

Cutlery Sale!

An opportunity
to buy a Pocket
Knife, pair of
Scissors, plain or
Safety Razor,
Pruning Shear,
Butcher Knives
an Axe, Hatchet,
Plane, any-
thing and
everything
that cuts.



25 Pocket Knives, worth 35 to 40c, at	25c
25 Pocket Knives, worth 65 to 75c, at	50c
25 pairs Shears, worth up to 85c a pair, at	50c
50 Safety Razors, worth \$1.00, at	85c
25 Duplex Demonstrator Razors free when you buy a package of blades.	40c

We carry the Nagle Reblade Pocket Knives. When you break a blade it can be replaced in a few seconds.

TOOLS We will have a Tool Sale the coming week. We carry a big stock of high-grade tools, and this will be an opportunity to secure the tool you have been needing so long at a very low price. Don't wait until the article you want is gone.

AXES We bought several dozen Axes at a price 40 per cent under the prices today. Woodchoppers, we will give you the benefit of this purchase in LOWER PRICES.

Mattocks and Railroads Picks

25 Railroad Picks, worth 60c at 40c

25 Mattocks, all weights, worth 75 to 85c, at 55c

Mail Orders When you are ready to mail your orders, bring or send them to us with check or the money. and we will fill them. You will be the freight ahead, besides

you will have the privilege of seeing the goods.

Warner *The Low Priced Hardware Man.*
375 E. Main Phone 146

Normal Arguments For and Against

(Continued from page 6)

at Weston, located but 21 miles from Pendleton in the same county? It is significant that the Pendleton argument avoids all reference to this state property.

The Weston normal was maintained until 1909 when because of certain adverse political influences and through no fault of its own failed of an appropriation in the state senate, although supported in the lower house by a vote of two to one. It was then the largest of three normal schools in the state, having an attendance of 278 in the normal department and a strong training school. Its work was accomplished on the modest maintenance of \$12,500 per year. The Monmouth normal now receives \$39,000 per year, and in addition was granted \$50,000 for buildings by the 28th legislative assembly. With similar support the Weston normal would unquestionably have attained to at least equal rank and usefulness.

Through a bill initiated by the legislature the Weston normal asked the people in 1914 for a maintenance tax of only one-fortieth of a mill, while Pendleton is now asking for one-twenty-fifth of a mill. Weston's request was denied by a majority of 17,895. In the same general election a similar millage tax for the support of the Ashland (Southern Oregon) normal was defeated by a majority of 25,602. In the fact of this decisive adverse vote but two years ago the Pendleton measure was regarded as a defiance of the people's mandate and an abuse of the initiative. Weston was content to wait for evidences of a change of sentiment in Oregon along normal school lines.

The Pendleton bill constitutes a return to "logrolling" methods. It clearly indicates the fear of its sponsors to go before the people on the merits of their own demand. Why seek to "validate" well established institutions that are in no sense in peril? Should the necessity ever arise, their security can and will be assured by the passage of a millage measure entirely independent of a millage tax for Pendleton's benefit. Pendleton has been treated generously in being granted the Eastern Oregon hospital, which received a total

appropriation of \$308,659.25 from the 28th legislative assembly.

Normal schools are undoubtedly needed in Southern Oregon and in Eastern Oregon. The school at Weston should be supported. Weston is an attractive little city with adequate train service, beautiful surroundings, agreeable climate, healthful conditions and an ample gravity supply of pure mountain water. During the school's long career not one death ever occurred among its student body.

Weston, in fact, is an admirable location for a state normal school. It is a "small town" yes, but so is Monmouth and so are numerous normal school towns in the east. Weston has in the past supplied an entirely adequate number of pupils for an efficient practice school, and can do so again.

Why should the voters expend \$125,000 for something they already possess? Why should they tax themselves one-twenty-fifth of a mill when one-fortieth of a mill—all that was asked of them and which they denied two years ago—is sufficient? Logic and economy alike suggest the defeat of the Pendleton bill, with a view to the ultimate reopening of the Eastern Oregon normal at Weston.

F. D. WATTS, S. A. BARNEs, E. O. DeMOSS, WM. MacKENZIE, CLARK WOOD, Weston, Oregon.

C. O. P. Company Builds Extensions

The California-Oregon Power company will have completed the survey of the power extension between Shasta Springs and McCloud, a distance of seven miles, by Saturday. Material is being distributed along the line for the building of the same.

The same company is building an extension from Castella to Carrville and Trinity Center and will have it completed in six weeks. At present the company has four camps on the route. The division manager, O. G. Steele of Yreka, has moved his family to the route where he will camp till the work is completed.

Miss Nellie Perry is the guest of her cousin, Mrs. P. J. Kinney, at Hillcrest orchards.

Brewster valley, Coos county, to have a creamery.

One in Twenty-Five In U. S. Own Cars

This is a nation of automobile owners. Nothing like the distribution of motor vehicles in this country, is to be found in any other part of the inhabited globe. Never before in history has a product, the unit value of which even remotely approached that of the automobile, been sold to nearly so large a proportion of the population.

