today.

The Biggest Trust.

An eastern editor sarcastically remarks: "The biggest trust on earth is the country newspaper. It trusts everybody, gets cussed for trusting, mistrusted for cussing, and if it busts for trusting, gets cussed for busting."

Alumni to Play Ashland High

The first football game of the season will be held at the high school grounds Saturday afternoon, between the Ashland high school eleven and the Alumni. That the game will be a close and exciting one there is not a particle of doubt. Ashland's 1913 team is rapidly rounding into championship form and with Fred Garrett, its captain, again in the line it will give a good account of itself. Among the Alumni players will be found such champions as Walter Phillips, Dews, Moody, Patello, Sams, Ben Bowers, Pat Scott, Lynn Mowat, Murphy and others.

The high school team will be captained by Fred Garrett, who just returned from Bakersfield, Cal., and got into practice today for the first time. Garrett is considered one of the best right guards in the history of the school and his coming has strengthened the team in both experience and confidence.

There will be a charge of 10 cents for children under 12, 15 cents for adults where tickets are bought prior to Saturday, and 25 cents at the gate will be charged, the proceeds to go to the support of school athletics.

Highway Means Big Cement Mill

Jacksonville, Oct. 6.—Major H. L. Bowlby, state highway engineer, arrived Friday from the north and spent the afternoon in conference with the county court and President Burch of the Portland-Beaver Cement Company over a contract with the latter for cement to be used on the main county highway. President Burch states that the signing of such a contract means the immediate construction of the half million dollar plant at Gold Hill, in order to be manufacturing cement by spring.

While here, Major Bowlby was in conference with bond buyers and contractors and will prepare specifications and complete estimates so that bids for grading and construction work can be let shortly.

Flood Damages Texas Crops

Austin, Texas, Oct. 5.—Damage estimated at \$5,000,000 is done in southern Texas by floods following heavy rains. The rice crops ruined and all business has been suspended for three days. The business district of San Antonio is under five feet of water and four persons are reported to have drowned. All public utilities have suspended operation and hundreds of families living in the low lying district are homeless.

At San Marcos three bridges across the rivers are down and the power house is inundated. Railroads throughout this part of the state have practically suspended operation.

San Antonio, Texas, Oct. 5.—Four persons were drowned here last week in flood waters which swept the business section following an eight-inch rain.

Georgetown, Texas, Oct. 5.—Four lives were lost here last week in the flood waters of the San Gabriel river. The dead are: Mrs. George Grumbles and her two children, and a Mrs. Menken. The river is 30 feet above its normal stage, the overflow causing the Grumbles and Menken homes to collapse.

SURVEY OF SISKIYOU ROAD IS DONE

BIDS WILL BE ASKED THIS FALL FOR GRADING ROAD OVER MOUNTAINS AND HARD SURFACING CENTRAL POINT ROAD

Medford, Oct. 6.—After a conference Friday afternoon with F. H. Kittredge who has just completed the survey of the new road over the Siskiyou, State Engineer H. L. Bowlby announced that bids for the grading of this road would be received at once, and he also announced that bids would be received for the hard surfacing of the Central Point road.

The later announcement will come as a welcome surprise to Medford people as it was supposed that the only work done this fall would be the grading of the 18 miles from the southern county line.

The Central Point road macadamized less than two years ago has been very unsatisfactory, the surface having sluffed away like dust. The rock foundation, however, is in good shape and Major Bowlby declares it can be hard-surfaced as it is and made into an excellent boulevard with comparatively little expense. He intends to have the work done this fall so that in spite of the winter rains these two places will be connected by a fine permanent highway in the spring.

Although the choice of surfaces depends upon the bids, some sort of bituminous material will be selected,

bitulithic, Warrepite or some such substance.

As there will be no heavy teaming over the Siskiyou, a concrete pavement will probably be used, which under automobile travel will be practically indestructible. Each contractor will be requested to give specifications and the one offering a desirable surface at the least cost will be awarded the contract.

New City Hall Will Look Fine

The forms were being removed this forenoon from the front of the city hall, and while the plaster finish is yet to be put on and the brick walls plastered with cement, it is easy to see that the rebuilt building is going to be a decided improvement over the old building.

Permanent Board at Hotel Oregon.

Mrs. L. W. Conner of the Hotel Oregon is prepared to accommodate permanent guests by the month for family table with rooms if desired, or board alone. Reasonable rates. 36-1mo.

RALLY TONIGHT!

**Citizens' Meeting to be Addressed
by Tom Richardson**

To halt Pacific Coast tourists at Ashland and show them the Rogue River Valley, the Oregon Development League is backing a movement to have stop-over privileges at Ashland incorporated in every ticket sold throughout the East.

