

THE GOLD HILL NEWS

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Gold Hill Oregon and Vicinity

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Ancient History

FROM OUR FILES
26 Years Ago

From the Gold Hill News
of December 13, 1907

We have some nice muddy streets in Gold Hill. It can't be said that they in any manner raise the value of property in town yet they are more in evidence than any other kind. Let us hope that before another winter rolls around that enough work will have been done upon the streets of Gold Hill to prevent such loblollies as we are now confronted with.

Keep cool; don't get excited; don't imagine that present monetary conditions are more than short-lived; don't talk panic; don't think panic; create an atmosphere of Faith and Optimism wherever you go.

Dr. R. C. Kelsey, who is the owner of the Riverside Park addition to Gold Hill is offering a present of a lot to any one person who will immediately build upon them a house valued at \$800.

Supt. A. A. Barnard of the Tin Pan mine was in town Monday. He reports lively progress at the mine. The new stamp mill is now installed and they are awaiting the arrival of the motors before they can begin operations.

A number of mines as well as a good many placer claims are now being worked on Sardine creek. These operations convince one of future of the district as a rich mining territory.

R. C. F. Astbury, of the River-view orchards, has received a letter from New York, that is highly commendatory of the fruit raised in this section and which goes to

Oregon highways should be subjected to regulation and required to contribute to highway upkeep. An emergency measure, it became effective when signed by the governor.

Certain administrative features were eliminated and fees were reduced for the smaller carriers.

Many specific changes were made and in other sections the verbiage was altered to permit more liberal interpretations, particularly for the small truckers.

Cordwood haulers were transferred to the class covering haulers of logs, poles and lumber. Sand and gravel trucks were also included in this class.

Trucks used exclusively by owners for hauling from points of production, feeding ground, dairy barn, ranch, farm or wood tract to shipping points, packing plants or place of storage are exempt both as to regulation and rate fixing.

Instead of the ton a mile or gross earnings tax, fixed by the old law, trucks with a combined weight of from 6,000 to 10,000 pounds will pay a rate of 70 cents a hundred (combined weights) per annum. Trucks

from 4,000 to 6,000 combined weight will pay 45 cents and those under 4,000 will be exempt.

Certain other objectionable fea-

tures as to furnishing bonds and earnings tax instead of a ton a mile tax, now enjoyed by contract carriers, was extended to common carriers.

The privilege of paying a gross

prove that this section of Southern Oregon will one of these days be the leading horticultural districts of the state.

TRUCK LAW GIVES SOME EXEMPTIONS

The amendatory house bill 86, the 1933 truck and bus bill, retained, in effect, the principle that commercial vehicles operating over

How to Stop a Cold Quick as You Caught It



Take 2 Bayer Aspirin Tablets.

Drink full glass of water. Repeat treatment in 2 hours.

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