

THE PEOPLE'S FORUM

These columns are dedicated to the people for the discussion of public questions or the diffusion of general information. Articles must be limited to 300 words and name of writer must accompany articles. Sectarian, Partisan or Personal Criticism is prohibited. Opinions expressed here are the expressions of the writers only, and not of the Tidings.

Whited on Railroad Watches.

(From Oregonian of Nov. 10.)
Ashland, Ore., Nov. 7.—(To the Editor.)—The article in the Oregonian regarding the order of the Illinois Central Railroad officials that trainmen must not carry pictures on the glass or dial of their watches does not, in my opinion, give the officials quite a "fair shake."

The efforts of executive officers in railway service is to promote in every way efficiency of service. The public constantly and strenuously demand this. One of the items that go to make efficient service is correct timepieces in the hands of all men dealing with moving trains.

The time service is organized into a complete system requiring these men constantly to carry watches of high grade American make, of a certain high standard of quality, which includes a large size watch, a close rate and a clear dial, to be kept in perfect order, to be inspected, rated and all details recorded at regular intervals.

If the watch of an engineer stops from any cause he is at once handed the watch of his fireman or a brakeman, which he takes in full knowledge that it is equal to his in all respects. He is thus placed immediately in position to handle the train on its regular time, thus eliminating what might be a serious crisis—an engine crew without correct time.

I have seen watches with the glass nearly covered with a picture making time-telling by one not accustomed to the watch a puzzle. To an engineer in a dark cab, endeavoring to make a close meet with a swift train, this picture easily confuses the figures sufficiently to make an error of five or more minutes extremely probable.

The sentiment that meant much to the brakeman means little to the engineer and still less to the passengers whose lives are endangered by uncertainties in time. They are not then

or later, in case a wreck occurs, able to appreciate the inspiration to a higher duty the picture on a fireman's or brakeman's watch was to an engineer who could not tell the time by it and thereby caused the wreck.

The officials who formulate these rules are working night and day to promote this efficiency of service; endeavoring to make every employe when at work give the best that is in him to accomplish these ends, yet we seldom give them much consideration on ordinary occasions unless it is to ask for new depots or some expenditure of money; yet when accidents occur the "men higher up" get scant courtesy, often rank injustice.

In fact, the attitude of the public as expressed in the laws, decisions of the courts and commissions, articles in magazines and newspapers practically resolves itself into a new "Dred Scott decision"—the railways have no rights that the public is bound to respect. In fact, no large corporation has any rights that the public is bound to respect.

I observe that magazines as Technical World, Hearst's and other periodicals and many newspapers seldom if ever print an article in which it ever enters for a moment that any demand for lower rates, better service, bigger wages, more trains, elimination of grade crossings, better depots, more supervision or more commissions should not be instantly granted or put into effect.

The usual final penalty proposed is government ownership, through which an endeavor is made to escape a partial monopoly by establishing an all pervading monopoly from which the only escape is death or emigration and before which all efforts to mitigate evils fall through the well-established inertia of bureaucrats.

H. L. WHITED.

To most people pictures of ships all look about alike.

Police Protection Insufficient.

That Ashland's police protection is not sufficient has been shown by the recent burglaries. This is not at all a reflection upon the personnel of the force. Neither is the fact that for several years Ashland has escaped such depredations a proof of the superiority of the police protection during those years. The truth is that Ashland, like many another town, has been fortunate. She has been getting along nicely with a police force of only one man to each 2,500 or more of population. This is far below that required in most cities, it usually running from one policeman to each 500 to 1,000 inhabitants, and that in cities where the business section is all contiguous. In Ashland it is scattered over about three-quarters of a mile of streets and it is little wonder that there are burglaries. It may not be that the city can afford to pay a sufficient force, as is found necessary elsewhere, but if not it is unfair to criticize the police force for failing to perform impossibilities. Ashland, though law abiding in herself, is so located that the problem of protection is a serious one. The keeping of the peace amounts to nothing here. One woman policeman could attend to that, or a schoolboy even. But Ashland is a railroad terminal. All freight trains stop here. Every hobo who comes in from north or south is compelled to stop here, at least until he can get another freight out. The result is that the hobo problem here is greater than at any other place between Roseburg and Dunsuir. From 30 to 75 arrive every day and are started out of town by the police. Most of them continue on their way, but the criminally inclined go a distance, then hide till night, when they come back. In addition to this the professional criminal, well dressed and stopping perhaps at the best hotels, plies his trade knowing that the unfortunate hobo will be the first suspect, and while the police are watching the freight trains for them he can escape on a passenger unsuspected.

