

Ashland Tidings

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Ashland, Ore., Monday, June 26, '16

THE CHURCH AS A CATERER.

A visitor from another town, who at home is an active worker in her church, remarked that her labors for that organization had seemed unsatisfactory this year. She had been busy all winter with suppers and cake and candy sales. Instead of being a propagator of religion, the church seemed to have become a catering agency. Formerly the phrase "church worker" referred to people active in teaching Sunday school classes, or conducting missionary meetings. Now it was likely to mean one who gets up suppers.

These suppers would be served for anywhere from 20 to 35 cents, and half the material, contributed by members of the parish, would be left over. Total receipts must have been less than the value of the material given. Also the labor of the workers counted for nothing.

It was not merely the regular church functions. The Boy Scouts and the Campfire Girls and the Christian Endeavor Society, etc., all had to have their sales. About every week she was called on to make cake or candy.

Nominally a ready cash profit is made that could not be collected by subscription. The men are willing to see their kitchens raided for 50 cents worth of material, when they would not give 25 cents outright. So the funds are raised by subterfuge and an uneconomic method.

It is the one excuse for this dubious method of financing, that it promotes friendly social life. A woman gets better acquainted in cooking one supper than she would in months of stiff and formal calls. But while the churches that have not gone much into this form of life may be condemned as unsocial, they may be doing more for the ends for which the church primarily was founded.

HEARD AND OVERHEARD.

One of Ashland's most popular young ladies says: "I am so glad B. is going to Mexico. I just love tamales, and now he can send me some real ones."

The story is going the rounds that the mother of one of the lads in the Medford militia company called up the captain and said: "I want it distinctly understood that while I do not object to my boy's drilling with your company, I do not under any circumstances want him sent to Mexico."

Miss Esther Whited, who recently returned from a winter of "batching it" with three other girls at San Francisco, says: "I got so used to living in a flat that I asked the ticket agent for a lower flat instead of a lower berth, and he told me the train I was going on was made up entirely of Pullmans and did not have a single flat car."

Newt Harrison, who recently bought into an Ashland garage and has recently had an opportunity to listen to boasts of many autoists of time made over the Siskiyou mountains, says: "Queerly enough, most of them make better time coming back than going over. I think they must mix alcohol with their gasoline."

Instead of deficiencies as in other institutions, the Oregon insane asylum will return \$40,000 of its maintenance fund as unexpended.

Wasco will vote on \$250,000 county road bonds.

Work has started on a potash factory at Newport.

Talks With Screen-Struck Girls



Beatriz Michelena

A San Francisco girl writes me and asks, "Does it take much money to become a motion picture actress?" This young correspondent is seventeen and ambitious. She has all her life wanted to become an actress. She has determination and, so she says, a good willingness to fight, but, if it takes a great deal of money, she has not that. So she has written and asked me about it.

The worst of her question is that it does not go quite definitely and straight to just what she means. No amount of money could buy the genius or adaptability or the stock of courage necessary to success in motion pictures. I have already voiced an opinion in previous "talks" that money spent as tuition to schools of motion picture acting is money thrown away. No, my young friend, one cannot become a motion picture actress merely by paying a price.

However, it takes time—sometimes months and years of it—to win recognition as a screen actress, and during all this time one must live. At first there is a long period of playing extra bits—of being one of the crowd at a discouragingly small recompense. Often there is a week or two or three between jobs and the few poor cents received for the last day's work have dwindled and been completely devoured before the next day's work, with its few poor cents, is in sight.

At first one cannot expect to nearly live on the money his or her picture work brings in. There must be resources beside this, no matter how willing one may be to skimp. In this indirect way it does take money—sometimes a great deal of it—to become a picture actress. There are much discouragements and little romance to the early beginnings of a picture career.

I should certainly never advise a girl to go to a picture center with hopes of becoming an actress, unless she had some very visible and dependable means of livelihood in view other than that of hoped for picture work.

Asks County Courts To Co-Operate

Because there is a lack of organization in the building of good roads in Oregon, a sub-committee appointed by Glen O. Holman, president of the last convention of county judges and commissioners, has sent out a list of questions to the county courts of the state for the purpose of getting information which may be of value in placing road building on a more substantial systematized basis.

