

### Dr. Henry Master To Address Conference Of Young People

The third annual young people's midwinter conference January 17 will have as their principle speaker Rev. Dr. Henry B. Master of Philadelphia, moderator of the general assembly of the Presbyterian church in the United States, Rev. Edwards, pastor of the Presbyterian church, has announced.

Dr. Master long has been active in church circles, having served 22 years as American secretary of the Alliance of Reformed Churches throughout the world holding the Presbyterian system (the "World Alliance of Reformed and Presbyterian Churches"). He was elected to his present office last May at a general assembly in Syracuse, New York. He also served as minister of the First Presbyterian Church of Fort Wayne, Ind., for 15 years and served with the Y. M. C. A. in France during the war.

Dr. Master has honorary degrees from five colleges and universities.

Reverend Edwards expressed appreciation for having such a distinguished speaker.

### Methodists Launch Vesper Services Here

Reverend Melville T. Wire, pastor of the Methodist Episcopal church, announced recently that instead of continuing the regular 7:30 Sunday evening services a vesper service would be held at 5 o'clock.

Featuring the new program will be congregational singing and a message from Reverend Wire.

Last Sunday's program was well received by the large attendance. Mrs. Frank Davis played several numbers on the pipe organ and a women's chorus sang "O Jesus Thou Art Standing."

### SPENDING UNDER LIMIT

According to the county clerk's office, Jackson county expended 82.3 percent of their budget allowances under the county general fund during 1936. There was a total budget balance of \$41,672.23 in the county general fund, at the close of business December 31.



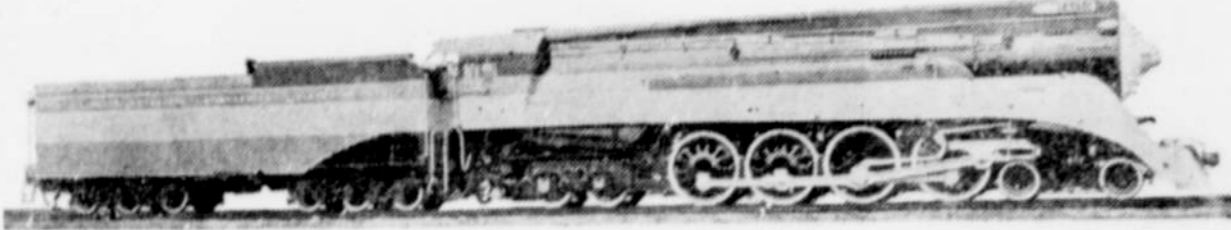
Picture of an insured man worrying about a fire

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## New S. P. Racehorse of the Rails



New steam locomotive to be used by S. P. on streamlined trains between San Francisco and Los Angeles

Conventional lines were tossed aside by designers of the locomotives which will haul the Southern Pacific's new streamlined trains, the "Daylight" between San Francisco and Los Angeles according to J. A. Ormandy, general passenger agent.

Unique style of streamlining is further enhanced by an unusual color scheme. Top and lower sections are black. These are separated by wide bands of orange

and red, each separated by stripes of aluminum. The stripes run the length of the engine and tender. This color scheme will be extended throughout the entire length of the 12-car streamlined train.

The locomotives are built for high speed with 73 1/2 inch driving wheels. Oil burning, the tenders have a capacity of 6,000 gallons of oil and 32,000 gallons of water. Total weight is 410 tons.

The streamliners will give daily north and south bound service on the 471 mile run between San Francisco and Los Angeles via the scenic coast route. They are scheduled to be placed in operation within the next few months. Cost of the two trains will be \$2,000,000 and they will embody features which are the latest in beauty, convenience and refinement, Ormandy said.

## LEAGUE OF OREGON CITIES URGES DISTRIBUTION GAS TAX TO CITIES

By GEORGE J. R. MCGEE  
Chairman, League of Oregon Cities Committee on Gasoline Tax Distribution, and City Manager, Hillsboro.

In 1919, Oregon adopted the first gasoline tax levied by any state. The need for the development of connecting highways at that time led to the allocation of all revenues from this source to the state highway system. Since that time, every state in the union, and the federal government as well, have adopted a gasoline tax, and the revenues from that source have become exceedingly large.

The gasoline tax was levied on the benefit theory, that is, that the construction and maintenance of highways should be financed by the motorist rather than by the property owner. The complete application of this theory calls for the distribution of a part of the gasoline tax revenues to the cities for the construction and maintenance of city streets. This has been recognized in several states, including the neighboring states of Washington and California, where definite portions of the gasoline tax revenues are returned to the cities for street purposes.

