

Asbland Tidings

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In order to allay a misunderstanding among some as to what constitutes news and what advertising, we print this very simple rule, which is used by newspapers to differentiate between them: "ALL future events, where an admission charge is made or a collection is taken IS ADVERTISING." (This applies to organizations and societies of every kind as well as to individuals.)

All reports of such activities after they have occurred are news.
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MOTOR TRUCKS AND AUTO STAGES NOT PAYING FAIR SHARE HIGHWAY COSTS

(From San Francisco Bulletin)

When California started her policy of highway construction she was building for the future and preparing for progress, but in the most optimistic imagination there was no thought of the automobile, auto stage and auto truck development that has since taken place.

The means of caring for increased traffic have increased that traffic beyond the means of caring for it. In providing for progress we have so multiplied its rate that we must now make fresh provision unless we are to stand still. We built roads to attract traffic and we have attracted more traffic than our roads can carry.

It is a matter of congratulation rather than for complaint. Progress can never come too rapidly for the people of California. Always we shall be prepared to meet it, but in respect of the progress of transportation on the state highways we must make immediate preparation for more roads, wider roads and roads maintained in a better state of repair.

The all-important problem is one of finances, and in view of the heavy bonded indebtedness incurred and to be incurred in connection with highway construction we must look for additional sources of revenue.

Primarily, the state highways were built for the convenience of the people—for all the people, and not for the special convenience of a limited number making a special use of them.

The people of California have benefited to such an extent that from 1913 to 1920, or the period of the new highway policy, the number of automobiles has increased from 98,399 to 535,000 in 1920. This progress has increased beyond the width capacity of certain roads between particular points, but in no instance does it appear to have been responsible for the tearing up of the highways. Damage of this kind has been done by the hard-tired, overloaded and rapid-moving auto trucks and by speeding auto stages, loaded beyond their passenger limit.

During the same period as that given for automobiles, the auto trucks have increased from 5,299 to 35,000, but that proportionately greater increase is only a part of the story. The more important part will be found in the engineering reports issued by the two automobile associations of the state:

"During the past four months, 2,000 trucks have been weighed; 256 of these were found to be overloaded, in some instances as much as 100 per cent. Five hundred trucks weighed on public scales gave loadings on each rear wheel ranging from 4,275 pounds for one-ton trucks to 11,280 pounds for five-ton trucks. Truck operators observe little relation between the manufacturer's

rating and the load carried. As one expressed it, 'They would haul any load they could start.'"

The law provides a maximum weight per inch of tire in contact with the road, but on the 500 trucks examined the maximum was exceeded. As the report states: "It is apparent that if truck operators are permitted to use the highways without police supervision, a few unreasonable truck operators will wreck any road system that may be built."

We have laws against overloading, but they are not enforced.

In concluding this feature, the engineering report comes direct to the point by saying: "Examination of motor tax enactments in other states leads to the conclusion that the present California taxes are extremely moderate and not in accord with more equitable tendencies."

They are manifestly inequitable in respect to the taxes levied upon auto trucks and auto stages. Owners of such vehicles are running them for profit, and they should be made to pay in proportion to the extra use they make of the roads. We try to make the railroads pay all the taxes that the traffic can bear, but their competitors on the highways have roads built for them at the public expense, and they get off with a nominal license fee. The auto stages are protected from competition, but they pay nothing commensurate with their special privilege and their wear and tear of the highways. Together with auto trucks, they should be compelled to bear a fair share of the cost of repairing the special damage for which they are responsible.

The highways were built to attract tourist travel and not to render the railroads obsolete. The use to which auto trucks and auto stages are putting the highways is calculated to keep tourist traffic away, and that not by the space they take up, but by the ruts they make.

LET ALL PAY TAXES

There is a rapidly-growing sentiment in this nation against the continued issuance of tax exempt securities by city, county, state and federal governments.

The Pacific Coast Gas association expressed this sentiment in concrete form in resolutions passed at its recent convention at Del Monte, California, which read as follows:

"Whereas, The securities of the federal government heretofore issued have been exempt in whole or in part from the operation of the income tax laws; and

"Whereas, The securities of the states and their minor subdivisions have been exempt from the operation of such laws; and

"Whereas, Such securities coming into direct competition with securities offered by public utilities and other industries subject to the full operation of such laws and thereby materially increase the rates of interest that public utilities and other industries must pay; and

"Whereas, no part of the income derived from tax-free securities is contributed toward the support of our public institutions or in the payment of our public debt; and

"Whereas, The present income tax laws give to such tax-free securities and the holders thereof an unfair preference to the prejudice of taxable securities and their holders. Now, therefore, be it

"Resolved, That the Pacific Coast Gas association urges upon the American Gas association that it give serious consideration to this problem in order to provide corrective legislation to remove the present inequitable burden of taxation sustained thereby and to make all income from whatever source and in whatever form bear its just proportion of the cost of government and remove the discrimination now existing between governmental securities and those issued by public utilities and other private industries."

The bluest ocean water is found in the Saragasso sea, where there are very few minute organisms to modify the natural color of the water.

"FINE LADY" MAY COME TO SHOW



"Fine Lady" is her name, and she is all her name implies. Every once and awhile some old farmer, hearing of the great performances of Jersey, Holstein, Guernsey or Ayrshire cows, ventures to assert that when he was a boy his father had a big Red Durham that gave more milk than any other animal on the place. They didn't weigh and test in those days, so there is no way of comparing the yield of modern dairy cows with those big-framed, rugged Durhams as they were called then.

