

Ashland Tidings

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SELF-CONTROL FIRST.

"Who has more soul than I, mas-
ters me, though he should not raise
a finger."

There is no power like that of
self-control, poise, the reserve force
that results from mastery of one's
own mind and faculties. There is
no more necessary qualification for
leadership, no more serviceable
equipment for life work.

I have been in business establish-
ments when serious accidents hap-
pened—when an elevator fell, or
somebody was killed, or when a fire
broke out—and, though nearly every-
body lost his head, and there was the
greatest confusion and panic, there
would always be one man who could
take the helm, a calm, cool, balanced
man who could not be thrown off
his center. When everybody else
was excited and no one could think
of the right thing to do, that was
just the time that this one man could
think best and act the best. It made
no difference what happened, he
could not be thrown off his guard,
his judgment was not crippled, he
was master of the situation.

It is emergency that tests the
strength of character. Not long
since, the captain of a great steam-
ship committed suicide when he dis-
covered that his ship had struck on
a coral reef. Immediately before the
accident he had been having a jolly
time with the passengers and was in
the best of spirits. They were just
approaching a beautiful island and
everybody seemed happy; everything
was going smoothly, but the moment
the emergency, the character test,
came the captain was found wanting.
He was all right under ordinary cir-
cumstances, but he did not have re-
serve force. His mind had not been
trained to remain calm, so that he
would be level-headed in a great cri-
sis. He could not stand the test,
but went to his room and took his
life.

Not a passenger was lost in this
accident, and had the captain been
made of the right stuff, and properly
trained, he would have met the emer-
gency, calmly, serenely, like a man.

Self-confidence is the balance
wheel which keeps the head level in
an emergency. If you want to know
a man thoroughly just watch him in
a critical situation, see how he acts.
This will test the man. If he be-
haves well in the crisis, if he keeps
his head when other people lose
theirs, if he knows what to do, if he
keeps cool when others are excited
and confused, you may be sure that
he is made of the right kind of stuff
and can be relied on.

Many a young man owes his start
in life to his cool-headedness in a
time of excitement. But you can't
have a level head at such a time un-
less you have trained yourself day
by day in trifles to act with courage
and good judgment.

Remember that some one is al-
ways watching you, sizing you up,
measuring you by the quality of your
acts. There is nothing that will help
you in getting on so much as to form
the habit of always using good sense
and good judgment in everything you
do. Never allow yourself to do a
foolish thing, to make a thoughtless
mistake that any office boy should
be expected to avoid. Ask yourself,
when you are about to do a thing,
"Is this a level-headed thing to do?
Am I using good horse sense?" I
know no other method as good for
strengthening one's character, in-
creasing one's efficiency.

Say to yourself, "There is one
thing my employer shall never find
me capable of, and that is tom-fool
actions, silliness, senseless, silly acts.
I will at least show him that I have
good sense, and that I always try to
use good judgment in everything.
There is nothing that an employer
appreciates more in an employee than
horse sense and a cool head when
decisive action is needed."

A GLEAM OF SUNSHINE.

There is to be at least a temporary
and a partial relaxation of the grip of
hard times on the country. The har-
vesting of the great wheat crop, the
growing promise of a normal yield
of corn, and the increasing prospect
of a great crop of cotton, are leading
to a confidence in railway circles
which can already be seen resulting
in orders for the making of new
cars, locomotives and other necessary
equipments. Orders for rails for the
necessary repair of sections which
have been kept only in condition for
light traffic, and new sidetracking
for the accommodation of more cars,
show that the bets possible use is to
be made of the opportunity to repair
some financial losses. More labor is
being employed in steel mills, in car
factories, and on the lines along
which the great crops are to be
hauled.

This is the brighter side of a pic-
ture which has for months been
showing none but dark ones. To dis-
sipate the darker lines, even if but
temporarily, and while the crops are
moving, is a decided gain, and one
which we are not at all disposed to
undervalue. We have much to offset
in the way of losses. The official
statistics for the fiscal year closing
with June 30 show that nearly one-
half of the balance of trade in favor
of the United States during the pre-
ceding fiscal year disappeared during
the one in which the change from
protective tariffs to revenue tariffs,
or to free lists, was made. Putting
the case in another way, our export
trade fell off \$250,000,000 during
the last eight months of that year,
for from June to November the
monthly statements show an increase
in exports. The heavy decrease was
made in practically one-half of the
year covered by the report, or in the
months of January, February, March,
April, May and June.

Our exports will undoubtedly be
swelled by exportations of portions
of the new crops. The continuing
increases in the volume of imports,
however, show a necessary displace-
ment of more or less labor in many
industrial lines. This is shown, too,
in the falling off in manufactured
exports formerly sold abroad, at a
small profit, as surplus products of
labor to be kept in steady employ-
ment. In reducing labor cost, the
first element to be cut out has been,
naturally, the export trade, on which
the margins of profits were the
smallest. This has involved the dis-
charge of workmen formerly en-
gaged in the making of a surplus for
export. There has been such a re-
duction in the working forces of
many lines that it is encouraging to
find now the indications of employ-
ment for many idle hands, at least
for some months during which the
crops are being moved. It is a gleam
of sunshine in clouded skies.

