

**SOUTHERN OREGON NEWS REVIEW**

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WENDELL LAWRENCE, Editor

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**SALES TAX**

This is a particularly obnoxious type of tax which penalizes the small wage earner. No doubt Oregon needs some method of raising more money. The state is growing so fast that more than an attempt to raise money for governmental purposes must be made.

Without reading a bit of the literature that is presently being sent out from the state headquarters of both groups, those opposed to the sales tax, and those for it; we are willing to go on record as saying that in its basic principle the sales tax is an unfair tax.

Witness the case of John Tenant, small farmer who has a wife and three children. He must buy food and clothing for his family, and equipment to operate his farm. These items are taxed, in the same amount as the items bought by Mr. and Mrs. Richwell, who live in a mansion and who clip coupons for a living. And it takes as much money if not more, to buy food, clothing, and necessities for John Tenant and his family as it does for Mr. and Mrs. Richwell.

Is this, then, a fair tax? We think not.

Taxation of wealth on a progressive scale is the only type of taxation which is fair. A higher progressive taxation on corporations, industry, and moneyed individuals would be a better answer to the problem of "where are we going to get more money," than the sales tax.

We are not against the uses for which the money is intended. The state needs more money. We are against the sales tax as a means of raising money.

**TRANSPORTATION**

With the continued increase in passenger travel by air the bus lines and the railroad companies had better straighten up and fly right.

Personal service which customers on airlines receive is the type of service which appeals to the traveling public. All flights are called, if a passenger fails to appear at the gate to board the ship his name is called and recalled until actual flight time. Every effort is made to get all passengers aboard.

Contrast this with local bus and train service. Sometimes the bus driver in one of the local stations calls out in a quiet whisper that his bus is about to leave. The customers who have stopped to rest a second or to grab a cup of coffee, drink it with one eye on the bus driver and the other on the coffee.

In those bus stations where the busses are called the poor passengers always rush out into the yard and attempt to pile aboard the first bus in sight. It's always the wrong one, and is usually going in the opposite direction. Then there's a scramble to back off and get into the right one.

Airlines alleviate this by checking the tickets at the gates prior to entrance onto the field. The buses could do this by checking at the door or gate of the station and directing the poor bewildered passenger to the right bus.

We can't say that we expect the bus driver to hover over the passengers and look after their individual welfare like the hostess does on an airline, but we can suggest that courtesy and assistance such as a pleasant "hello," and a smiling "goodby," might make the passenger feel as though the bus company was glad to get their money.

And the railroads, as James Young said, "A hog can ride across the country without changing cars but you can't."

The present 1890 passenger equipment which the railroads are using is driving passengers away. To be fair, the railroads realize this and, modern trains, are being installed, and are crowded, too. But, brother, you don't need a reservation to ride the Rogue special to Portland; you do however need your head examined.

It's too bad that railroads can't turn out good personal service. About all you get in the way of personal service when you ride any train is a sneer from the conductor when he takes your ticket and a brush-off from the porter when you leave the train.

And buying a ticket to travel by rail is an experience in itself. In the majority of small stations in the land you walk up to a little walled window, such as the prisoner of Xenda must have looked through, and if you're lucky the man on the other side of the window will say, "Whatcher want?"

If you're not so lucky, he'll ignore you until finally after an hour of patient waiting he'll break down and walk over and stand in front of you, squinting at you under that green eyeshade, as though you were something that shouldn't have been turned loose.

Ask him for a ticket that is going to take you over 500 miles and he is mad because he never heard of the place and has to consult three different volumes of the encyclopedia Britannica to find out what direction, what train, and what fare, you should pay.

If you ask him for a fare to a spot closer than 500 miles he's insulted because you could have gone by bus and shouldn't have had to bother him in the first place.

No wonder passengers are becoming air-minded.

**Letters to the Editor**

When you gander around Medford, what strikes the visitor first is the heart beat of business and industry; in 1908 Medford had less population than Ashland. How did they forge ahead of Ashland. Representative city government, equal rights, equal opportunity, the arteries leading in and out of the city, are free, and untrammelled to business and industry.

