

ASHLAND TO WORK FOR GOOD ROADS

HIGHWAY BOND ISSUE FAVORED AT ROUSING MEETING HELD BY ASHLAND COMMERCIAL CLUB

Speeches Made by Medford Delegation as Well as Ashland's Leading Citizens—Necessity for Hard Work Throughout County Apparent—Ignorance of Conditions Causes Opposition Rather Than Enmity to Movement—Misunderstandings Must Be Removed and Systematic Campaign of Education Waged During Remaining Three Weeks.

The passage or defeat of the good road bond issue, is a matter of education.

Place the proposition in the center of the stage, turn the spot light on it, show up every recess, corner and angle, wipe out all shadows, and the bonds will pass.

Fail in this, and the issue will not receive a majority.

Last night's meeting demonstrated that the people of Ashland want light on the subject. They will welcome it. Nothing hostile is in their attitude—but they are afraid of a leap in the dark. And their attitude is typical of the attitude of the people of the county.

There are a few of course who prate "Medford needs the money," but these are few. The professional man, the business man, realize the benefits which will accrue to the county as a whole. But—will the money be safe-guarded?

At a meeting of the Ashland commercial club Friday evening the bond issue was endorsed. There was nothing lacking in the endorsement. It passed with a hurrah. It was unanimous. But it was only passed after a free-for-all discussion lasting over three hours had taken place. The hall was crowded. It was a splendid meeting. The two Bills—Colvig and Gore—had orated at length, and effectively; Ed Andrews, who "is no orator as noble Brutus is" had set forth his facts, convincing ones, too; George Davis had explained how the money was to be safe-guarded; then came a luncheon, after which the club went on record, without a dissenting vote, endorsing the passage of the bonds. Nay, more, a committee will be named today by the president of the club, to work in conjunction with the local committee in spreading the gospel of good roads.

Must Continue Work. But the work in Ashland must be continued. The club represents the town but many a voter is not a member. Although the hall was crowded, all of the members were not present. Those who were are working today but they need help. So do the Medfordites favoring the issue. Each and all must work and work hard for Jackson county must make good.

Had every voter in Jackson county been present at the rousing good roads meeting held Friday evening at Ashland it is a safe bet that less than one per cent of them would vote against the proposed bond issue. That one per cent would have been those on the outer edges of the crowd where they couldn't hear the speakers. For a real "hot" and "stirring" enthusiastic meeting, its equal has been seldom seen in southern Oregon. Medford, Central Point and Ashland speakers warmed up their subject. One speaker who admitted that he came to oppose the measure, remained to boost and let to work for it. Factional discord was eliminated. A dozen meetings like that of Friday night and the bond issue is passed.

Most Boast All. But there is work yet to do in Ashland—to say nothing of the rest of the county. Probably a hundred voters were present last night but this is only a tenth of the number in Ashland. The others must be reached.

It didn't look good when the Medford bunch first reached Ashland for men on the streets seemed all against the proposition, but later at the meeting, the sentiment changed. Now, don't gather from this that the Medford bunch was responsible entirely, a number of Ashland boosters were for the proposition and for it strong—the change came when facts and figures were presented.

Facts and figures—that's what the people of Ashland want. And by the way facts and figures are what the people of Medford and the other parts of Jackson county want also. Bill Colvig—William M. Colvig, is

the way the census man writes it—fired the first gun. The Rogue River valley pioneer made one of the best speeches in his long career. He dealt facts with a mailed fist. Every argument was clinched. He spoke of the benefits to accrue and told of the plans of the county court. He was given great attention, and was frequently applauded.

Andrews Has Facts.

Ed Andrews followed. Now Ed is not much of an orator, but he has his heart set on the passage of these good roads bonds. Simply, directly, convincingly, he spoke, and there was much meat in his remarks. Briefly he showed where Jackson county's present road tax would pay the interest on a bond issue of \$1,500,000 and provide a sinking fund which would retire the bonds in twenty years. This argument did more than any other to win friends for the proposition.