The members of the sub-committee are Philo Holbrook, F. S. Gunning, D. B. Reasoner, A. L. Clark, C. C. Chapman, John Dougall, John H. Lewis. Replies to the letter will be received at the office of State Engineer John H. Lewis.

In the letter the attention of the county courts is recalled to the fact that over \$6,000,000 is expended annually on roads in Oregon, the work being done largely under the direction of the county courts.

Too Many Heads to Work.
"Seventy per cent of the funds available for county work must be allotted to district supervisors for expenditure," says the letter. "In some counties there appear to be sixty or more heads to road work and as many different systems are followed. Good results are doubtless had in some cases. In other funds are wasted. There being no clear-cut division of responsibility, county courts are often blamed for the inefficiency of the supervisors. Without centralized control, no uniform system of maps, profiles or cost-keeping records can be kept so as to show where and how this vast sum of money is expended. Those doing good work cannot get proper credit, and must often suffer criticism, because there is no method of comparing unit costs of work done in one county or district with that of another."

Iowa Plan Favored.
"The sentiment of the sub-committee seemed to favor the Iowa plan of having the main trunk roads specifically designated as state roads, to be built and maintained at the expense of the state. The main county roads leading to state roads and to market centers to be likewise shown on a map and to be built and maintained under the direction of the county courts, with only limited jurisdiction on the part of the state to insure standard grades and alignment, and uniformity of records, and that inter-county roads may meet at the border of counties. All other roads to be built and maintained by the local districts with general supervision as to location, grades, cost keeping, etc., under the supervision of the county roadmaster or the state."

Laws Are Conflicting.
"At present there appear to be many conflicting and confusing provisions of law, great and unnecessary division of responsibilities, and a deplorable lack of accurate information for guidance of this committee in its work."

The committee asks for information on the following points:

1. What was the expenditure of your county during 1915 for roads and bridges?
2. How many miles of county roads of different classes in your county?
3. How many district or road supervisors in your county for 1915?
4. Do you have district supervisors or a county roadmaster?
5. Is there any definite periodical and systematic inspection of bridges in your county and report on their condition as to painting, upkeep, adjustment and durability for heavy

traffic requirements now known to exist on your roads?

6. Do you think greater efficiency can be secured by a more centralized authority, such as the appointment of one qualified man by the county court to handle all road work of the county, under the general direction of the court?

7. Would it simplify accounting to have one county fund from which all road and bridge expenditures can be paid instead of many funds as found in some counties?

8. Should some attempt be made to simplify and make more uniform present methods of surveying and mapping roads, and in keeping unit costs of work done?

9. Can you furnish for use of this committee a small scale county map showing the location of the principal state and county roads in your county, also present road districts? If you cannot do this now, could you furnish such a map by September 1?

10. It is stated that occasionally roads are located by county authorities where they know they should not be. Would it be conducive to better locations if the county courts should, or could, call upon the state authorities to locate or approve locations of new roads?

11. Should not the law permit condemnation and purchase of right of way by the state for state roads?

12. There are two methods for laying out or changing county roads. Should not a simpler method be provided where the judgment of an expert location engineer can be followed by the court if desired?

13. Should the many duplicate and conflicting provisions of our present law be eliminated?

14. Is the enclosed list of road supervisors of your county correct? If there are changes will you kindly make them, note address and return list?

15. What do you estimate the population of your county to be at present date?

16. The committee would appreciate any suggestions which you think may be of value in revising present road laws.

S. O. Chautauqua Oldest in Northwest

It would be about as easy to measure the earth with a footrule as to grasp Chautauqua dimensions off-hand. The Chautauqua movement has swept this country from coast to coast with the enveloping impetus of a leviathan tide. Only the peaks are visible.

At an aggregate expenditure of \$10,000,000, employing more than 6,000 people, Chautauquas are sprinkled like pepper throughout the United States. There are nearly 5,000 of them. In the state of Iowa alone, with a population of less than that of California, there are more than 400 Chautauquas. This season there are 200 Chautauquas west of the Rockies where a few years ago there were only four assemblies. The Southern Oregon Chautauqua is the oldest in the northwest, and the oldest but one on the Pacific coast.

