

ASHLAND WEEKLY TIDINGS

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Oregon Historical Society, Auditorium

PAST YEAR PROSPEROUS IN COUNTY

ROAD BUILDING AND IRRIGATION PROJECTS MARK ACTIVITIES DURING 1920—MORE EXTENSIVE PROGRAM FOR COMING YEAR.

The public being interested in what is being done in administering the affairs of the county, and as it is difficult for the people in general to have any definite information, the county court and commissioners are giving out the following for the information of all interested, the same being based on the records and facts as shown thereby, or as vouched for by them.

The tax levy as made and collected for year 1920 was 20 mills for the county and state combined. Out of the amount raised by the levy the total as shown by the tax rolls being \$550,500.00 for the state and county tax, there was remitted to the State of Oregon \$129,000.00 as state taxes. Within the amount remitted to the state there was one mill for market road tax which amounted to \$27,525.89, whereupon a market road fund was based with the following result:

Produced by county 1 mill levy \$27,525.89
Produced by State levy as above and thereafter equalized on ratios as to whole state 29,203.55
Surplus from Multnomah County proportional part as provided in the law 11,910.82

Total Market Road Money for 1920 \$68,640.26

The expenditure of the Market road money was distributed over three projects, to-wit: Jacksonville-Rue road, in changing the grade over the Jacksonville hall and making a maximum grade of 5 per cent, \$40,000.00; Dead Indian road, reducing the grade from about 20 per cent to a maximum of 8 per cent, \$10,000.00; Butte Falls road from Reoso Creek school house toward Butte Falls, changing the lines and graveling, \$20,000.00. These projects will all be continued in 1921, the new road over the Jacksonville hill will be open for travel by the middle of July, 1921, the Dead Indian road will be completed for travel by next fall, while the Butte Falls road will have to be continued for several years in order to get the road in shape for winter travel to Butte Falls.

Several of the road districts made special road tax levies, which levies the county co-operated with on a 50-50 basis doing general road work in the districts. The road districts raised about \$40,000.00 by special road tax levies.

The amount raised from various sources for the general road fund during the year was as follows: Regular road levy, \$69,161.00; received on account of automobiles licenses, \$15,800.00; received from forest rentals, \$8000.00, making a total of \$92,961.00. This amount has been used on general road work, machinery, bridges, rights of way, etc. The county has had to participate in its portion of the over head crossings at Tolo and Ashland on the Pacific highway, the former to the extent of \$5804.00 and the latter \$6723.12. The county has been able to rent several trucks from the state at \$200.00 per month, the county furnishing the driver and other expense in connection with operating the trucks. The state has let the county have the use of two Holt tractors, the county to pay \$800.00 each for them the first year and \$1.00 per year thereafter, these tractors being government equipment and cannot be sold outright, and another has been partly promised at the same rate.

With the two tractors and the machinery which is used in connection with them the county during the past year, scarified, regraded and rolled 110 miles of improved roads and in addition thereto have graded up new grades covering 15 miles. By the use of the trucks and rock crushers there have been 25 miles of surfacing put on the roads during the season, all of the material being graded so as not to put large rocks or boulders in the roads. The larger portion of the old wooden culverts and bridges have required repairs on account of the heavy traffic now caused by use of trucks, as material has been very high no new structures have been put in unless quite necessary.

The county has almost entirely put in new work so that the work will be permanent, that is, if the work is being graded it is on a grade that will be used in the future even if the road should be paved, so any gravel or crushed rock placed thereon will help for a road base and not have to be dug up and hauled out at a later date, when the time comes for hard surface. In addition to the

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BOND ELECTION FOR IRRIGATION PROJECT VOTED UPON

GRANTS PASS, Jan. 4.—A bond election to authorize the issuance of bonds to complete the construction of the irrigation project was held yesterday, at the Rogue River Valley grange hall. The polls opened at 8 in the morning and remained open till 5 in the evening. The election board was composed of F. S. Ireland, G. G. Bancroft and C. A. Sidler. With the approval of the state engineers' office, this election was for \$500,000, an amount which is expected to more than complete the project upon its enlarged basis, the state engineer to authorize the issuance of bonds from this block only as they may be needed to prosecute the work in an economical manner.