Benton Bowers, one of the newly appointed commissioners, made a telling address. He has had much experience in road building and his remarks were of great interest. He paid considerable attention to the safe-guarding of the money, and promised he would devote his energies to receiving 100 cents worth of work for every dollar expended.

George Davis, county commissioner, followed, telling of the present difficulties of the county court in trying to build roads without sufficient funds. He also sketched the intentions of the county court in regard to the handling of the road fund.

E. D. Briggs was the one who came to oppose the bond issue. He stated he was afraid of the money being wasted, leaving the county in debt, with no roads. He announced, however that so many good arguments were brought out in favor of the issue, and the matter was so thoroughly explained, that he had changed his mind and would support the issue. He was warmly applauded.

Gore a Surprise.

W. H. Gore sprung the surprise of the evening by delivering one of the most telling addresses of the meeting. An orator of no mean merit he had his facts well in hand and proceeded to hammer them home. He was warmly applauded and later congratulated on his remarks.

A number of other short talks followed, a luncheon following. During the evening the ladies of the Ashland Improvement League appeared and took a deep interest in the good roads discussion. They followed every argument and are evidently all in favor of good roads and the bond issue.

The meeting at Ashland proved but one thing—that education is all the voters of Jackson county need to pass the bond issue September 30.

Other meetings are to be arranged at once for other sections of the county. Ed Andrews who is in active charge of the campaign is proving an admirable general. If the bonds don't carry it won't be his fault.

Those who went to Ashland Friday evening from Medford were Messrs. Osenbrugge, Wilson, Cummings, Colvig, Davis, Waterman, Harmon, Merriek, Whisler, Roosenbaum, Kettner, Garnett, Lawton, Cuthbert, Westerlund, Nye, Andrews, Ray, Morris, Graham, Wold, Carter, Perry, Gore, Andrews and Hix.

RECIPROCITY GAINS ALL OVER CANADA, BUT OPPOSITION HOPEFUL.



R. L. BORDEN



Reciprocity appears to be gaining in Canada. The danger points, to the government armor are due to other policies particularly the Canadian navy, which has a large part of anti-imperial Quebec by the ears. On the reciprocity issue in Ontario and in the maritime provinces in the Canadian west, upon as good information as can be gathered there, everything indicates that the government will hold its own or even improve its position. Despite all this, however, it may be said that R. L. Borden, the conservative leader, has been speaking in the English counties against reciprocity with what he considers excellent effect. He is greatly improved as a platform orator.

Mr. L. P. Pelletier, formerly conservative Attorney General of the province, is contesting Quebec county. The foes of reciprocity, under Richard McBride, are fighting the Laurier government vigorously in British Columbia.

MUTT AND JEFF ON THE WAY BACK FROM VACATION

Mail Tribune Favorites Have Been Having a High Old Time on the Beach.



From expressions of disappointment to requests, then demands for the return of Mutt and Jeff, the Mail Tribune is being besieged by old and young, pessimists and those who board at home, fat men and men who think we are having a delightful summer, men who borrow the paper and those who steal it—from high and low, rich and poor, come the incessant, querulous mutterings. They all want Mutt and Jeff to come back. And they're coming. Mutt and Jeff have been sojourning at the beach. It was there that Jeff found a young, alluring lady friend. He asked her to take a promenade on the board walk. Jeff intentionally took her past a peanut stand where Mutt, to pay expense, was aiding a son of Athens to peddle his wares. The insult caused Mutt to hit Jeff with a peanut and

he has been in the hospital for several days. Prior to that time the happy pair were camping in the mountains. There Mutt shot and badly wounded a deer.

Some Exciting Experiences Enjoyed by Bud Fisher's Heroes During Lay-off.

It was dark and Mutt decided to carry the animal to camp. He thought it was dead. So he hung it up in a tree to keep it away from marauding animals overnight. The next morning he went out to view his game. It was gone. A brief note explained it all. Mutt had shot Jeff and Jeff, becoming peevish at the unwarranted insult, had gone away to ponder over the weakness of mankind and other kindred subjects. But they're coming back. Word has been received that they are on the way. Bud Fisher, who has them in charge, is already sharpening his pencil and jotting little ideas down in his note book. He is coming back—and he is bringing Mutt and Jeff. A little patience, a little forbearance, and they'll be here. Verily, they're coming back.

