

# NEW CITY HALL SITUATION IS FULLY EXPLAINED

The following statement in explanation of why Medford citizens are asked to vote \$50,000 in bonds for the city hall-court house measure is given out by the chamber of commerce committee in charge of the matter:

The inconvenience and disadvantages of having the county seat so far from the center of population and business activity of the county are recognized by everyone and are too obvious to require comment. Those familiar with actual conditions in the present court house know that the building is absolutely inadequate in size and arrangement for the present business of the county, and has been for years; five of the county departments are located outside the court house in rental quarters less than the inadequacy of the building and those departments in the building for years have been congested as to seriously hamper the work being done there. The situation is not only serious, but it is ridiculous for the county to attempt to run its business longer under such circumstances. This is manifest from the decision of the county judge and two commissioners and that more space is immediately needed, and that in the interest of good business, good work and economy, it all should be under one roof. They therefore decided some months ago, as a matter of absolute necessity, to add several additional office rooms to the present building, and make certain other additions and improvements, which would cost not less than \$50,000. This will add floor space, but will not provide a change in the present inconvenient and archaic quarters. The court was compelled to reach this decision by the necessities of the situation, rather than by any feeling that such arrangements would be permanently satisfactory. Those familiar with the situation recognize that the court is doing the best it can under the present circumstances.

When the court announced its purpose, certain organizations and citizens both in Ashland and Medford requested the court to withhold actual building operations until such citizens could investigate the matter and see if anything better could be done, and not desiring to prevent the people from a fair opportunity to express their own views, and to suggest a different program, the court consented, provided prompt and real action were taken. The citizens and organizations after thorough consideration, devised the most businesslike, simple and practical plan they could work out, and submitted it to the city council and chamber of commerce of Medford, and to various groups of Ashland; and when endorsed by those bodies, citizens of both cities laid the plan before the county court. The court then consented to a further delay until the people of Medford and the county could have an opportunity to vote on the proposition. The proposed plan is as follows:

To remove the county seat to Medford, and use the money which would have gone into additions at Jacksonville as the nucleus for a new and permanent court house at Medford.

When the people of a county vote to remove a county seat to a new location, the law requires that the removal be accomplished within one year. No bonds can be issued for court house building by a county. Obviously a tax levy for such purpose could not be made and collected and a new building constructed all within one year. Moreover, such a levy would be impractical, and the cost should be spread out over several years. Therefore, quarters for temporary use if the county seat be removed, are absolutely essential. Hence the proposition of Medford that it vote \$50,000 in bonds at the election next week, to be issued only if the people of the county vote to remove the county seat to Medford, and in that event the proceeds used to construct a two-story concrete building approximately 1-3 larger than the floor space of the present court house, and lease it to the county for five years free of charge. Also that the city donate to the county, a site, free for the permanent court house when the county is ready to build it; and further, that the council be authorized to sell the present city hall (located in a business section) and retire as many of the \$50,000 of bonds as possible with the proceeds, and take over the new building as its city hall when the county vacates it. This will give the county court five years in which to levy a moderate tax for two or three years, and to use the fund accumulated in the construction of a new court house. The city already owns various lots convenient and suitable for the temporary court house and permanent city hall, so the expenditure of further money in purchasing the land will not be necessary. The advantageous location of the present city hall will bring upwards of \$25,000 at a sale. It is apparent that no other means of meeting the situation are available. Moreover, the committee has investigated the tax situation in both the city and county and is satisfied that the finances of both corporations are in such shape as to warrant the investment without serious burden to either.

In the event the people of the county vote to change the county seat, the location of the permanent court house, its size, arrangement and cost will be entirely in the hands of the three county commissioners, and as they all are successful and conservative men the committee is satisfied that they will use every effort to obtain a suitable building at as moderate cost as possible. It is estimated that the permanent court

house will not cost over around \$200,000, which can be spread over a period of three to five years at a small tax over annum, and the building will be paid for in cash, with no interest charges to pay. Moreover, the \$50,000 saved by not making the improvements at Jacksonville at this time will reduce the actual cost approximately one-fourth. The foregoing plan was decided upon after many meetings and the most careful consideration, and after consultation with business men, bankers, lawyers, farmers and city officials both in Medford and Ashland.

If Medford does not see fit to authorize this action at the election on October 8th, there will be no need for submitting the matter of the removal of the county seat to the voters of the county at the general election in May, 1926, as no means will be available for making the change, and the matter will necessarily be abandoned, costs thereon being borne by the county.

It is imperative that a new court house be constructed. The present structure is antiquated and entirely inadequate for even the present needs; and any money expended by the county in necessary temporary relief will be money practically thrown away, and the same problem will face the citizens of the county within a very few years—the construction of a new court house, Jackson county is a rapidly developing county, its public business is growing and a new court house is imperative.

Committee of the Chamber of Commerce.

By Earl C. GADDIS, Chairman.

S. S. SMITH, HERT ANDERSON, A. L. HILL, Secretary.

R. J. CLANCY.

NAVY RESPONSIBLE FOR DEATH

(Continued from page one.)

Timony" asked Representative Vinson of Georgia.

"It doesn't bother me," Mitchell replied, "but it tends to retard a flow of testimony by junior officers."

"Do you think," inquired Judge Arthur C. Denison of Grand Rapids, Mich., "this has any effect on testimony if the army general staff has a stenographer here?"

"It has the effect," continued Mitchell, "that you may get a letter asking for all facts and data on your statements."

"Since General Patrick (army air chief) testified here last week, he has received a letter asking him to furnish a complete estimate of aircraft expenditures and a budget of needs."

"I thought maybe having a stenographer here might be a desire by the general staff to save buying a record of the hearing," Mr. Denison said.