The problem is a big one; our police are trying to do their best and should have hearty co-operation rather than criticism.

EX-OFFICER.

One should always be ready, and as much so at one time as another, even if never willing to die.

Keep History Straight.

Eagle Point, Ore., Nov. 10, '13.
Editor Tidings: Knowing that you are a man that believes in fair play, I wish to correct the Medford papers in regard to our town election on the 4th, wherein they state that there was polled a very light vote on the local option question. Will say that every voter in town was at the polls except two ladies who had failed to register and who were advised not to attempt to vote for fear that the whiskey ring might throw out the election on account of the illegal votes.

Now as to the judges, who, by the way, were all saloon men, they allowed some six or eight who had not registered to cast their votes, all voting against local option.

Then, again, they say that "but few of the women voted and that most of them voted wet." There were 52 votes cast by the ladies of Eagle Point, as follows: Thirty-four for local option and 18 against.

The best calculation that can be made on the vote is that 71 voted dry and 60 voted wet; but as the saloon men on the council had appointed whiskey judges, who put every one out of the room when the votes were being counted, and who were served with free meals at the tavern, how could it be otherwise than a victory for the saloon?

WHITE RIBBON.

Better Accommodations Needed.

Editor Tidings: Kindly give me space in your public forum to call attention to a violation of the statutes of the state of Oregon by the Southern Pacific Railway Company. The statutes provide that all passenger waiting rooms shall be open and comfortably heated at least half an hour before the arrival or departure of trains. It also provides that there must be fresh and pure drinking water kept in such waiting rooms. In the case of the motor depot the requirements of the statute are not being fulfilled. Often there is no fire when needed. Neither is there water kept in the waiting room at the motor depot. The same law requires separate toilets for men and women. But one toilet is provided and this, though marked for women, is of necessity used by both sexes. Probably were the attention of the railway officials called to this condition of affairs it would be remedied.

TRAVELER.

The Cold Storage Crime.

When modern refrigeration became a fixed fact it was hailed as a beneficent system which would enable the people of the country to enjoy the fruits of the earth at a reasonable rate the year around. But instead it has been turned into a means of raising the price of living. In Portland recently the board of health ordered the destruction of seven thousand pounds of meat, some of which had been in cold storage seven years. From another storage plant in the same city three tons of chicken and turkey were ordered destroyed. It ought to be made a criminal offense to keep foodstuffs in storage simply for the increase in price which might be forced by an artificial scarcity. The use of cold storage for the transportation of perishable foodstuffs and for carrying eggs and fruit over till the next season of production is all right, but the keeping of such foodstuffs, over till they spoil while thousands are compelled to go without them because of the artificial price thus enforced is a crime which ought to land the perpetrator behind the bars for a long term of years. The confiscation of all stuff held in cold storage over a certain length of time and its distribution free, while yet wholesome, to the poor of the cities would have a very deterrent effect. If the speculator knew that unless he sold his product by a given time it would be taken from him and distributed he would not hold it for exorbitant prices. On the principle that the raise in the price of one commodity raises another, this would strike a blow at high living more potent than any tariff or anti-trust article. It is the ability to hold the product till people are compelled to come to their price which permits the trust.

CONSUMER.

Best Cough Medicine for Children

"Three years ago when I was living in Pittsburgh one of my children had a hard cold and coughed dreadfully. Upon the advice of a druggist I purchased a bottle of Chamberlain's Cough Remedy and it benefited him at once. I find it is the best cough medicine for children because it is pleasant to take. They do not object to taking it," writes Mrs. Lafayette Tuck, Homer City, Pa. This remedy contains no opium or other narcotic, and may be given to a child as confidently as to an adult. Sold by all dealers.



Fill in the Coupon in your package of GOLDEN ROD OATS and mail it to us for this valuable booklet, FREE.

Every Day In The Week—

Is a good day to have for breakfast delicious

Golden Rod Oats

They're more nutritious than ordinary oats because they are made of fat Oregon oats, weighing 36 to 40 pounds per bushel. They supply all the energy needed for work or play. At any grocers.

Golden Rod Milling Company
PORTLAND OREGON



Important.

Bear in mind that Chamberlain's Tablets not only move the bowels but improve the appetite and strengthen the digestion. For sale by all dealers.