The county road from Oregon City to the Clackamas bridge is being hard-surfaced.

Albany has assurance of a \$20,000 loganberry plant. Machinery has been ordered.

The nitrate beds of Malheur county are to be developed on a large scale.

Routine Round of Council Whirl

After hearing the reading of the minutes Tuesday night the city council voted to hold an adjourned meeting on June 30 and omit the first July meet, which would fall on July 4. The report of the park board and the report of the springs commission were approved, as was also the report from the springs commission turning Lithia Park over to the city.

A petition from the billiard hall men of the city requesting that they be allowed to keep open later than the accustomed hour of 11 o'clock on the three days of the dedication celebration was favorably received, all but Councilman Ashcraft voting in favor of drawing an ordinance granting some leeway on these nights.

Councilman Nininger arrived at this juncture, and his arrival reminded Recorder Gillette of the minutes of a special meeting which he had forgotten to read.

A communication from someone was partially read, and proved to be very interesting to the hearers, but did not concern the council and was cut off in the middle by a motion laying it on the table. The petition seemed to be a protest against the methods used in trying some automobile billiard who ran over the Lithia Park lawn. The mayor suggested that the petitioner take recourse to the usual methods under the law, if he thought he had failed to get justice.

Mr. Nininger brought up a request from Mr. Hull, who is securing motion pictures of Ashland to be used in advertising the coming celebration by exhibition in the motion picture houses from Roseburg south, and the city voted \$10 toward the project, which was deemed to be good advertising.

Messrs. Walker and Fraley reported good progress in securing ground for camping and hitching places, and with the co-operation of committees from the city at large are securing land in various sections of the city and putting it into shape for campers, both autos and teams. Several other problems relative to the handling of the celebration crowds were discussed.

Mr. Billings submitted a proposition from the Chautauqua Association regarding the strip of land between Park avenue and the creek. The report was filed and will be taken up later. In regard to his barn on the same street he offered to trade the property for the same sized strip at the rear with the provision that the city move his barn. He also made an offer to sell the property outright in order to get the matter closed up. No action was taken.

Adjournment was taken at 1:25 o'clock.

Famous Mawson Antarctic Pictures

In securing the marvelous motion pictures that will be shown at Chautauqua, Sir Douglas Mawson, the young Australian scientist, fought enemies as dangerous as the machine guns—or even dum-dum bullets. In the Antarctic he waged a war as dangerous as being fought on European battlefields today.

Only in the Antarctic they never meet the enemy face to face and they never have a chance to fire back. It is the frost that penetrates your body and cripples you for the long tramp; it is the blizzard that blinds you till you lose the trail; it is the treacherous hidden crevasses all covered with snow into which one unsuspecting step may plunge you and your sledge down into unending space from which there is no return. Lack of food, scurvy, loneliness—these and a dozen other hardships make Antarctic exploring extremely dangerous and hazardous.

Sir Douglas Mawson went through all of these afflictions and after twenty-seven months returned to civilization with a wonderful story and a set of motion pictures the greatest ever made and by far the most expensive.

In these pictures may be seen the animal and bird life of the Antarctic, the titanic floating icebergs, the glaciers and crevasses, the ice caves and many other unusual phenomena.

The Sir Douglas Mawson Motion Pictures of the Antarctic are marvelous and thrilling. After you have seen them at the Chautauqua—you and all your family—you will admit that they are the most thrilling as well as educational pictures that have ever been shown.

Suit has been brought at Salem to enjoin the purchase of a \$6,000 municipal paving plant.

Hermiston, Ore., is to have a new \$5,000 library.

HAVE YOU A SAND PILE?

(Southern Pacific Bulletin.)

I observed a locomotive in the railroad yard one day;

I was waiting at the roundhouse, where the locomotives stay; It was panting for the journey, it was coaled and fully manned, And it had a box the fireman was filling full of sand.

It appears that locomotives cannot always get a grip

On their slender iron pavements, 'cause the wheels are apt to slip; So when they reach a slippery spot their tactics they command, And to get a grip upon the rail they sprinkle it with sand.