They are Shorthorns now, and in this country they have been developed largely for beef, but there are in this country many herds of milking Shorthorns. "Fine Lady" will probably be shown at the Pacific International Livestock exposition at North Portland November 5-12 this year. She is the property of Thomas Harrison, of Santa Rosa, Calif.

Last year at this great livestock exposition there were four breeders from California, two from Washington and two from Oregon who showed Milking Shorthorns. This year it is expected that the entries will be larger still with more breeders represented. A Milking Shorthorn cow of Australia recently made a high record for both milk and butterfat—high enough to put her in the ranks of the greatest dairy cows of any breed.

Medford Plans Establishment Of Country Club

MEDFORD, Or., Oct. 21.—The first step toward the establishment of a golf club in Medford was taken at the public library last night when, on motion of Attorney O. C. Boggs, Mayor Gates, as chairman, appointed the following committees to thoroughly investigate the situation and report at a subsequent meeting: Finance and Organization—T. E. Daniels, chairman; Col. Gordon Voorhies, George Collins, William G. Tait and Vernon Vawter.

Location and Grounds—H. Chandler Egan, chairman; R. H. McCurdy, Delroy Getchell, Dr. J. J. Emmens and Ralph Cowgill.

These committees will start work at once and it is expected their report will be ready within a week or ten days, perhaps before.

Germans Are Unable to Buy Books For School

By FRANK E. MASON
(I. N. S. Staff Correspondent)

BERLIN, Oct. 21.—"Berlin university theological students in many cases cannot afford to buy even a Greek and Hebrew testament," said Professor Adolph von Harnack, noted theological leader, formerly advisor of the Kaiser and head of the Berlin university. He is the celebrated author of the "History of Dogma."

"A Greek testament costs about 35 cents in American money at the present time, and it may seem strange to you that students cannot afford to make this small outlay of money.

The Heider Tractor and P.&O. Disc Plow

will do your plowing right now in your hard, sticky soil.

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are never any new clothes; food is of the simplest—bread, soups of a thin sort and occasionally sausage as a delicacy. As far as music, opera and theater are concerned, they have long since been forgotten."

Big Pines Civil Action Case Near Finish Today

MEDFORD, Or., Oct. 21.—Thursday morning's session of the federal court in the civil action of the McComber-Savidge Lumber company, of San Francisco, against the Big Pines Lumber company for the collection of approximately \$29,000, alleged to be due for non-fulfillment of contract, was devoted to the reading of testimony from the suit of the Big Pines Lumber company against the Southern Oregon Lumber company, in which the plaintiff contends admissions were made upholding the basic contentions of its suit. The Big Pines company sued the Southern Oregon Lumber company for \$30,000, the case not being decided.

Excerpts from the testimony were read to the jury, these excerpts being agreed upon by attorneys for both sides.

The last witness for the plaintiff was C. Rhoads, a lumberman from McCloud, Calif., who identified photographs of the lumber piles in the yard of the Southern Oregon Lumber company where the lumber in controversy was stored. He testified from these pictures, which were afterward shown to the jury, that but one was correctly piled to prevent staining and checking. The

plaintiff had about 120 points for introduction, but the court ruled that all of these were not admissible. Bert Theirolf was the first witness called by the defense, when plaintiff closed its case at 11:30 this morning. In combatting an objection registered by the plaintiff's counsel to the question, Attorney George M. Roberts announced that Theirolf's testimony would be largely rebuttal of that given by Frank B. McComber, president of the McComber-Savidge Lumber company.

The defense will call thirteen witnesses, some of them being lumbermen of Jackson and Josephine counties, who are acquainted with lumber conditions in this section.

It is expected that the closing arguments will be made today and the case go to the jury late this afternoon or early Saturday morning.

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This enables banks to aid materially men interested in the raising of pure-blooded stock, and will further in Oregon an already important industry.

The First National will be glad to discuss the necessary details with any directly interested.

First National Bank
Ashland Oregon

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DRAMATIC Interpretation
Dr. Mattie Brown Shaw
Will Render the Drama
"Miss Gibbie Gault"
One and One-half Hours' Entertainment, Presenting the Entire Fifteen Characters Herself, on the Evening of OCTOBER 23
METHODIST CHURCH

Dr. Mattie B. Shaw needs no introduction to Ashland, as her ability along dramatic lines was a source of great pleasure to her hearers during her former residence here, since which time she has finished a course of instruction from Emma Wilson Gillespie, of the Gillespie School of Expression, of Portland, and these are some of the things they say of her:

"She is an artist whom it is equally a pleasure and education to hear. Her voice possesses a rare sympathetic quality which takes a thorough grip on her hearers."

"Her personality is unique. Her phrasing of difficult passages remarkable and rich."

"She possesses all the qualifications that go to make a pleasing entertainment, making her character walk and talk before you, with a distinctive personality."

"To hear her in the delineation of character is an event that is ever gratefully treasured in one's memory."

The "In" in Independent
Eighty men out of every hundred are dependents at sixty years of age. Putting a little in the bank each week is what makes the difference between dependent and independent.

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Ashland, Oregon

one eleven

11

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