If any argument were needed to clinch the fact of the huge prosperity of these United States it could be found in this one item of national investment; the light-seeking economist would need to search no further. By the first of January, 1917, there will be one automobile in the country for every 25 inhabitants. On January 1, of this year, there was already one automobile to each 44 of the population.

It is staggering when one stops to realize the cost of even the most modest motor car. If one put the average cost of an automobile at \$500 which is considered lower than the true average, the value of the 2,445,664 cars which the government census recently announced were registered in the United States in 1916, reaches in the aggregate, \$1,222,880,000. This is the sort of figures that one uses in speaking of national debts or annual appropriations of a first-class power or the cost of many months of the great war. It is quite outside of ordinary comprehension.

But automobile production did not stop in this country when the weary old year laid down his scythe and hour glass last December. On the contrary, it received a new impetus, and more cars, by an enormous percentage, are being produced and sold this year than ever before. The most sanguine prophets predicted that 1916 would see 1,500,000 cars produced in America. For once these prophets are cloaked with honor in their own country, for that production seems certain to be reached. In a careful compilation of the figures for the first six months of the year, made by The Automobile, our factories were found to have produced 754,902 passenger automobiles. It is not hard to see that with the speeding up of the production usual in the second half of the year the 1,500,000 mark is sure to be attained.

When these 1,500,000 cars are added to those in operation on January 1 last, it will be seen that at least 3,945,664 automobiles will be owned in the United States, or one to every 25.34 inhabitants. This total will represent the investment of \$2,000,000,000 in round figures, based on the \$500 a car limit, which is certainly far too low.

Such an enormous distribution of a product, which less than a decade ago was considered a luxury, demands an explanation. It bristles with interesting economic questions on all sides. But the first insistent query is: "What has made such a thing possible; wherein lies this modern magic?" The technical and rather puzzling answer to this question is quantity production.

"What," you say, "you answer the query of what has made such quantity possible by saying, 'quantity production'!"

Precisely. Because quantity production, applied to the automobile industry with an intensity and a thoroughness never before equalled on approximately such a scale, has in turn made possible a constant and important reduction in the prices at which the cars are sold. It has put the automobile into the hands of every man and, as if with the waving of a magician's wand has made of the men of the street a motorist. Let no man say after this decade that the age of witchcraft is dead.

Ten years ago you could not buy a serviceable automobile for less than \$2000; five years ago your choice below \$1000 was limited—and strictly limited.

Today there are at least fourteen standard makes of car, from one of which you can expect more consistent service than from the expensive machine of a dozen years ago, which sells at less than \$700. Many of these are priced at much less than that amount. Indeed, the great majority come substantially below that mark.

The motor car has become literally less costly than a pair of decent horses at first price and, of course, much less expensive to maintain from all points of view.

Classified Advertisements

TOO LATE TO CLASSIFY.

LOST—Between Medford and Hornbrook an automobile tire 36x4½ and tire iron. Very liberal reward will be paid for its return to Tidings office. 27-27

GOOD PASTURE—One mile from postoffice. W. D. Booth, 996 Oak street. Phone 231-R. 26-21*

Loan Board Will Hear Oregonians

Washington, Aug. 24.—(Special)—A hearing of great importance to farmers, farm organizations and to cities of Oregon will be conducted by the newly appointed federal farm loan board in the federal building at Portland, Oregon, September 7.

This hearing is to secure information to guide the board in determining the boundaries of the 12 federal loan bank districts into which the United States is to be divided for the application of the new rural credits legislation.

The members of the federal farm loan board who will conduct the hearing are Hon. Wm. G. McAdoo, secretary of the treasury; Geo. W. Norris, farm loan commissioner; Herbert Quick, Capt. W. S. A. Smith and C. E. Lobdell.

The board has requested farmers and farm organizations of Oregon to furnish facts concerning the need of cheaper farm loans and it has asked interested cities to present claims for the location of one of these banks. This will be the only hearing in Oregon.

The new federal farm loan act will do for the farmer what the federal reserve act is doing for the business man. Under it the government provides the machinery for assembling capital to be loaned to farm owners or intended farm owners, on first mortgage farm security. The loan cannot exceed 50 per cent of the value of the land, nor 20 per cent of the value of the permanent improvements.

The loans will be made at a low rate of interest, not yet determined, but not over 6 per cent, and provision is made for the borrower to pay off the loan and interest in small annual or semi-annual payments through a period of 40 years or at his option.

Farmers, to take advantage of the law, must associate themselves in groups of ten or more and form farm loan association and then make application to one of the 12 federal loan banks. The land will then be appraised and, if it meets requirements, the loans will be made.

The new legislation is expected to prove a great boon to those sections of the country where development has been arrested because of high interest rates and it is predicted that it will have the effect of making agricultural prosperity permanent and uniform; stabilizing land values, and greatly improving general farm conditions.