"That may be, but it works the other way," replied Mitchell.

"France is aspiring to control the air," he said, "in the same manner England controls the sea. Every nation is coming forward with better planes than ours."

The air services of England, France and Germany were all superior to that of the United States he said, "because those countries realize the practical value of aircraft during the World War."

The greatest development, he said, has been in the forces of Great Britain.

How Come? WASHINGTON.—It costs the L. and N. railroad more to guard liquor shipments than the revenue therefrom, but it must continue the business, the interstate commerce commission ruled.

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# P. S. COMMISSIONER EXPLAINS STAND FOR HILL LINES

SALEM, Ore., Sept. 20.—The attitude of the state public service commission toward construction of the Modoc Northern railway line is explained in a telegram dispatched by the commission today to the Klamath county chamber of commerce at Klamath Falls, in reply to a sharp telegram received from the Klamath chamber in which the latter appeared to believe the commission would oppose the Modoc Northern.

The commission's telegram points out that it does not oppose the Modoc Northern but is opposed to it being substituted for a direct trans-state line. Also it points out that the road will be in California, while the commission is boosting for Oregon roads.

The Oregon commission predicts that any effort to bring the Modoc Northern question before the interstate commerce commission hearing October 5 will be opposed from quarters other than the commission and that the interstate commerce commission will sustain the objection for the reason that it would be an introduction of new issues. The telegram follows:

"Replying to your telegram September 29. We intended to convey the thought that inasmuch as application has not been filed with the interstate commerce commission under rules of practice, there is not sufficient time to file an application and supporting data before October 5. Manifestly any effort to bring the Modoc Northern case before the interstate commerce commission would meet with objection which would probably be sustained by the interstate commerce commission on the grounds that it would introduce new issues. While the commission is not opposed to construction of the Modoc Northern, it is opposed to accepting the Modoc Northern as a substitute for a direct trans-state line which it believes to be of utmost importance to the development of the entire state, but it is our firm belief that both the Modoc Northern and

the trans-state line will be constructed. The commission must take a broader view and consider the needs of the entire state. May we direct attention to the fact that the Modoc Northern, which you state is the most important line in Oregon, would be constructed in California, while our application is for railroads in Oregon. The Modoc Northern would shorten the present distance to eastern markets from Klamath Falls. The trans-state line from Odell to Crane will shorten the distance from Klamath Falls to all points east of Granger fifty-seven miles under the mileage of the Modoc Northern. A cross-state line would shorten the distance 227 miles shorter than the Modoc Northern from western Oregon and afford more favorable grades, shorter distances, cheaper construction, will afford transportation for territory not now served equal in area to the state of Ohio, covering said area by short haul to Portland, Ore., afford short haul transportation for all points west of Mountain Home in Idaho to the Pacific coast and at the same time reclaim more than thirty millions of dollars already invested in branch lines extending from the Columbia river to Bend and from Ontario to Crane."

## KLAMATH CHAMBER BACKS S. P. PLAN

KLAMATH FALLS, Sept. 20.—The most important single railroad development in the entire state of Oregon is the construction of the line which the Southern Pacific proposes to build from Klamath Falls to Alturas which will give Klamath county, as well as western Oregon, a new and shorter transcontinental route to the east. This was the declaration of the Klamath county chamber of commerce through its board of directors yesterday in a message to the public service commission and the interstate commerce commission.

In the same message the Klamath county commercial body called upon the public service commission of Oregon to protect the interest of Klamath county by getting behind the construction of this new road and not attempt to inject into the hearing before the interstate commerce commission, which begins in Portland next Monday, other matters which are likely to jeopardize this direct eastern outlet from Klamath Falls.

# RIFFIANS TAKE OFFENSIVE IN SPANISH AREA

TANGIER, Sept. 20.—(A. P.)—Tetuan, capital of Spanish Morocco, was heavily shelled by the rebel Moroccan, using 75-millimeter guns, Monday, according to advices reaching here today.

The bombardment was directed against the city from the hills to the southeast. The Spaniards admit casualties of seven killed or wounded. Some animals also were hit and buildings were damaged.

The Spanish artillery replied to the Riffian fire by shelling over the town from the hills to the north of Tetuan. Eventually the rebels' guns were silenced. It is not known what casualties were inflicted on the Riffians.

The rebel bombardment is believed to be a counter move to the Spanish advance from the Alhucemas Bay region on Ajadir on Abd-el-Krim's capital, which is within four miles of the Spanish lines. The Riffians apparently have taken advantage of the reduced garrison defending Tetuan.

The civil population of Tetuan is uneasy as a result of the bombardment. However, the important communications with Ceuta to the north and Tangier to the northwest, have not been affected and traffic on these roads continue normal.

## NEW PUBLIC HEALTH NURSE STARTS WORK

Miss Leah Jennings, the new public health nurse of the Jackson County Health Unit, arrived here from her home in Bayland, Ohio, last Sunday evening and will go on duty tomorrow, as the team mate of Miss Vera Board, the other public health nurse, and will have charge of the southern portion of the county. The

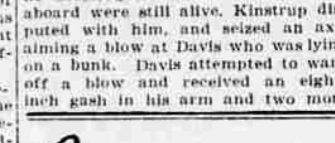
blows were inflicted before other loggers interfered. Kinstrup broke away and fled into the brush.

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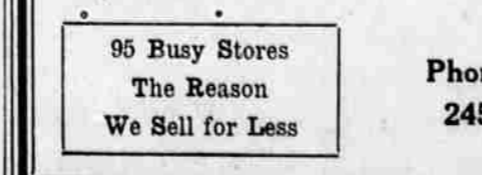
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