

ASHLAND climate, without the aid of medicine, cures nine cases out of ten of asthma. This is a proven fact.

# ASHLAND DAILY TIDINGS

(International News Wire Service)

MALARIA germs cannot survive three months in the rich ozone at Ashland. The pure domestic water helps.

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## WORLD POWERS BAN USE OF POISON GAS

### URGES USE OF LOCAL WEALTH GRANITE ROCK

P. R. HARDY, SPOKANE MONUMENT MAKER, BELIEVES INEXHAUSTIBLE SUPPLY OF GRANITE ROCK IN ASHLAND HILLS

Handsome Margin of Profit Possible by Low Production Costs; Nothing Within 2,000 Miles Equal to Supply; Big Market in Northwest.

P. R. Hardy, of the Inland Monument Company, Spokane, who is visiting his brother, J. H. Hardy, of the First National Bank, cannot understand why Ashland does not develop her vast mineral wealth, which exists in the shape of an inexhaustible supply of first grade granite rock.

The market for this valuable material is here, being supplied from other sources. The cost of putting the rock on the market is sufficiently low to leave a handsome margin of profit, as proven by present operations of the Blair Granite Co. This concern is selling stone at a price which makes it possible to lay it down in Spokane at \$10.80 per cubic foot, polished on both sides. Vermont granite costs \$15.60, or nearly 50 per cent more. The Ashland granite is practically as good as the Barre, Vermont, stone, according to Mr. Hardy and other northwestern dealers, who declare the difference in the two is so slight as not to be noticed by the average customer. Nothing within 2,000 miles of Ashland equals the granite found here.

As for the market, about 500 cars of granite are shipped into the Pacific Northwest each year. The wholesale price varies from \$4,000 to \$5,000 per car. Mr. Hardy's company alone uses about \$50,000 worth of stone in the course of a year. The freight from Vermont is \$4 per hundred to Spokane, but only 65 cents from Ashland to the same point. Dealers pay \$1,600 freight charges on a single car of Barre granite. A cubic foot of rough stone costs \$3.50 in Ashland. Polishing costs \$3 per square foot.

The Barre quarries have been worked so long that the stone must now be lifted 275 feet out of the quarry and immense quantities of waste rock must be moved in order to continue operations. Charles Reniston, of the Oregon Granite Company, believes that the system which the Blair Granite Company adopted for the development of their quarry, is unnecessarily expensive. Both he and Mr. Hardy agree that a large amount of capital would be necessary to enlarge the output to any considerable extent. They are also positive that such expansion would certainly prove most profitable.

"Instead of the present force of thirteen men now employed at the Blair Granite Company, the business could within three years be increased to such an extent as to require more than ten times that number," discloses Mr. Hardy. Ultimately, 400 men might be employed. The Northwest is buying \$2,000,000 worth of stone per year. The stone and the market are both here. All that is necessary is to bring the two together. There are no difficult engineering or transportation difficulties to solve. All that is needed is capital and reasonably intelligent management.

"The steepness of granite hills around Ashland make the location ideal for the disposal of waste rock which has become such a serious problem at Barre, Vermont. Doubtless other deposits similar to the Blair quarry exist in this vicinity. I have been told that Mr. Penniston has one and that another exists in Ashland Canyon, about four miles above the city.

"Did you know that Ashland granite is being shipped into San Francisco and substituted for Barre granite by a firm which has unfilled orders for \$1,500,000 worth of build-

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## Start Bonus Legislation Next Tuesday; Irish Treaty Ratified By Dail Eareann

### RAILROAD BONUS PROBLEM THRU FOR SETTLEMENT

WASHINGTON, D. C., Jan. 7.—Legislation of the soldier bonus will start to move Congress Tuesday, according to official announcements.

Chairman Fordney, of the house ways and means committee, has issued a call for a meeting of the general committee at that time to consider a program for the present session. While there are a mass of legislative matters before the committee, it is understood that the bonus problem is the most pressing and insistent, due to demands from the house members that it shall be considered and perfected.

### CALIFORNIAN INVENTS CONVERTIBLE AUTO-PLANE

LOS ANGELES, Jan. 7.—A machine described as "the missing link" in aviation and automobile circles, and which, it is said, can be converted from a motor car to an airplane, will be manufactured in Los Angeles, according to an announcement from men connected with the project. The invention is that of Virgil Moore, an El Centro, Cal., resident. The machine runs through downtown streets, it is said, with wings folded, but on reaching the country it spreads, these wings and soars aloft.

### Restrictions Are Automatic Halt Of Warship Size

WASHINGTON, Jan. 7.—The Washington arms conference was not altogether necessary to limit the size of individual battleships, it has just become known.