Thousands of requests to the U. S. treasury department for information regarding the application of the law indicates the great, nation wide interest in its provisions.

Secretary McAdoo predicts that the banks will be ready for operation by January 1 or shortly thereafter.

Fruitgrowers Fear Car Shortage

Fruitgrowers of the valley fear that the car shortage which is affecting seriously the lumber industry in Oregon, is likely to affect the movement of the fruit crop from the valley which is now at its height.

Despite assurances from the railroads that plenty of cars will be brought in, the growers worry nevertheless. Agent Zenas Moody, of the Pacific Fruit Express, states that there is no reason for alarm and that while there are now but about 30 cars in the valley, the railroad seems to be making a determined effort to supply the needs of the fruitmen and the supply of cars is kept moving steadily.

Approximately 200 carloads of pears have been shipped from the valley to date. Of these about three-fourths were shipped from Medford. Most of these have been Bartletts, the Howell pear shipments starting today. Ashland fruitgrowers for the most part have shipped their pears for cannery purposes, thus doing away with packing and grading. The pears shipped for cannery use are not shipped in refrigerator cars.

A few years ago carload after carload of peaches were shipped from this city but so far this year there has not been a single car of peaches shipped from here.

The early varieties are all ripened and the Muirs are beginning to come in. There will probably be a car of these shipped. Many small shipments of choice fruit are going out by parcel post and express.

A total fruit crop of 1000 cars is now predicted and a freer circulation of cash in the fall will result.

John McDonough is making a number of improvements to his home on Liberty street.

Contract for 200,000 ties for Hill lines placed in Eugene.

We Have Just Received Notice

Of an increase in price of wall papers to take effect at once also that the price this fall will be from 25 per cent to 50 per cent higher than heretofore. We anticipated these advances and bought heavily for our fall trade.

Select Your Goods Now

While our stock is complete for many patterns we now have cannot be replaced at any price. We have a large assortment of Imported and Domestic oat-meals, ingrains and flockets and over two hundred figured patterns ranging in price from 10c to 80c per bolt.

Everything in paints, varnishes, building and roofing paper, glass, etc., automobile enamels and varnishes.

W. O. Dickerson

Warm Days Drive

Throng to Park

Ashland enjoyed the first really summery day of the summer yesterday, the thermometer registering 94 degrees and the evening being delightful. The park was the mecca for perhaps a thousand people in the afternoon and the canyon was lively with picnic parties. Hundreds came down the valley.

The band concert last evening attracted one of the largest crowds of the summer, probably 2500 people enjoying the perfect evening. Dozens of cars brought up Medford by the scores and other valley points were well represented. A number of Medford society folk remained throughout the evening for a dance at the Bungalow which was also well patronized by Ashlanders.

The band concert was greatly appreciated, the Ashland band presenting a concert of well chosen selections, all of which were very well received.

After hearing seven different bands here this summer, the music lovers of the city have about reached the conclusion that the local concert band is the equal if not the superior of any of them.

The mercury rose to the hundred mark at Medford yesterday, while the official maximum reported by the weather observer here was 94 degrees. The same temperature prevailed the day before and about the same today.

The hot weather is driving the crowds in throngs to Lithia park at Ashland where the temperature is several degrees cooler owing to the water of Ashland creek and the greenery and shade.

Increase Premiums On Pears at Fair

The following changes have been made in the premiums on pears in the Jackson County Fair premium list for the fair, September 13 to 16:

In division H, class 5, No. 17, for display of five boxes of pears, not less than three varieties, the prizes are \$25 and \$15 instead of \$10 and \$5.00, as printed.

In No. 18 of the same division and class the prizes are \$15 and \$10, instead of \$5.00 and \$2.50.

Fruitgrowers should note the changes and go after the premiums which are double those offered by the state fair.

County papers are requested to copy these changes.

Rifle Team Will Soon Be Chosen

A rifle team, composed of five members of First Company, C. A. C. O. N. G., will go from Ashland to Fort Clackamas to participate in the state meet September 10.

The meet has been postponed from August 20. The personnel of the team will be determined by eliminations held on the local rifle range a few days previous to the state shoot.

Two officers will accompany the team, one as captain and another as range finder.

Says Car Shortage Not Fault of S. P.

Railroads of the Pacific Coast are not responsible for the car shortage, says W. R. Scott, general manager of the Southern Pacific, in a letter to the public service commission and a copy of which was received in Ashland yesterday. Mr. Scott gives assurance that everything possible will be done to relieve the situation in Oregon. He denies that there had been discrimination against Oregon in distributing cars.

Mr. Scott asserts the shortage is due to the water shipping congestion in the east, which has held cars unloaded at terminals and prevented their return to the Coast for unloading.

The Southern Pacific has 500 cars on eastern terminals, the return of which it has been unable to secure, he asserts.

The Southern Pacific also ordered the construction of 3000 cars early in the year, but they have not been delivered because of a shortage of labor and interference of war business. Mr. Scott writes:

"Recently the company was advised that the first shipment would be ready in a few days. Instead of waiting