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THE ASHLAND DAILY TIDINGS

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Ashland Tidings

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Oh, Love! what is there in this world of ours
Which makes it fatal to be loved? Ah, why,
With cypress branches hast thou wreathed thy bowers,
And made thy best interpreter a sigh?
—Byron.

The flirt is a counterfeiter, issuing and circulating bogus love notes. When the flirt writes a check on the bank of Cupid & Hymen, it comes back endorsed "No funds."

That disarmament conference will decide whether or not the dove of peace is to be protected throughout the world, or potshot at the whim of the war lords.

If there is no sincerity, there is no substance to what is said.

The three Ks do not look well on the escutcheon of good Americanism.

"LET'S GO"

Our Hoosier postmaster general, Will Hays, is a good keynoter during the present uncertain times. We want to quote these few lines from a speech he made in Cleveland a few days ago:

There is a lot of business that is really sick, still staggering with the shell shock of war and the debauch of extravagance, but there is a good deal more that is merely malingering. I have full appreciation of the difficulties, but I have no use for commercial slackers. We are not in a period of hard times coming. We are in a period of soft times going. Prosperity is coming—it's time to go out and meet it. I cry continually for the common sense of courage and confidence, and I declare again, and shall continue to insist that we have less 'Thou shalt not' and more of 'Come on, let's go.'

Mr. Hays, we believe, is not only a wise talker, but a good actor. His own department is not malingering, and he understands the conditions in the country and the spirit of the country as well, perhaps, as any other man.

So, "Come on, let's go."

HISTORY OF CITY'S WATER SYSTEM IS GIVEN BY RESIDENT

By S. PATTERSON
Why do the city fathers persist in killing the goose that laid the golden egg? Well do I remember the first meeting that was called to discuss the feasibility of putting in a water system for the city of Ashland. This meeting was called by H. C. Galey, Sr., and presided over by him. Our water system at that time consisted of wooden logs, bored with a three-inch bit. The water was conveyed around the sides of Ashland creek in ditches and these logs were laid up to these ditches. The ditches were owned by a stock company. Each

resident owned one share of stock, which entitled him to connect up with the ditch.

Mr. Galey's proposition was to bond the city and put in a water system, but our good people were more afraid of debt at that time than they now are. They wouldn't listen to it. They finally agreed to create a sinking fund by making a small levy out of our taxes. This was the first start of our present water system. The first pipe was laid about three years later. A modest water rent was charged. It was soon discovered that the system would pay for itself. Then the system was enlarged and a water superintendent appointed. Eugene Walrad was our first superintendent, at a salary of \$75 a month. Irrigating privilege was \$4 per acre per year. It proved to be a good revenue producer, and the council was using the water fund to pay the deficit in the other branches of the city government. So the city charter was amended to prohibit this.

Our population was increasing and the water system enlarged. The price of irrigating an acre was raised to \$8 per acre. A larger pipe was laid. Right here was where our first reservoir was built to fill the pipe. My brother was superintendent at this time. It was his idea to have this reservoir fill up at night to keep the pipe full during the day. There was a cry went up that it would spoil our water. Our worthy mayor, Mr. Snell, called it 'Bill Patterson's frog pond,' but it answered the purpose for a couple of years and gave us plenty of water. The last time I was up the canyon it was still there. No one has advocated tearing it out to purify our water, but our present population has got beyond its capacity.

In order to make the water reach all consumers, restrictions were put on irrigating and the price of irrigating raised to \$12 an acre. The system paid a dividend all this time.

Here is where trouble began. To save his crop this caused Mr. Fruit Grower to steal water. The council said, "We'll fix him; we'll put a spy to watch him and fine him."

I think this system worked out about right during the civil war. The thief was arrested, court martialled and put in the guard house. The spy was taken out and shot at sunrise. About the only change I would make, I wouldn't wait until sunrise to do the shooting.

I want to ask the city council which it considers the bigger thief, the man who stole the water to save his crop, or the man who sells his labor to the city at the rate of eight hours per day and only puts in six? Mr. Irrigator gets fined from \$2.50 to \$5. The other fellow gets two weeks' vacation on full pay. Ask him if he would trade places with Mr. Fruit Grower and he will tell you to go straight to h—.

As neither system worked satisfactorily, the council asked, by a vote of the people, how it could increase our water supply. It replied with a majority vote, "Build a reservoir."