At least two factors have operated to keep the size of warships within certain limits. One of them is the Panama Canal, which, it is generally known, has received considerable attention as to the possibility of its putting a limit on the size of American warships. The second factor is nothing less than the anchor chain. Up to recently anchor chains and all ground tackle were made of wrought iron, and as the size of all classes of ships increased the strain on the anchor chains grew proportionately, until in the words of a report on the subject, "it has almost become a question as to whether or not the size of vessels might be limited, or at least materially affected by adhering to the use of wrought iron for ground tackle."

The navy being vitally concerned, experts set to work, and in the past year have made all kinds of experiments endeavoring to develop a more substantial metal. It is said now that cast steel is proving very promising. Use of cast steel, it is said, will prove not only more economical in weight but also in cost.

CANNES, France, Jan. 7.—At a meeting of allied experts in connection with the supreme allied council conference, the British delegates offered to sacrifice Great Britain's 1922 share of the German indemnity, on the condition that the allies decrease the 1922 cash demands upon Germany. Great Britain was to receive 22 per cent of the 1922 indemnity.

### Great Britain Favors Passing Gas Warfare

WASHINGTON, D. C., Jan. 7.—The official announcement that Great Britain will support the proposal to abolish poison gas, even though it expressed doubt as to whether the proposition could ever be adequately enforced, was made today by the spokesman for the British delegation.

Italy has already signified acceptance of the proposal and France and Japan are expected to voice their acceptance at a meeting of the powers which met to gather up the loose ends of the fast fading conference.

### ELECTRIC LIGHT REVENUE MAKES BIG MONEY GAIN

REVENUE TO CITY ELECTRIC LIGHT AND POWER DEPARTMENT INCREASES \$10,000 OVER LAST YEAR; REPLACEMENTS NEEDED.

With an increase of thirty five to forty per cent, more current being used throughout the city for electric lighting and power purposes during the past six years, revenue for the city electric light and power departments reached a total of approximately \$50,000 for last year, a figure higher than that of the previous year, according to figures given out today by E. O. Easterling, city electrician. The increase of electric light users from 1,284 in 1920 to 1,365 in 1921 and the installation of power machinery by the Southern Pacific company and other shops in the city, accounts for the increased revenue. Electric light users paid in \$40,000, the balance being paid by the power company paid an electric light bill of \$4,000.

"In spite of the fact that a so-called raise in rates was made in

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### BITTER DEBATE MARKS FINAL VOTE 64 TO 57

DUBLIN, Jan. 7.—After a long and furious parliamentary battle, marked by bitterness and violence of debate, Dail Eireann ratified the Irish peace tonight. The treaty was signed in London December 6 and ratified there ten days later. The final vote was 64 to 57.

DUBLIN, Jan. 7.—The strength of the opponents to the ratification of the Irish peace treaty waned this afternoon, increasing the hope of supporters that the pact would be ratified on the first ballot tonight. The mayor of Waxford, who had been opposing the treaty, finally swung around to its support. The mayor of Clommel, another "anti," resigned his seat. De Valera lost two votes in opposing the resignations.

More of the Same COLUMBUE, Ohio, Jan. 7.—That a law enforcement convention will be held here February 9 and 10 is the announcement made by James A. White, superintendent of the Ohio Anti-Saloon League.

### English Premier Asks Recognition For Soviet Russia

CANNES, France, Jan. 7.—Recognition of the Russian soviet government by the allies was urged by Premier Lloyd George in a speech made before the interallied supreme council today.

In emphasizing the necessity of recognizing the Moscow regime, the British premier declared that the allies "cannot deal with one group of assassins in the Near East and refuse to deal with another."

### Germany Will Welcome New American Minister, Says James W. Gerard

NEW YORK, Jan. 6.—Germany is eagerly awaiting the new American ambassador to Berlin, who will be given a cordial welcome and greeted as the official representative of a friendly country, according to James W. Gerard, who was withdrawn from Berlin as ambassador there when the United States entered the war.

Gerard said one of the major problems facing the new ambassador at Berlin will be settlement of the American claims for damages in connection with the sinking of the Lusitania. He saw no difficulty for the new minister in this matter, however.

Ellis Loring Dresel, a Boston lawyer, is now in charge of American affairs at Berlin, with the title of charge d'affaires.

"Germany," said Mr. Gerard in an interview, "wants our friendship. This country stands next only to Great Britain in German regard today. All the German 'hate' of the war period is now deflected against France and Great Britain and this country are looked upon as friends."

"Germany," he said, "is eager to go more than half way with America."

Mr. Gerard refused to comment on Premier Briand's statement before the conference on the limitation of armaments that Germany continued a military menace, and also on the proposed Harding "association" as it would affect Germany.

An independent income Mr. Gerard considers a necessity in an ambassador in order that he may select a more fitting embassy than his small diplomatic salary will allow. Usually, he said, an ambassador from the United States to a foreign land alternates in his character of residence between a place above a candy store or a palace. This is somewhat disturbing to the people of that country. They cannot understand, for instance, how the representative of a rich and powerful nation can live in a second-class hotel.