GREEN SPRINGS MOUNTAIN ROAD TO BE MACADAMIZED

Highway to Klamath County Line Will Be Hard Surfaced the Coming Year and Will Establish the Lowest Grade Available Over the Mountain.

The windup of the Pacific highway will not by any means be the end of road building in the vicinity of Ashland. All during this winter whenever conditions are available and whenever the weather permits, work has progressed on the Green Springs mountain highway where A. Giesch has the contract for grading to the Klamath county line. On the upper reaches of the road snow has interfered at times with road construction, still all the sub-contractors have kept their crews working whenever the weather was favorable, so as not to make the summer work pile up to strenuously. Down in the valley work has continued with more or less speed continuously throughout the winter.

Next summer will see a busy time on this highway. As soon as spring opens activities will start in earnest on the Green Springs mountain road, at which time the grading will be completed and the entire stretch to the county line will be macadamized. Three miles of this road has already been treated with a surface of granite as a test road. This has held up well, and is a good indication that this road-building will be a permanent one for this highway.

G. E. MacVicar, who has been recently appointed resident engineer for this district, has had the grading of this road under his direct supervision ever since it was started, and when it is completed a roadway with the lowest grade possible will unite this section with the Klamath Falls district, making this one of the most attractive and convenient highways in Southern Oregon.

CITY OF PARIS IS DANGEROUS FOR PEDESTRIANS

Fifty Thousand People Were Struck Down in the Streets of Paris Last Year by Taxicabs, Automobiles and Other Automobiles—One Hundred of Accidents Prove Fatal.

By E. M. HULLINGER, (United Press Staff Correspondent) PARIS, Jan. 3.—Again Paris has vindicated her reputation as the most dangerous city in the world for the pedestrian. Fifty thousand persons were struck down by taxicabs, automobiles and other automobiles on the streets of Paris during the last year, according to statistics just compiled. Of these, 100 died. Fourteen thousand received injuries which necessitated hospital treatment over an extended period, some being crippled for life. The balance suffered bruises or lacerations.

A large proportion were women and children and aged persons. Among the latter was a former minister of justice, Louis Neal, member of Clemenceau's cabinet, who was killed by an American Army Graves Registration car in front of Hotel Continental.

These figures place the famous pleasure capital well above any other city in the world in traffic deadliness, according to authorities here.

It is more dangerous to cross the Place de l'Opera or the Rue Lafayette at its intersection with Chaussee d'Antin or Place Vendome or Place Concorde than to stroll for hours on the boulevards and streets of Petrograd or Moscow in Soviet Russia.

Paris' high casualty percentage is ascribed both the speed at which vehicles are allowed to run in crowded sections of the city and to defective police regulation of traffic.



Ashland Post, No. 14

ASHLAND, OREGON.

Glenn E. Simpson, Post Commander.
H. G. Wolcott, Vice-Commander.
Ralph Hadfield, Historian.
Wm. Holmes, Treasurer.
Donald Spencer, Adjutant and Legion Editor.



"What's the Legion Doing?" We have often heard the remark "What is the American Legion doing?" Ashland Post No. 14, American Legion, with the co-operation of the management of the Ashland Daily Tidings, will endeavor to enlighten their friends and comrades by a weekly contribution, to be known as the American Legion Column of the Ashland Daily Tidings. This contribution will hereafter appear each Friday. It is with a great deal of appreciation that the new officers of Ashland Post No. 14 will take advantage of the generous offer of the Daily Tidings, in their effort to give this new service to the citizens of Ashland and vicinity. The National headquarters of the American Legion have established a news service, using the slogan—"Facts, not opinions." It will be our endeavor to keep the same slogan in mind when advancing our news to the public.

There are now organized in the United States 9920 posts of the American Legion and 1586 units of the Women's Auxiliary. Ashland Post is in need of a Women's Auxiliary. There are several hundred eligibles here in the mothers, wives, sisters and daughters of ex-service men. A Women's Auxiliary to the Ashland Post would be the largest and most beneficial women's organization in the city.