Now the council says we had best have a competent engineer at a salary of about \$500 for two days' work to tell us how to increase our water supply. Here, Mr. Fruit Grower, is

where you get a jolt under the belt. Mr. Engineer tells the council it has all the water it needs. "Just spend \$7,000 or \$8,000 for meters and installing them, and your troubles will be over." You know the result—the meters clog up and they have to be cleaned out. Of course, that doesn't cost anything.

Then here comes the man with a settling tank to sell for \$65,000 and \$3,000 per year for upkeep to make the meters work. You can see that all this increases our water supply. It is like a shell game—you don't have to take any chance; it's easy money.

There is a crater or a depression at the foot of Ashland peak of eight or ten acres. By putting a dam across the lower end would make a reservoir that would freeze over in the winter and form a solid bed of ice. That would help increase our water supply. Let's do something and not throw away our money on every fool thing that comes along.

Which is the wisest course to pursue—give the irrigator the water necessary to properly raise his crop, even if it does waste a little water; we don't have to buy the water—or let the water waste down the creek to the sea and run the fruit grower out of business? He is a darned chump for having to work, anyway, and let our orchards and gardens dry up. You have made the price of irrigating prohibitory. Now we

don't have to live. We can die if we want to, but there are a few of us don't want to. We are like the Irishman who said, "We are prepared, but not ready."

Born, to Mr. and Mrs. Lawrence Crawford, of Talent, Tuesday, October 4, a ten-pound boy. Mother and child are doing nicely.

Mr. Watkins, of North Talent, is furnishing wood for the county farm from his wood ranch on Coleman creek.

WATCH FOR THE Big One Cent Sale

THURSDAY FRIDAY and SATURDAY / This Week

25c articles, two for 26c., etc Includes Rexall Tooth Paste Powder, Face Creams and Powders, etc., etc.

McNair Bros. The Rexall Store



W. A. SHELL BARBER Children's Work A Specialty

Safety blades resharpened like new. Single bit, 30c doz. Double bit, 60c doz.

It Is Here Today See It---Ride in It

Think of a light, economical, moderate-priced car that does these things.
That is so fleet and smooth in its response to your will that you are never conscious that it is a piece of machinery.
That is so easily operated you can guide it for hours through

crowded city traffic or send it across country for a whole day's run without the usual fatigue to driver or passenger.
That is so reliable that attention with an oil can virtually constitutes its sole requirement.
Such was the aim and such is the achievement—

The New and Improved ESSEX

Get a New and Joyous Thrill in Motoring

Old Essex drivers sense the difference as soon as they take the wheel.
Its speed and acceleration and endurance are known to them. Others may not be so familiar with these Essex qualities. Their surprise and delight will be the greater.
But old owners, who know the Essex, will be charmed at the smoother way the New Improved Essex does the things that gives them pride in their cars.

MORE ECONOMY THAN EVER

From the first Essex appealed to me because it does what costlier and larger cars do and at small car cost in fuel, oil and tires.
The New Improved Essex adds gasoline mileage. Oil economy is greater, although old Essex cars averaged around 300 miles to the quart. Its tires often give 10,000 to 15,000 miles of service. New cord tires are standard equipment and greatly increase tire mileage.
Old Essex owners hardly understand how reliability could be increased. Many—hundreds, in fact—report upward of 30,000 and 40,000 miles of service, with incredibly small repair

bills, as judged by the usual requirements of motor car operation.
But the new improved Essex lengthens the period of that service. Simple and inexpensive ways to replace parts as they wear are provided. Thus the tight, squeak-free and rattle-free qualities and lively performance of the Essex when new, may be retained throughout the life of the car. And how long an Essex may be relied upon to serve, needs more years for proof than opportunity has yet provided.

A BETTER CAR FOR LESS MONEY

All the advantages of the original Essex are retained. The pride of ownership is greater. You can turn it in narrow streets. It finds room in small parking spaces. It is small and light and yet commodious, safe and comfortable.
The New Improved Essex expresses the new day meaning of refinement—of reduced weight—freedom from unnecessary bulk, and the finest mark of motoring luxury.
When Essex is considered, size and price do not mark the standard of car quality or value.
We want you to know that—a ride will prove it.

The Price is Now \$1375

Touring, \$1375 Sedan, \$2230 Roadster, \$1375 Cabriolet, \$1880 F. O. B. Detroit

A. W. WALKER AUTO CO.

123-127 W. Main St., Medford, Oregon

The Lubricant of Commerce

Bank credit is the lubricant which causes the wheels of commerce to move smoothly.

Like all good banks, we play our part in furthering the commercial activities of the community we serve.

The CitizensBank Ashland, Oregon