THE CORNER CARD MONOPOLY.

The fight to give printers a share
in the business of printing individual
corner cards on stamped envelopes
and thereby increase their revenues
has been vigorously taken up and
will not be dropped until the condi-
tion of a monopoly, permitted and
even fostered by the government of
the United States through the post-
office department, has been wiped
out.

The condition of affairs as they
exist today is a vivid example of the
working at cross purposes of two dif-
ferent departments of the govern-
ment, for while the department of
justice is busy with the prosecution
or contemplated prosecution of mono-
polies and while congress is per-
spiring over the enactment of anti-
trust laws to facilitate prosecution of
monopolies, the postoffice depart-
ment is working under a contract
with a single firm of printers, which
has been granted the sole privilege
of printing the corner card on the
stamped envelopes furnished by the
government.

Even the granting of this contract
would not entirely bar printers
throughout the country from compet-
ing were it not for the clause that
puts upon the postoffice department
the burden of transporting the en-
velopes with individual corner cards
to the private enterprises or persons
who have ordered them. In other
words, the firm which holds the con-
tract is relieved of all transportation
charges. How can printers compete
under such conditions?

There remains but one way out,
and that is to heed the admonition
in The American Press and send a vig-
orous protest to congress. That
body is the only one which can act
in the matter. The government con-
tract with the printing firm ends
next March. It is our opinion that
when the attention of the national
legislature is called to this injustice
to printers there will be a change
by which all printers will benefit.
The plans can be worked out later.
Meanwhile we advise all printers to
protest vigorously.

RAILWAYS CURTAIL EXPENSES \$700,000,000.

Out of the labyrinth of figures,
facts and near-facts on the question
of railway rates, the main points of
contention have for weeks been slow-
ly emerging. President Ripley of the
great Santa Fe system has, with an
admirable appearance of candor,
helped to set forth before the coun-
try the point of view of the railway
men in an article in the Atlantic,
says Current Literature. He does not
limit himself to the specific question
of rates, but endeavors to correct
what he feels to be the false position
in general in which the people have
come to regard the railways. He ad-
mits that in the past, up to a "com-
paratively few years ago," the public
did its duty to the railways better
than the railways did their duty to
the public. The public grew rightly
incensed and was justified in taking
"vigorous measures" to correct "de-
plorable" abuses that characterized
railway management. But the public
has allowed itself to go farther than
was fair, and the railways now have
a right to complain that they are
doing their duty to the public better
than the public is doing its duty to
them. As a result both are suffer-
ing. The country, Mr. Ripley main-
tains, has been feeling the effects,
for the last three years, of the "un-
healthy condition" of the railway
business. Here he gets down to
some interesting figures. If the rail-
ways had expended as much, during
each of these three years, for opera-
tion, additions and betterments as it
was expending in 1907, their expend-
itures would have been \$400,000,000
larger. If they had spent proportion-
ally as much for new railway con-
struction, their expenditures would
have been \$300,000,000 larger still.
The fact that, instead of increasing
their expenditures as they should
have done to keep abreast of the
growth of commerce, the railways
have actually curtailed expenditures
by \$700,000,000, has, we are told,
been one of the main influences for
prolonging the depression of busi-
ness.

SUCCESSFUL CO-OPERATION.

The Puyallup Fruit Growers' Asso-
ciation has set an example to the
whole country of what can be done
by intelligent co-operation among
the farmers. Its payroll for berry
growers and pickers for the week of
July 16 amounted to \$27,500. To
harvest the red raspberry crop, which
is now in its prime, 15,000 pickers
are employed. The association's can-
nery has orders for 3,000,000 cans
of berries this season. Its business
is growing rapidly in all directions,
and the wealth it is making for the
co-operating farmers seems almost
incredible when it is compared with
the meager returns from old-fash-
ioned, unscientific, individualistic
methods.

The point of the story is that any
other community can do precisely
what Puyallup has done. There is
no mystery whatever about it and
no miracle. It requires only a fair
degree of intelligence, a reasonable
amount of kindly feeling among
neighbors and good business ability.
The business ability of Puyallup has
been mainly supplied by Senator
Paulhamus, who founded the asso-
ciation and guided it safely through
its early difficulties. There is at
least one man in every community
who, if he would exert his abilities,
could do for his neighbors what Sen-
ator Paulhamus has done at Puyal-
lup. Here is a useful career open
to scores of energetic, ambitious men
in all parts of the country. The
wonder is that more of them do not
follow it.—Oregonian.

WORTH TRYING.

Here is a sentence from Frank
Walsh's speech at the recent social
conference which ought to be
studied:

"To form the habit of using the
machinery of democratic assembly
and discussion, which exists in our
system of common school houses, so
that we shall be able to use our
heads instead of losing our heads
over the economic problem, is a mat-
ter of social life and death, of re-
construction or destruction of our so-
ciety, the success or failure of democ-
racy."