MOE CHARMED BY CRATER'S WONDERS

"I wouldn't think of trying to describe Crater Lake," said H. M. Moe, of Gray & Moe's store, who recently returned from an automobile trip to the lake. "It is entirely too big; too much beyond words. All I can talk about is the pleasure of such a trip and of the fun of fishing in the greatest scenic lake in the world." Mr. Moe was accompanied by the Cortes brothers from Cincinnati. They made the return trip by way of Fort Klamath and Klamath Falls and considered that feature of the journey among the most pleasurable. At the lake the rainbow trout were biting hungrily and in a short time Mr. Moe caught nine. "Anyone who has not made the trip to Crater Lake has a wonderful experience before him," continued the Medford merchant. "There is nothing that I have ever seen that even approaches it in awe inspiring grandeur."

MERGE LUMBER MILLS ALONG TIDEWATER

PORTLAND, Ore., Sept. 9.—With a view of bringing about a merger of Oregon lumbermen who operate tidewater mills, similar to the big co-operative company which has just been organized at Aberdeen, Wn., Harry J. Pearce of Spokane is in Portland today conferring with local millmen. A meeting to consider the proposal to consolidate will be called early next week. If Pierce succeeds in organizing the millmen, an aggressive campaign to capture eastern markets will be made, following the opening of the Panama canal.

FOR A YELLOW DOG IF HE WEARS LABEL

WALLACE, Idaho, Sept. 9.—"Yes, have been quoted correctly. I shall be for the republican nominee for president in 1912, whether he is an insurgent or a standpatter," said Senator Heyburn today. Heyburn who is well known for his standpat policies intends to attend the meeting of republicans at Boise, September 25. Heyburn does not believe that the activities of the progressives will cause a split in the party when the presidential campaign begins in earnest. All property values depend upon the prosperity of the community. If our manufacturers are prospering, and the merchant likewise, the farmer will prosper, too. The persistent demand for goods "Made in Oregon" will help bring greater prosperity to the people of Oregon.

WHY THE PEOPLE OF OREGON WILL BE ASKED TO VOTE UPON INITIATIVE FREIGHT RATE BILL

Unjust and Unreasonable Discrimination, Excessive Tolls Now Charged and Failure to Secure Relief From Commission Force People to Act to Protect Themselves—F. W. Gaines Answers Judge Colvig's Arguments Against Movement—Specific Instances of Overcharging Cited—Heavy Profits Made by Railroad in Operation.

(By F. W. Gaines.) Salem, Ore., Sept. 7, 1911. Editor of Mail Tribune: I see by the press this morning an article headed "Rate Fight Is Opposed—Judge Colvig Insists Medford Folk Are on the Wrong Track."

The judge is reported as saying: "This is the most idiotic thing I ever heard of. You are making Medford and the commercial club the laughing stock of Oregon. You men do not look at the thing in a reasonable light, but because you are bucking a corporation vote blindly. You will never get a railroad rate from the people that a railroad can live on." Judge Colvig used to be attorney for the S. P. road and doubtless is yet. Whether he is or not he is certainly using his influence for the continuance of exorbitant rates for railway service in Oregon, including rates paid by the people of Medford. If he is yet a railroad attorney this is in part what he is paid for, to keep the people of southern Oregon in slavery to his employer.

Law Protects Railroads. Under the present decisions of our courts (including the supreme court of the U. S.) we have a right to regulate our railway lines but in making rates, such rates must be made only as will at least permit the roads to collect tolls or rates as will give them a reasonable interest or dividend return on the value of their property over and above operating expenses and taxes. The constitution of Oregon and the nation both give the roads this protection and our courts, state and national, are enforcing the provisions of our constitutions. This being the case, it is impossible to make and enforce a rate or schedule of rates not fair to railroad companies. Judge Colvig certainly knows this to be the law of the land and in fairness he ought to concede it.

