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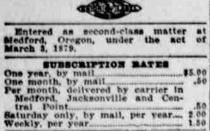
MEDFORD MAIL TRIBUNE, MEDFORD, OREGON, SATURDAY, APRIL 18, 1914.

MEDFORD MAIL TRIBUNE



The Democratic Times, The Medford Mail, The Medford Tribune, The South-ern Oregonian, The Ashland Tribune, Office Mail Tribune Building, 28-27-29 North Fir street; telephone 75.

Official Paper of the City of Medford. Official Paper of Jackson County.





A committee of taxpayers, ora similar body from Ashland Friday and passed a resolution at the latter's request, protesting the proposed cost of the same \$25,000, but did not consult the state highway engi- comply with the requirements. neer or his assistant, or the count/ take,

the Ashland delegation while the regulations for state-aided highways. Medford committee was made up as follows: T. W. Miles, Bert Anderson, F. V. Medynski, H. C. Garnett.

Speaking concerning the committee's action. County Judge Tou Velle said that the county court had previously decided that no action would be taken in building this section for



World.

OUR NEW HIGHWAY BOARD

D R. KEENE'S "special tax committee" of Medford property owners has conferred with a similarly ap-pointed committee of Ashland and no of a similarly appointed committee of Ashland and passed resolutions condemning the proposed Pacific highway cut through the Billing's property, at the request of the Ashland commit- but as the idea became better undertee, which "believed that Engineer Bowlby had made a stood it increased in momentum till seized upon by the opponents of the mistake."

It would be interesting to know how many of Dr. governor of a mid-western state, the limit. Significant also is the fact that not a single city has gone back "the spread of the idea has assumed that not a single city has gone back Keene's "tax committee" know anything about the engin-cering features of the road in question, how many have any sweep of a prairie fire." Up to Oc. authentic data concerning the cost and how many are bet- tober last, 317 American cities had have made repeated efforts to that ter qualified than the state highway engineers to pass adopted the plan. upon the subject.

It also would be interesting to know how much of an investigators. The officials in cominvestigation these guardians of our taxes gave the sub-mission eities have been bombarded ject. They did not deem it essential to consult Engineer with inquiries. Delegation after del-Bowlby nor his assistant, nor members of the county making the rounds of city hall, court, who were familiar with the subject.

The state highway engineer states that he planned the well as interviewing business men and proposed route through the Billings property as the most students of municipal affairs. Maga- mean improvement. practical way of obviating both the railroad grade cross-ing and the steep grade entrance to Ashland. The esti-mated cost is not to exceed \$12,000, of which the code of the National Municipal league, Namated cost is not to exceed \$12,000, of which the railroad tional Short Ballot organization, Bu- Houston sent a commissioner to Gercompany will stand a share, besides shortening the paved reau of Municipal Research, and many to study and report on the company will stand a share, besides a saving from shorten-ing the paved roadbed. The alternative is to keep this dangerous grade crossing, with its sharp turns, cut down dangerous grade crossing, with its sharp turns, cut down planning their new charter, President mission of Chicago. The bareau of the present hill some ten feet, with a corresponding fill at Ehot of Harvard made a tour of the municipal research of New York has the bottom, making an unsightly road bed at an estimated commission eities and returned so made exhaustive "surveys" for over cost of half the amount. To provide an overhead crossing and utilize the present route will bring the cost above that of the Billings route and add 700 feet of highway. of the Billings route and add 700 feet of highway.

The state laws forbid the establishment of railroad made an elaborate inquiry. Nearly were too many cooks engaged in ganized by Dr. J. M. Keene, met with grade crossings on highways. The state highway commis- everybody expected a hostile report, making their municipal broth. With sion, realizing that the highways it aids in building are not makeshifts, but intended for all futurity, adopted a rule refusing co-operation in improving highways with cut through the Billing's property in rule refusing co-operation in improving highways with terment of conditions had resulted difficult to separate the efficient North Ashland for the Pacific high-way. The committee estimated the and certain minimum grades. The present road does not fied.

It is now up to the expert road engineers of Dr. Keene's The first essential of the commiscourt. They held the cost excessive tax committee to secure an entrance into Ashland that will sion city is: There must be unificafor benefits received, holding that save Ashland the expense of condemning a right of way, responsibility in a small body o prevent the damage resulting from giving a man a paved men. Usually the members of this E. V. Carter and Ed Staples led highway past his door, comply with the state law and the body constitute the only elective of

If a steep hill entrance into Ashland is satisfactory to ed at large. The commissioners ac Ashland people, Medford merchants will second the nio- lative capacity and individually in a G. Knight, H. U. Lumsden, E. V. tion for selfish reasons. It is a matter of refoicing also executive capacity. The usual way Emerick, Dr. J. M. Keene, W. T. that we have a body of such progressive citizens to not is to divide the work of city admin Grieve, E. M. Wilson, C. W. Paim only regulate county taxation, but to give expert opinion istration into departments and give and H. G. Wortman. and final judgment upon our state-aided highways.

EVERY MAN A DISTILLER

THE proposed national prohibition law will enable in a few eities, especially those of the present, that no road with rall-road grade crossings or more than si per cent grades would be paved, and that it was up to the people of Ashland to provide a suitable en-trance, if the joute selected by the

trance, if the route selected by the highway engineer was not satisfac-tory. a weakness and a dangerous devia-tion from the principle. The idea amendment it would be possible to manufacture liquor portant and most of the commission "for use," but not for "sale." The amendment, he said, eities have been consistent in this re-

would not interfere with the "old drinker drinking," but and have made the commission would prevent the "debauching of youth " would prevent the "debauching of youth." Mr. Hobson explained that the present revenue laws they cannot shirk and of which they

SOCIALISM TALKED Mr. Hobson explained that the present revenue laws they cannot shirk and of would be repealed by his amendment, which would permit are constantly conscious.

under the people's control, and elect- penditure of money; a sure test of

sibility of officials; few in number; sulted, with the same or a lesser ex-

serious allegation of graft. Any

Rapid Growth

such instance, even if only alleged The movement grew slowly at first, and not proven, would have been at present, to quote the words of the plan and magnified and exploited to

Never has a new movement been professional politician has faded into

the haze of disearded fetichism. xamined so closely or by so many With this movement of construct tive reaction there seems to have come an unusual receptiveness of mind. It begets a seeking for the best, for the services of experts, for newspapers, civic organizations, as every possible help. These mean investigation and study, which in turn

Los Augeles brought a number of

committee of the Illinois legislature come to the conclusion that there sponsible for their acts, it was too from the inefficient; to place responsibility for failure or to give credit. for good work. The commission plan

Essentials of the Plan

has changed all this. With responsibility has come improvement in administrative methods and purposes for results count and those made ac ountable have of necessity replaced shipshod with careful methods and provided a simple, mobile, workable ficers. In most cases they are elect form of organization MEDFORD FLUFF RUG CO **Rug and Carpet Cleaning**

over one of these departments. The mayor, generally, is little more than the first among peers, one of a body

of which he is the presiding officer. **CAMERA SHOP**

Recently remodeled and enlarged added new cameras and apparatus and is now strictly up-to-date in every way.

Commerical Work of all Kinds

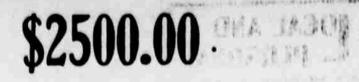
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WESTON'S

them full responsibility, one which Including copying and enlarging of pictures, legal documents, etc. Bro-



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Acre





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TEN YEAR OLD

TREES