There are 32 posts in foreign countries, which include France, England, Ireland, Japan, China, Russia, Germany, Mexico and others. Two new posts have been organized this week in Chuquicamaya, Chile, and in Guatemala City, Guatemala.

Representatives of the American Legion recently met the Veteran representatives of thirteen other countries, in Paris, where a League was formed to advocate the adoption by these foreign countries of May 30, as "Inter-Allied Memorial Day." One object of this International Decoration Day is to preserve the unity of the Allies in the war and carry on their comradeship, and an exchange of information respecting disabled veterans and their widows and children. A national campaign has been inaugurated to rush the work of relief to our own disabled veterans. This relief is to come in the way of vocational training and a disability compensation. We are glad to note that only this week two more of our Ashland comrades have been granted contracts for federal vocational training. There are too many cases where this relief has been too long delayed and it is the purpose of the new officers of Ashland Post to rush their cases as rapidly as possible. It is the business of every citizen to see that these men are cared for and anyone who knows of a case is urged to notify the adjutant as soon as possible.

The new officers, to be installed January 11, are: Commander, Glenn E. Simpson; Vice-Commander, Horatio G. Wolcott; Adjutant, Donald M. Spencer; Treasurer, Wilbur G. Holmes; Chaplain, John O. Riggs; Historian, Ralph R. Hadfield. A new installation and initiatory ceremony has been received and will be put into operation for the first time January 11. All service men interested in the adjusted compensation bills in congress and in the state bonus bill will do well to attend this meeting.

OIL STRUCK IN KLAMATH COUNTY IS REPORTED

Cattleman Brings News of Gusher Coming in on Sunday—Strong Flow Struck at Depth of 1000 Feet.

Floyd Cunningham, a prominent cattleman of Klamath county, is in Ashland today on a business trip. He brought over the news that Klamath Falls is agog with excitement over the bringing in of an oil well by Captain J. W. Siemens, Sunday. This well was sunk on the J. Manning farm, south of Klamath Falls, and Sunday at a depth of about 1500 feet a gusher was struck which blew the rigging out and carried it over 50 feet from the well. The flow has been capped, and is now under control.

Mr. Cunningham stated the drillers struck oil at 1000 feet, and the pressure has been growing stronger ever since. Captain Siemens has three other rigs and there are more on the way, which will soon be erected to start drilling in other nearby sections. He states great excitement prevails in Klamath county over the striking of oil.

Another resident of Klamath Falls came in last Friday and states that oil was momentarily expected to be struck at another well in that vicinity.

WIRELESS TELEPHONES USED BY SHANGHAI FIREMEN

SHANGHAI—(By Mail to United Press)—Wireless telephony has been put into practical use in China and today every fire truck in the Shanghai International Settlement Fire Department is equipped with a radio outfit with which to communicate with the stations to which they are attached. The primary cause of this innovation is the poor local telephone service. In the Chinese districts where most of the fires take place, there are no telephones. In the foreign district it takes from ten to fifteen minutes to put through a call at night.

As a result of this condition the community has erected "Watch Towers"—Shanghai being on level land where a blaze may be seen at a great distance. But Chief W. W. Pett found that his executive officers in the Stations had difficulty in getting in touch with their men at fires, so he tried out wireless telephony.

FIFTEEN THOUGHTS FOR NEW YEAR RESOLUTIONS

- End Bolshevism.
- Stop speculation.
- Practice economy.
- Reduce cost of living.
- Maintain public confidence.
- Produce only what is needed.
- Consume only what is necessary.
- Encourage conservative investments.
- Increase production through efficiency.
- Prevent abuse or over-extension of credit.
- Stop government extravagance and waste.
- Avoid excessive loss of capital through wars.
- Work for good government and fair taxation.
- Have guarded contraction of volume of money or credit.
- Proper direction of energy, enterprise, labor and capital.
- Boost Ashland, Ashland's Lithia Park, and Ashland's mineral water.