"The American ambassador in Berlin," he said, "will need a knowledge of German now even more than

formerly. The members of the old imperial government spoke either French or English in diplomatic intercourse. Today the republican government uses its native tongue almost exclusively.

"Yet even when I was at Berlin," he continued, "it was ridiculous for the ambassador not to know German. So I learned it. A feat," he added, "which was no trifle after a man was forty-five. One of the principal objects of an ambassador is to represent to the home government the sentiment and point of view of the people among whom he is sent. That point of view he can get from the preacher in the pulpit, from conversation with everybody, and from his reading of the newspapers. Mr. Mosse, of the Tageblatt, once said to me that the point of view was best gathered from reading between the lines. And—you cannot read between the lines in a translation."

### LICENSE OFFICE NEARLY UP; TO ENFORCE LAWS

RIGID ENFORCEMENT FOR DIMMING LAW, SAYS MCMAHON; STATE TRAFFIC OFFICER GIVES ASHLAND ONCE OVER.

J. J. McMahon, deputy state traffic officer, was in town yesterday looking after the enforcement of the traffic laws. Mr. McMahon said:

"The automobile department has established an office in Portland that will take care of the issuing of licenses in and around Portland. I am expecting every day to be notified that that department are caught up in the issuing of license plates, when these instructions are received I will have to rigidly enforce the laws governing the carrying of licenses for the current year. McMahon said further "that the dimming law will be rigidly enforced this year and that all drivers will be expected to do their share in its enforcement." Tractors and trucks come in for their share, tractors with protrusions on wheels are not allowed the highways unless used in highway construction, while trucks carrying a load of eleven tons or over are absolutely prohibited from using the highways, the dragging of poles and piling on the highways is prohibited as is also the hauling of logs without a permit. Auto trucks hauling for hire, outside of incorporated towns, shall pay 50 cents or fraction thereof per inch, factory width of tires, on the bearing surface of all four tires. The speed of all trucks is governed by the width of the tires. The laws, as passed by the special session of the legislature are now in effect."

### LADIES AUXILIARY OF TRAINMEN ENTERTAINED

Members of the Ladies' Auxiliary of Trainmen were entertained Friday evening by Mrs. Roy Housley at her home, 155 Third street. The evening was spent in playing cards, followed by the serving of refreshments. Those present were: Mesdames King, Huff, Ralph Hall, Tony Franko, Fred Hitchcock, Walter Frulen, Hartnell, Humphrey, Zachary and Roy Housley.

### IMPRACTICAL TO LIMIT AIRCRAFT NAVAL ADVANCE

OTHER CIVILIZED NATIONS INVITED TO ADHERE TO NON-USE OF GAS DURING WAR, INTERNATIONAL LAW PROSPECT

Representative Nations' Experts Believe It Impossible to Limit or Retard Developments of Commercial Nor Military Aircraft; Futility Seen.

WASHINGTON, D. C., Jan. 7.—Poison gas was banned today by the delegates of the five great powers of the world as inhuman and indefensible weapons of warfare.

The signatory powers not only bound themselves to abolish the use of gas but they also agreed "to invite all other civilized nations to adhere thereto" and invite all other civilized nations to adhere to the end that the ban may ultimately be incorporated into the international laws of warfare.

The report of the aircraft subcommittee was unanimous that it is impractical to try to limit the development of either military or naval aircraft with the possible exception of lighter than air type of ship, suggested as a restrictive measure. The measures on their usage need not be dealt with by the present conference but will be reserved for some future action.

Experts took the view that it is impossible to retard the development of commercial aviation or the art of flying, inasmuch as the commercial craft are so readily convertible into war uses they believed that the attempts to limit strictly military craft will prove futile.

### Dail Outlaws Resignation Of Irish Leader

DUBLIN, Jan. 7.—Dail Eireann today ruled that the resignation of Eamonn De Valera as president of the Sinn Fein government was out of order and not acceptable for that reason. The resignation was tendered during a meeting of the Dail Friday afternoon when members failed to reach a compromise on the Irish peace treaty.

### Haz Kik



FOR SALE—One Ford car with Piston rings; two rear wheels, one front spring. Has no fenders, seat or plank; burns lots of gas. Hard to crank. Carburetor busted half way through. Engine missing, hits on two. Three years old; four in the spring. Has shock absorbers and everything. Radiator busted, sure does leak. Differentials dry; you can hear it squeak. Ten spokes missing. Front all bent. Tires blown out. Ain't worth a cent. Got lots of speed; will run like the deuce; burns either gas or tobacco juice. Tires all off; been run on the rim. A darn good Ford for the shape its in.

HAZ KICK