Ashland on the other hand as deviated to about 1942, since then we have war time inflation, new comers new blood, Ashland opportunity, is knocking at our door. Why, is it that this city does not forge ahead like our sister city, Medford. About 1926 our representative city government was abolished, an amendment to the city charter, was voted at a special election, this gave us a city government of special privileges, taxation without representation. Abolition of equal right, and equal opportunity.

Our city fathers and planning commission would do well to tear a leaf out of Medford's strategy book.

There are a few little Ashlanders here, who are afraid of competition, and try to close the arteries leading in and at Ashland; Fourth street, East Main, Boulevard, and north Main, should be open to business free untrammelled — eventually, why not now?

Ashland is a municipal corporation, the light, water and taxpayers are the stockholders, they are getting restless, and dissatisfied, have never received a dividend from their utilities, these people have already taken over the financing of this corporation.


Now, Mr. Editor, want to let you on a little secret. We heard on good authority, that they intend to elect a new board of directors next year. We must rededicate that cardinal spirit, that men are all born equal, we must rededicate our duty to God and neighbor; we must rededicate the spirit of equal right and equal opportunity, we must rededicate the spirit of government, for and by the people.

Then, our city will grow and

prosper, unswayed by the cloud that threatens us, we have too much government. Mayor, six councilmen, planning commission, city superintendent, park superintendent, park-board, enough government for a town of 50,000 — the natural growth by these overlapping groups, and cost the city a lot of unnecessary expenses by these conflicting interests.

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**NOTICE TO CREDITORS**  
IN CIRCUIT COURT OF THE STATE OF OREGON IN AND FOR THE COUNTY OF JACKSON PROBATE DEPARTMENT.  
In the Matter of the Estate of WILEY B. JONES, Deceased.  
Notice is hereby given that the undersigned, by an Order of the Circuit Court of the State of Oregon, for the County of Jackson, July made and entered on the 4th day of August, 1947, was appointed Administratrix of the estate of Wiley B. Jones, deceased, and that she has duly qualified as such executrix.  
All persons having claims against said Estate are hereby notified to present the same, duly verified, as required by law, to her attorneys, Van Dyke and Lombard, Knox Building, Ashland, Oregon, within six (6) months from the date of this notice.  
Dated and first published this 11th day of September, 1947.  
LYDIA M. JONES, Executrix of the Estate of Wiley B. Jones, Deceased, 11-9-47.  
Milo Grubb, who is attending a typotype trade school in Oakland, California, is staying at the E. J. Fraley home of 2015 Central avenue, Alameda. Mrs. Fraley is the daughter of Mrs. Mabel Barbour of Ashland.

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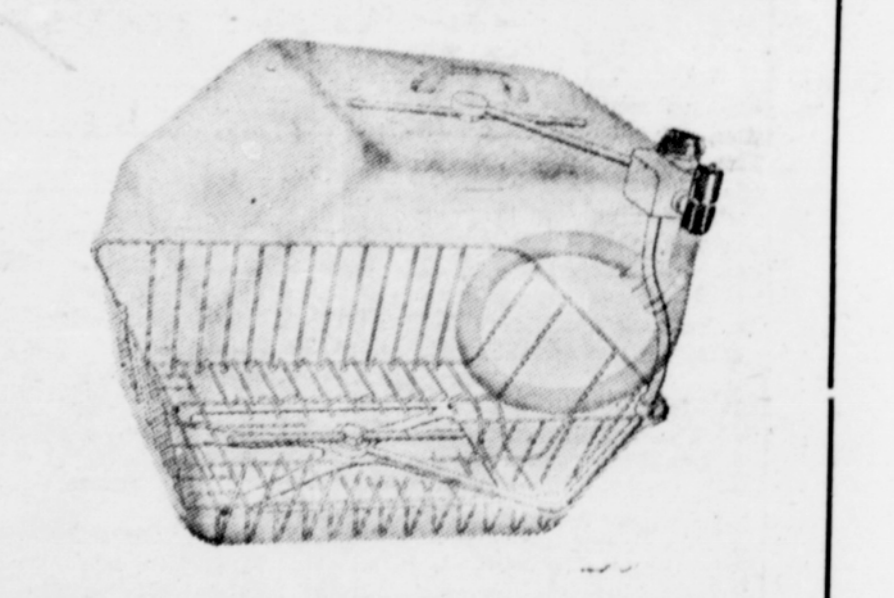


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