WATER QUESTION OF INTEREST TO ASHLAND CITIZENS

Chamber of Commerce Meet in Open Forum Luncheon and Discuss Topics of Interest—Committee Demands Increased Water Supply.

About fifty members of the Chamber of Commerce sat down to a luncheon at the Hotel Austin this noon. Despite the fact that other matters were scheduled to take up a large portion of the time, the report of the water committee of the Chamber of Commerce developed the greatest amount of interest and showed that the people are keenly alive to the proposition.

F. C. Homes reported that the committee, of which he is chairman, had held several meetings and that the committee were insistent in demanding increased water supply for the dry months. Mayor Lamkin being present, was invited to give a statement and responded with the thought that it might be necessary, in view of the report from a Portland engineer, to refer the matter to the people again. Upon motion of C. A. Edwards it was voted that an open Forum Luncheon be held twice each month. Secretary Fuller announced that plans were underway for a big meeting two weeks from today. Further details will be announced later.

A. L. Dorn was introduced and spoke briefly of the idea that a dehydrating plant would be an excellent thing for Ashland.

GAS MASKS USED BY VOLUNTEER FIREMEN IN MEDFORD BLAZE

MEDFORD, Jan. 3.—Ex-service men equipped with gas masks used in the big war aided the local fire department Sunday night in putting out a fire in the Garnett Corey office building which resulted in an estimated \$25,000 loss, largely covered by insurance. The fire started in the basement, and because of the density of the smoke the source could not be located for some time. The fire department was having a hard struggle when a dozen ex-service men hurried to their homes, secured their gas masks and led the way through the smoke to the center of the trouble. Few of them were otherwise equipped for fire fighting and ten perfectly good Sunday suits were ruined as a consequence.

CARRIER PIGEONS ARE GAINING HIGH HONORS IN U. S.

Figures Compiled During the Last Ten Years by the Navy Department Show That Carrier Pigeons Delivered 219 Messages From Seaplanes Forced to Land at Sea.

(By the United Press) WASHINGTON, Jan. 3.—Feathered fighters, a product of the world war, are now meeting true appreciation of their gallantry. The American carrier pigeon, his service stripes earned by "conspicuous bravery," is today virtually a member of the enlisted personnel of the United States Navy.

All naval aviation pigeons are being registered today on the air station muster lists in a manner similar to that employed in keeping the record of the personnel attached to the station. Every bird has his number.

As a recent navy order requires that all seaplanes, while in flight, must carry pigeons aboard, no details are overlooked in giving the birds the attention that their position warrants. It is no easy matter, either, for a pigeon to break into the exclusive class of enlisted fighters. Not only must these air birds show a high degree of efficiency, after a period of training, but they must have attained a certain air of maturity. Young birds, for instance, are not allowed on the muster sheet until their legs have grown large enough to hold the band number of the naval air station to which they are attached.

Figures compiled by the Navy Department show that during the last ten months of the war, United States naval pigeons delivered 219 messages from seaplanes forced to land at sea. These planes were without any other means of communication and credit is given the pigeons for saving both men and machines. Many instances have occurred where pigeons operating on the Atlantic seaboard have been instrumental in delivering messages requesting spare parts for disabled planes.

Recently at Pensacola, Fla., thirty-two birds were used by airplanes in delivering messages. The pigeons covered 700 miles, with an average speed of 32 miles an hour.

E. V. CARTER.

Unquestionably Southern Oregon's leading citizen, a former speaker of the house of representatives, former state senator, leading banker of Ashland and one of the leading public-spirited citizens and patriotic workers of that section, joint chairman of State Fish commission and State Game commission, Representative Carter is one of the most notable acquisitions of the 1921 session. A man of personality, address, eloquence, experience and substantial success, it is certain he will be one of the most influential members. Born 1860, Elkader, Clayton County, Iowa; local high school and two years at Iowa Agricultural College, Ames; entered banking business; sold out 1884 and came to Ashland, organizing First National Bank, Ashland. Active during war drives, chairman of many; chairman Ashland community chest; Mason, presiding officer Blue Lodge, Templar, Shriner, Elk (first exalted ruler, Ashland); married—Oregon Voter.