As chairman of the national com-
mission on industrial relations Walsh
looks ahead. He sees Paint Creek,
Ludlow, Calumet, ominous forerun-
ners of the appeal to force, and he
hopes instead for the appeal to
reason.

History records the sway of force.
But now we have new factors—free
schools, the democratic ballot, the
way to free speech if we have sense
enough to take it.

Maybe these will save us.
They're worth trying.

Why should famine and disease re-
strict their attentions to the Domini-
can rebels?

AN EXAMPLE OF THE SIMPLE LIFE.

Medical literature tells of a woman
in Silesia who became the proud-
and busy—mother of sixty-two ba-
bies, all of whom lived to maturity.
They came in showers, once six at a
time, often four and five, only one
unitarian.

There were no flats in Silesia, with
children barred. This prolific moth-
er lived in the open country, where
the kiddies had room to play and
grow.

Most of the time they went bare-
foot. Otherwise pa mightn't have
been able to foot the shoe bills.

They ate the simple fare which was
obtainable from fields and forests—
brown bread, nuts, wild fruits, the
flesh and eggs of domestic fowls,
fish from a friendly stream and
hares and partridges.

Their clothing was homespun, not
fancy but serviceable.

They were not afraid to sleep out-
doors.

There was a happy exanue of the
simple but bounteous life. They
never saw a railroad train, a street
car, an automobile or an aeroplane,
and when they traveled it was by
that best of ways, shanks' ponies.

But they ate well and slept well
and were strong and hardy; they
were not peevish and fretful and
crazy for a new sensation, for they
had nerves of steel.

They missed a lot of the pleasures
and advantages of civilization, do you
say?

What, for instance?

How much would a multi-million-
aire dyspeptic give, think you, for
health and strength and contentment
like theirs?

How much of the high life that
many of us nowadays live is really
essential?

OLD-FASHIONED LOVE.

A doctor said the other day that
"old-fashioned love" was the best
basis of mating—far better than this
new-fangled folderol called "eugen-
ics."

What was "old-fashioned love"?

In the time of the cave-dwellers it
was to seize by the hair the woman
who piqued your fancy and drag her
to your skin-covered flat in the cliff,
clubbing her if she resisted.

Outdoor living free from the vices
of civilization in those days bred a
race that, though brutal, was hardy.

But you'd hardly want your daugh-
ter to be wooed in that way.

Then came the era of barter—so
many cattle or elephants' trunks for
the mate of your choice, she doomed
by pa and ma to the highest bidder.

That, too, was "old-fashioned
love," and some of it still survives;
but most folks today aren't proud of
it.

The truth is that, in love as in
other affairs of life, fashions change.
Each era wants a fashion of its own.

So that if the woman of the future,
wishing to escape some of the hard-
ships which in past ages have un-
fairly fallen on her sex because of the
greater selfishness of man, should
wish to set up the eugenic fashion,
demanding the health and cleanliness
of her mate which he in all ages has
desired of her, why, it wouldn't be
long until that kind of love would be
old-fashioned, too.

But a better fashion, for the world
to move.

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EQUAL PAY FOR EQUAL WORK.

What! Pay a woman school teach-
er as much wages as a man, when
any school board can get dozens of
women applicants for employment at
present wages for every vacancy?

Thus the Tories greet the equal
suffrage, equal pay resolution adopt-
ed by the National Educational Asso-
ciation at St. Paul. And pass on,
muttering about the eternal sanctity
of the law of supply and demand.

But, getting down to brass tacks,
why not?

If the woman's teaching equals in
social value that of the man—and
most folks agree that usually it does
—why shouldn't her pay equal his?
Is the community, too, to be an
exploiter of womanhood?

To be sure, it "keeps taxes down."
Which is a fine thing for tax dodg-

ers and those of large wealth who
always cry for low taxes, though if
we were to revise our taxing system
so as to make privilege pay its due
share there would be plenty of reve-
nue to pay women teachers as much
as men and do many other just
things as well.

Perhaps that's the real, bedrock
reason for the present discrimination
against women—the fact that many
men and some unwise women don't
want just taxation.

Yes, we're pretty certain it is.

\$2 THE YEAR \$2
Strictly in Advance

Southern Oregon's Big Twice-a-Week
newspaper

The Ashland Tidings



Buy them
for style

And consider
the 6 months'
guaranteed
wear as an ex-
tra advantage.

Don't think that Hole-
proof are guaranteed
just in the heels and
toes. Every stitch is
protected. If they rip,
if they tear, if a single
thread breaks—any-
where—the manufac-
turer wants to replace them. These hose will stand
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FOR MEN, WOMEN AND CHILDREN

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is that of the originator of Holeproof—the origina-
tor of *guaranteed hose*, the hose that are guaranteed
because they are worth it. Look for that signature
and trademark on the toe of the hose, for it identifies
the genuine. \$1.50 to \$3.00 a box of six pairs, guar-
anteed to wear six months.

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