To aid in this movement, Tom Richardson, the redoubtable Oregon booster, will address a Citizens' Meeting at the Commercial Club rooms tonight at 8 o'clock. This is a movement which every citizen should boost. Everybody invited. Come out!

CHANGE OF TIME NOW IN EFFECT ON RAILWAY

Radical Changes in Winter Time Card Which Went into Effect on Sunday—Motor Changes Cause Some Complaint

The change of time on the Southern Pacific, of which mention was made in the last issue, went into effect Sunday. The changes are radical in some ways, and while in some ways they benefit Ashland, in other ways there is some complaining. The taking off of the train from the north late at night will seriously inconvenience those wishing to go to Medford to spend an evening or take in a show, but will be hailed with delight by auto owners who take parties out, as it will increase business in that direction. The change in the motors, which come later and depart later, as shown by the time card elsewhere in this issue, will seriously inconvenience the pupils who attend school in Ashland from Talent and in Medford from Central Point and Tolo. On the other hand, there is a better chance to come up to Ashland and return early in the evening than before. It will be possible to leave at 7:30 for the south now instead of 5:20, which was the

latest train north heretofore. The fact that Ashland has a train over the mountains in the morning will without doubt bring much trade from Hill, Montague and even from Weed. Heretofore it has been impossible to come over the mountains and return the same day.

Contrary to reports, all four trains, 13, 14, 15 and 16, are local trains through the valley and make all the stops, and all carry mail, it is said.

There has been some complaint regarding the motor and a petition was sent John M. Scott, general passenger agent, asking that the old motor schedule be maintained. Agent Kramer is in receipt of a letter from Mr. Scott in which he states that it is not the intention of the company to do anything which will interfere in any way with the business or schools of the valley, and if after a trial the service proves unsatisfactory an effort will be made to arrange a schedule which will be all right.

Central Point Ships Two Cars of Hogs

Elden Brothers of Green Acres ranch at Tolo and R. M. Conley of Tolo shipped a carload of choice fat hogs Tuesday to Portland, which is the first shipment of hogs to be sent out from the Central Point stockyards in two years. There were 80 hogs in the shipment, a total of approximately 16,000 pounds, or a gross value of \$1,200. A large proportion were spring pigs fattened on alfalfa and another carload will be sent forward from the same ranch in the near future.

Phone news items to the Tidings.

Eagle Point to Vote on Saloons

Citizens of Eagle Point have filed a petition with the county court asking for the calling of a local option election to vote on the question of whether the town shall be wet, as now, or dry. The petition is headed by Postmaster Florey. The county court has referred the petition to the county attorney to determine whether they have the right to call the election or not. The petition is signed by quite a number, mostly women.

Dust on electric light globes robs them of their light-giving efficiency.

Protest Censorship Against Old Glory.

Vancouver, B. C., Oct. 6.—Complaint has been made through David F. Wilber, American consul general here, acting under instructions from Secretary of State William J. Bryan, to the provincial government of British Columbia against the censorship of moving picture films which will not permit the exhibition in British Columbia of films in which the Stars and Stripes are shown.

Scott Valley Advocate: Threshing is about completed in Shasta Valley. Percy Grisez pulled the Little Shasta Company machine in last week. The Flock machine had a few more days' run. P. N. Grisez is running his outfit in Klamath county, Oregon, and has a large run ahead of him.

Tom Richardson Speaks Tonight

Tom Richardson of Portland, the irrepressible Tom, the best booster in America, is in Ashland today and will be present at the Commercial Club meeting tonight. California has asked the railroads for a seventeen dollar and fifty cent differential against Washington and Oregon points on tickets from the east during the Panama-Pacific exposition. That means that Oregon will lose a large part of the traffic during 1915, and Mr. Richardson is organizing a movement to overcome the differential.

The writer has known Mr. Richardson for 25 years, and while he is sometimes off on some things, like the Southern Oregon Normal, for instance, he is there when it comes to development schemes for either a locality or a state. He is one of the best organizers in the country and California will have a hard time getting away with any scheme that militates against Oregon, or any part of it. Everyone should hear him at the Commercial Club tonight.

Goodrich Tires Mark Good Roads

C. C. Lamb and J. J. Robinson, traveling in a big White motor truck, were in the city Friday setting sign posts. The posts, which are about ten feet tall, bear an enameled sign, which in addition to advertising the Goodrich tires also gives the distance to the nearest large towns and cities in each direction and also the names of the city or village, when the sign is located therein. It makes an effective advertisement, and also shows the traveler or tourist "where he is at." Messrs. Lamb and Robinson are enthusiastic advocates of good roads and high in their praise of Jackson county for leading the way in this good work.