The gasoline tax committee of the League of Oregon Cities decided at a recent meeting in Portland that the cities of Oregon are entitled to a share of the gasoline tax revenues for street purposes. This decision was reached after a careful study of the problems of street improvement and highway finance in the state. Two meetings have been held with representatives of the state highway commission in an effort to secure their cooperation in a program under which a small portion of the increased revenues of the highway commission would be allocated to cities for street purposes. The highway commission's refusal to consent to any such program now makes it necessary for the cities to present their claim to the legislature and to the people of the state.

The claim of the cities for a percentage of the gross revenues now allocated to the highway commission to be taken from the gasoline tax receipts for street purposes is based on the following facts:

1. Many city streets are in deplorable condition, and city councils are under pressure from citi-

zens to repair their streets, but are unable to do so for want of revenue.

2. Streets have been built by special assessment of abutting property. With high taxes, property is unable to bear the cost of reconstruction by this method of financing.

3. The present property taxes are so high that they will not permit additions to finance street maintenance and reconstruction.

4. Sixty-one and six-tenths percent of the Oregon population resides within incorporated cities according to the 1930 census, and 38.4 percent of the people reside in rural areas.

5. At least two-thirds of the highway revenues originate within the cities of Oregon.

6. From 20 to 35 percent of the travel of city dwellers in the smaller cities of the state and from 60 to 70 percent of the travel of Portland motorists is done on city streets. The cities are asking that only a small part of the revenues which come from the tax paid on gasoline which is used only on city streets be returned to the cities for the maintenance of streets. Large amounts are paid in by busses, delivery trucks, etc., which never get on the highways.

7. Cities at present pay the state gasoline tax on gasoline used in city-owned vehicles such as police cars, fire trucks, etc., which never leave the city and which are used in essential governmental services.

8. Distribution of gasoline tax revenues to cities would reduce the property tax levies.

9. Twelve states now share their gasoline tax revenues with cities. Among these are California and Washington, the former distributing \$2.40 and the latter \$1.50 per capita to cities for street purposes. In California, this amounts to approximately \$6,000,000 per year, and in Washington, to \$1,500,000, or nearly 10 percent of the total license fees and gasoline tax proceeds.

10. Nine states now share motor vehicle license revenues with cities.

11. In 31 states the motor vehicle is assessed and placed on the personal property tax rolls and thus furnishes a source of revenue to cities and counties. When motor vehicles were exempted in Oregon the counties were granted

### New Stamps Appear For Sale In Ashland

New United States army and navy stamp issues have been placed on sale at the Ashland postoffice Postmaster J. H. Fuller announced Tuesday. All are in one-cent denominations.

Both are of similar appearance, printed in green ink. The navy issue shows John Paul Jones and John Barry, famed naval officers, in opposite ovals embracing the historical Bon Homme Richard and Lexington vessels.

The army issue shows George Washington and Nathaniel Greene, revolutionary war major-general, in similar positions with a picture of Mount Vernon in the center.

### Production Creditors Will Meet Saturday

Third annual meeting of the Medford Production Credit association will convene in the Jackson county court house at 10 a. m. Saturday, January 16.

This annual meeting should be instructive to many borrowers and others interested in cooperative financing. All interested in procuring a loan are requested to attend, instructive speeches to be followed by a period for questions and answers.

President V. D. Brophy will be chairman and Vice-president Ben Hilton will report for the executive committee. Two new directors also will be elected by stockholders.

### Horticulturist Gives Peach Pruning Talks

O. T. McWhorter, extension horticulturist, presented approved methods of peach pruning to local growers interested enough to attend his meeting. The first was held at the Homer Moore orchard, located at the end of new pavement south of Ashland at 2:00 p. m., Wednesday, January 13.

Next was G. E. Pierce orchard, located three miles northeast of Medford near the Top Top school house at 9:00 a. m., Thursday, January 14. The last demonstration was held at the C. C. Harding orchard, located three miles north of Gold Hill on the highway at 2:00 p. m., Thursday, January 14.

### HELEN MACK, FORMER LOCAL GIRL, BURIED HERE THURS.

Mrs. Helen Walker Mack, 37, formerly of Ashland, passed away at her home in Yakima, Wash., Monday morning.

Mrs. Mack graduated from the Ashland high school and also attended Southern Oregon Normal.

She is survived by her husband, Norman Mack; her parents, Mr. and Mrs. F. H. Walker, of Ashland; one sister, Mrs. M. L. Carter, of Ashland; and one brother, Frank Walker, of Alameda, Cal.

Funeral services were held at 2:00 p. m. Thursday, conducted by J. P. Dodge and sons with the Rev. Melville T. Wire officiating. Interment was in Hargadine cemetery.

● Mrs. Art Cooper is teaching at Butte Falls this week, substituting for Clem Clark.

● Among those here over the week with friends were Mr. and Mrs. Sam Stafford of Dunsmuir who called on Mr. and Mrs. C. W. Stanley.

● Mr. and Mrs. Mark Hamaker of Lakeview were visiting with friends here early in the week.

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