The supply of talk exceeds the demand.

CUNNINGHAM & COMPANY

We have the following desirable properties for sale at prices that represent their TRUE VALUE:

PROPERTIES

No. 122—80 acres, 8 miles from Rogue river; good roads, R. F. D. and telephone; one mile from school; all good red soil; all fenced with woven wire; 40 acres under cultivation, 35 acres in grain; about 50 fruit trees, family orchard, all kinds of berries; small house, good barn and other outbuildings; 2 horses, 3 cows and calf, 3 wagons, 2 plows, 2 cultivators, mower and rake, spring-tooth and drag harrows, and all kinds of small tools. The entire place can be cultivated if cleared; light clearing. This is all deep rich red soil, ideal for pears. Price \$4,500; price includes all articles mentioned above. Terms half cash, balance in three years at 7 per cent interest.

We offer an excellent drug business in one of the thriving towns of Southern Oregon. Only drug store in town. Will invoice about \$2,600.00. Splendid opportunity for the right party.

No. 123—Nine-room house, pantry, bath and cooler. Lot 100x130, on paved street. Fruit and berries. Two blocks to high school, 3 blocks to East Side school. All paving assessments to be paid up. Price \$3,300. Half cash, terms on balance.

No. 114—One of the finest located homes in Ashland, 2 blocks from business; large lot, with fruit; house of 8 rooms, exclusive of bath, pantry, etc. The owner of this property has spent on the grounds alone \$1,000, and we offer you this property at \$2,500.

No. 5—A six-room house, barn, chicken house and run. All kinds of fruit and berries. One acre of ground. This place commands a fine view of the city and vicinity. Price \$2,000. Terms.

THE BEST testimonials come from the man who has to be shown. We have one from just that kind of a man. It was not only unsolicited, but unexpected, as we had tried to convince him that soils in this valley did not have to be as black as tar to produce, but had long ago given up convincing him.

A few mornings ago he came bursting into the office, and as near as we remember his words were as follows:

"Well, I've been here long enough for the Rogue River Valley to show me what it can do, and I want to confess that IT HAS MADE GOOD.

"Last spring I was shown places I did not think would produce crops as was represented. This fall I've been over those same places, and I'll give up. I saw stuff growing in abundance where I would not have thought it possible.

"I want to take back all my statements of last spring and acknowledge that I WAS WRONG, for today this valley SPEAKS FOR ITSELF."

No. 124—Ranch of 110 acres 2½ miles from Rogue River (Woodville). Good roads, R. F. D. and telephone. Sixty acres in cultivation; about 30 acres more can, with light clearing, be cultivated. All rich black sub-irrigated loam soil. About 100 fruit trees, coming into bearing. Small house, barn and other outbuildings. Price \$65 per acre; \$3,000 cash, balance one, two and three years at 7 per cent interest.

No. 108—Seven-room house, plumbing complete. Barn, chicken house and run. Lot 165x150. This place is on paved street, close to both East Side and high schools. Price \$3,000. Terms.

No. 121—Eight-room house, barn, chicken house and run, woodshed, with one acre of ground, close to high school. Price \$2,600. Terms.

120-Acre Alfalfa and Stock Ranch, Rogue River, Oregon

LOCATION—Eight miles north of Rogue River, Oregon, on main line of S. P. R. R., R. F. D. and telephone line.

BUILDINGS—Two sets of buildings in fair shape, fenced, 80 acres fenced and cross-fenced.

FRUIT—This land is well adapted to the raising of all kinds of fruit. The elevation of the ranch is about 1,200 feet.

ALFALFA—Fifty acres of this land is adapted to alfalfa; plenty of water for irrigation at a depth of from 15 to 20 feet; running water all year on one corner of the place.

OUTLOOK—This ranch is located in what is known as the Evans Valley basin, comprising about 8,000 acres of alluvial soil, surrounded by mountains which not only present views of rare beauty but supply the valley with a watershed, nature's reservoir, for the irrigation of the valley.

School one-half mile, proposed high school one mile, store one mile.

Sixty acres of the 120 plowed and ready for seeding; balance tillable, practically level and easily cleared.

PRICE—The price on this property is \$45.00 per acre.

TERMS—Half the purchase price, cash; balance two years at 6 per cent interest.

CUNNINGHAM & CO.

175 EAST MAIN ST.

ASHLAND, OREGON

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