It's about this way with travel along life's slippery track—

If your load is rather heavy, and you're always sliding back;

If a common locomotive you completely understand,

You'll provide yourself in starting with a good supply of sand.

If your track is steep and hilly, and you have a heavy grade,

And if those who've gone before you have the rails quite slippery made,

If you'd ever reach the summit of the upper tableland,

You'll find you'd have to do it with a liberal use of sand.

If you strike some frigid weather and discover to your cost

That you're liable to slip upon a heavy coat of frost,

Then some prompt, decided action will be called into demand—

And you'll slip 'way to the bottom if you haven't any sand.

You can get to any station that is on life's schedule seen,

If there's fire beneath the boiler of ambition's strong machine;

And you'll reach a place called Flush-town at a rate of speed that's grand,

If for all the slippery places you've a good supply of sand.

A SAFE TEST.

For those who are in need of a remedy for kidney troubles and backache it is a good plan to try Doan's Kidney Pills. They are strongly recommended by Ashland people.

John H. Baron, 304 Mechanic street, Ashland, says: "I have used Doan's Kidney Pills off and on for several years and have always found them a splendid medicine. Like elderly people in general, I have kidney and bladder trouble at times, and I can say that Doan's Kidney Pills always give me quick and positive relief." (Statement given March 11, 1913.)

On March 16, 1916, Mr. Baron said: "I am ready to confirm any time what I have said in my former statement regarding my experience with Doan's Kidney Pills. Whenever I take them, they put my kidneys in good working order."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Baron has twice publicly recommended. Foster-Milburn Co., Props., Buffalo, N. Y.

World's Leading Tobacco Town

Following are extracts from an address delivered by Col. A. D. Watts, collector of internal revenue for the Fifth District of North Carolina, at a smoker given by the Twin City Club, Winston-Salem, February 4, 1916:

"Some Parisons.
"Winston-Salem is supplying one-fourth of all the chewing and smoking tobacco consumed in the United States, besides exporting vast quantities to foreign lands. This statement is taken from the report of the commissioner of internal revenue for the first quarter of the present fiscal year and from private advices from Washington, as to the second quarter, which ended December 31 last.

"Your city is making one-seventh of all tobacco products—chewing and smoking tobacco, cigars, cigarettes and snuff—manufactured in the United States. Your manufacturers are paying on an average about \$37,000 a day revenue taxes to the government and the amount is increasing from month to month. When your government building, much the handsomest in the state, was completed last July at a cost of \$250,000 your newspapers made the statement that the taxes paid in your city to Uncle Sam for the first eight days of its occupancy would pay for it. Since September it has taken only a fraction over seven average days' collections here to equal its cost. So far this week, Mr. Cranford has taken in \$206,428.50. I predict that before 1916 shall have ended your average weekly payments to the government on tobacco will more than pay for this magnificent building, leaving the collection for the other fifty-one weeks as clear profit to the government.

"Tobacco Shipments.
"Winston-Salem is shipping on an average each week day to all parts of this country and to foreign lands at least \$150,000 of tobacco products.

"In conclusion, Winston-Salem manufactures more tobacco (all tobacco products are taken into this statement) than any other city on earth, little or big. Industrially, she is easily first in North Carolina, population considered, first in America, and, I believe, first in the world; socially, a never failing delight to her friends."

John B. Wimer, member of the local police force, has been granted letters patent No. 1,187,217 on a cattle stanchion for which he applied last January. The appliance is designed for dairy barns. The device is interlocking and entire herds or individual animals may be handled by a twist of the wrist. The material entering into construction is practically all of iron.

"no wonder you dread housecleaning

when you use a back-straining broom and dust-pan—move the heavy furniture, remove rugs—and have the whole house turned topsy-turvy for a week or more.

But why do you clean house that old, time-worn way when our

Hotpoint Vacuum Cleaner

cleans cleaner, more conveniently—

---operates from any lamp socket

---is lighter in weight; easily operated

Get one during Hotpoint Week—July 3-8—and save \$5.50. See it demonstrated at

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