PHILIPPINE AERIAL ROUTE WILL BE INAUGURATED

WASHINGTON, Jan. 3.—An aerial mail and passenger service is to be established between Manila and the other principal ports of the Philippine Islands, it was announced here today. To inaugurate this service, the Bureau of Insular Affairs has purchased five flying boats from the Navy Department. The flying personnel will consist of thirty Philippine National Guard officers. The service is expected to start soon after the first of next year.

PRESIDENT SPROULE RETURNS FROM VISIT TO EASTERN STATES

Southern Pacific Company Will Form Separate Company for Its Oil Holdings, and Will Be Only Interested in the Handling and Using of Oil as a Common Carrier.

President William Sproule of the Southern Pacific Company returned to San Francisco last Thursday after an absence in the east of 20 days or more. Co-incident with his return announcement was made from the New York offices of the company that the directors have decided upon a plan for separating the oil properties controlled by the company from the Southern Pacific railroad properties, pursuant to a declaration by the board of directors about a month ago that they had approved the principle of separating these properties and had called upon the executive committee of the company to submit a plan.

Commenting on this plan, President Sproule said: "It is in the nature of a distribution to Southern Pacific stock holders of the oil properties that are now controlled by the Southern Pacific interests. After the plan takes effect the Southern Pacific company will cease to be interested in the oil business except as a purchaser of oil for fuel on the one hand and as a common carrier of oil on the other hand. In taking this action the company is simply responsive to the spirit of the times. The plan puts the properties in the possession of the stockholders as individuals, each stockholder being given the right to acquire a share in the oil properties to the same extent that he has a share in the railroad property."

"It will be observed that the new oil company will be known as the Pacific Oil company. It will include the oil lands of the Southern Pacific Land company, as stated in the announcement, and so much of the shares of the Associated Oil company as the Southern Pacific now holds. The Associated Oil company, however, and its subsidiary companies, are separate entities regardless of whether the Southern Pacific retains its stock or divests itself of its stock as now announced.

"The plan is intended to inure to the benefit of the Southern Pacific stockholders and will place the majority stock of the Associated Oil company in very strong hands for the purposes of the oil producing and refining business in which that company is now engaged. The headquarters of the Pacific Oil company will be in New York and the board of directors as announced by Mr. Kruitshmitt is composed of men of the highest reputation and responsibility, so that although the properties referred to pass into new and separate hands, the new organization starts out under high auspices with operating machinery ready for work. The new and permanent head of the Pacific Oil company is not yet designated.

In a separated statement to stockholders and holders of the five per cent convertible bonds of the Southern Pacific company comptroller A. D. McDonald said: "The capital stock of the new company is fixed at 3,500,000 shares to correspond as nearly as may be to the total number of shares of Southern Pacific company stock outstanding, together with shares reserved for conversion of the company's 5 per cent convertible bonds, and the holders of these bonds, in order to avail themselves of the right to purchase stock of the new company must exchange their bonds for Southern Pacific company stock on or before January 14, 1921.

"Warrants will be issued to each stockholder soon as possible after closing the books on January 14, 1921, specifying the amount of stock of the new company which the stockholder is entitled to purchase. On the backs of these warrants will be two forms. In case it is desired to purchase stock the first form is to be filled out and signed by the stockholder, or by his assigns, and returned on or before March 1, 1921, to the treasurer of the Southern Pacific company, A. K. VanDeventer, 165 Broadway, New York City, accompanied by a cashier's draft or certified check, payable to the order of the Southern Pacific company in New York funds for the full amount, payable. In case it is desired to dispose of the privilege of purchasing stock, the second form on the back of the warrant, which is an assignment, is to be filled out and signed by the stockholder. Where a warrant authorizes the purchase of two or more shares of stock of the new company, a stockholder who may wish to purchase a portion of the stock covered by the warrant to one person and the remainder to another must on or before February 24, 1921, return the warrant to the treasurer to be exchanged for other warrants speci-

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The Discarded Christmas Tree



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