With these remarks lets go into the facts surrounding the rates charged by the S. P. line for service in Oregon. Many extenuating circumstances should be considered in discussing this case, among which are given millions of acres of land with the provisions among other things that this land was to be returned to the people at not exceeding \$2.50 per acre, and not to exceed 160 acres to each purchaser and that all granted lands situated in Oregon was to apply on the construction of that part of the road in Oregon.

Violations of Agreement. These provisions have been shamefully ignored and not complied with at all and the road today is insisting on using this land as a free gift to the corporation and treating it a dividend without ever even permitting it to apply on the construction of the property. They have mortgaged the land for money, a part of which at least has been used towards construction of the line but the interest on this borrowed money has been treated as an expense to the operating company and paid by the patrons of the road.

Here we have a people who have given what is now claimed to be worth \$70,000,000 to a corporation towards establishing a modern highway and the people who gave this land are in the harness paying interest, substantially, on their contribution. This is not all. The road is covered by the mortgage as well as the land and should the land be disposed of and the proceeds divided among the stockholders, interest on the bonds will be continued against the patrons just the same. Sale or disposition of the land will not in any way relieve the patrons of the road but all will inure to the benefit of the corporation. The interest on the bonds will be continued just the same and the patrons will be required to furnish funds to pay it. Not conceding

that these terrible abuses are right but weaving them in the present argument we may now take up consideration of the present rates for service on this line in Oregon.

Earning of Railroad. In order not to tire the readers in discussing this question we will deal to some extent in round numbers. We will give this line in Oregon the very liberal valuation of \$50,000 per mile or a total value of \$33,308,500. Bonded for \$11,006,000 Stockholders' interest .. 22,202,500 Collections for service in Oregon in 1910 8,659,945 The amount necessary to permit this company to collect to pay the operating expenses, interest on bonds, taxes, state and national, and 6 per cent interest to the stockholders is 6,164,643 Excess collected over this amount 1,895,302 This shows that of every dollar collected by this company for service in 1910 nearly 22 per cent was unearned and wrong. When we undertake to provide reasonable rates on this line in order to pay the amount suggested above we find that 8.50c per 100 pounds is the proper price for the average length haul of 150 miles. (In figuring rates the average price for the average length haul must be used as a base.) When we turn to present rates out of Medford we find these rates 322 per cent of this reasonable rate for the same length haul or 3.22 times as much as is reasonable; or 222 per cent more than is reasonable.

This shows to what extent Medford and all stations served under the distance tariff on this line is being overcharged.

Paying Excessive Rates. It may be argued by some that some of the rates for service are unreasonably low; that rates from San Francisco to Portland are unreasonably low on account of water competition. This we will concede. But we find a rate of 8.50 for average length haul to be reasonable. Further we find the present average rate out of Portland for this length haul to be 19.76c per 100 or 232 per cent of as much as is reasonable. Still further, we find all other stations including Medford, paying an average of 27.37c per 100 for this haul or as 322 per cent as much as is reasonable as has been said.

Fifteen Per Cent Net Profits. Conceding it our duty to permit this line to collect enough to pay its expense of operation, its interest on bonds, taxes and 6 per cent to stockholders, we must find some way of measuring rates. People who make a business of figuring rates have a method of telling just what proportion of interest each rate or schedule of rates from each station pays. (I will not explain this method here.) Having used this method we find the present rates in force for all service paying quite 15 per cent net to the stockholders a year. While the rates for service out of Portland to other points in the state pay their average proportion of 45.96 per cent a year to stockholders and out of Medford and all stations served under distance tariff pay their average proportion of 68.70 per cent a year to stockholders.

Sugar as an Example. The last time the writer learned the rate on sugar, San Francisco to Medford, it was 93 cents per 100. This rate, if the same now, is paying its proportion of 84 per cent a year to stockholders. While the rate on sugar out of Medford for the average length haul is now paying its proportion of over 132 per cent a year to same interest. This shows how

(Continued on page 2.)