A congress of university students, representing 46 nations, is to be held in San Francisco in 1915.

—Just the thing! Merchants' hot lunch daily, 12 to 2. 35c.

C. A. Malone on Anxious Seat

C. A. Malone, local manager of the Ashland Electric Power & Light Company, was on the anxious seat right a few hours last Friday. Mr. Malone was down at Medford and on leaving there strapped a package of books and papers on the back seat of the motorcycle which he was riding. When at the top of the Eagle Mill hill he glanced back and they were missing. He turned around and hurried to Talent, where he had last noticed them in place, but was unable to find them. He returned to Ashland, got a car and went over the road twice but was unable to find them. On his third trip to Talent that evening to make inquiries he stopped at the postoffice and was informed that the rural carrier had picked the package up and handed it to the postmaster. Miss Luke, the deputy, had just opened the package and was about to send cards to Mr. Malone and to Mr. Stoddard at Medford, whose name was on some letters in the bundle. While of no use to anyone else, the papers were of great value to the California-Oregon Power Company, many being impossible to replace. The rope binding the package to the seat had been cut by the vibrations of the machine.

ALL BABIES SCORE HIGH

NO BABY ENTERED SCORED LESS THAN 94.

100 IS HIGHEST SCORE POSSIBLE

Charles Ganiere, Merrill Rose, Kathryn Grisez and Irwanda Bateman Receive Blue Ribbons in Eugenic Baby Show at School Fair.

The following are the scores of the babies entered in the baby show held in connection with the industrial fair:

Class 1—Boys 6 Months to 24 Months.
Charles Ganiere, 10 months, 98.2; Albert Roy Walker, 9 months, 97.7; David Grant Blake, 17 months, 96.6; Kenneth Allan Milner, 94.

Class 2—Boys 24 Months to 36 Months.
Merrill Rose, 27 months, 97.7; John Ellis Farrell, 23 months, 96.4; Emerson Trefren Pratt, 26 months, 95.5.

Class 3—Girls 6 Months to 24 Months.
Kathryn Lillian Grisez, 15 1/2 months, 97.6; Mary Genevieve Murray, 14 months, 97.4; Frances Esther Evenson, 18 months, 96.9; Francis Marie Allard, 20 months, 96.5; Virginia Rose, 13 months, 95.5.

Class 4—Girls 24 Months to 36 Months.
Irwanda Bateman, 30 months, 98.2; Lydia Gladys Williams, 28 months, 97.6; Jean Maxine Wolf, 30 months, 97.3; Carolyn Cunningham, 34 months, 96.4.

The highest score in each class was awarded a blue ribbon.

Class 0—Under 6 Months.
Babies under six months of age were not eligible to compete for blue ribbons, but the following children were examined and scored: Dennis Madison Espy, 2 1/2 months, 97.7; Ray Inlow, 3 months, 96.6; William Louis Jassamann, 4 months, 96.2; Joseph Earl Evenson, 3 months, 95.8.

The Canadian Pacific railway has been in need of so many new dining cars that for the first time in years it has been unable to supply the demand in its own shops, and has been obliged to order new cars from the United States.

—Crowson's are serving merchants' hot lunch every day from 12 to 2. 35c.

Naval Officer Visits Relatives

Ensign Carrol Burns, of the U. S. ship Pittsburg, visited his aunt, Mrs. Yockey, and his uncles, the Messrs. Beaver, and their families a couple of days the last of the week. Ensign Burns, who is a son of Governor Burns of South Dakota, and who was a graduate of the naval academy at Yorktown in the class of 1912, is on a 40 days' leave of absence, while his vessel is laid up at Mare Island. He could only tarry two days as he was on his way to Faulkton and Pierre, S. D., to visit his parents and other relatives. Mr. Burns was in Nicaragua during the mixup there a few months ago, and has also been at Guamas, Mexico, during the late unpleasantness. He expresses himself as well pleased with the life in the navy. He arrived Friday evening and left last evening.

Clark & Henry to Bid on Highway

H. A. Daae, civil engineer, is in Medford in behalf of the Clark-Henry Construction Company with a view to bidding on the construction work of the Pacific Highway. He met State Engineer Bowlby and will go over the surveyed line.

"Although, of course, we prefer to bid on the paving, still we will probably also bid on the grading work," states Mr. Daae. "We have a large number of horses idle during the winter months and can just as well keep them busy on the grading. The Clark-Henry company will bid on any or all kinds of paving, concrete, bitulithic, asphalt, Warrepite or any material specified."