

ASHLAND TIDINGS

Established 1876
Published every Monday and Thursday by
THE ASHLAND PRINTING COMPANY (Incorporated)
Harvey R. Lang.....Business Manager
Bert R. Greer.....Editor
Lee B. Franklin.....City Editor

OFFICIAL CITY AND COUNTY PAPER.
TELEPHONE 39

SUBSCRIPTION RATES
One Year\$2.00
Six Months1.00
Three Months50
Payable in Advance

No subscription for less than three months. All subscriptions dropped at expiration unless renewal is received.

In ordering changes of the paper always give the old street address or postoffice as well as the new.

ADVERTISING RATES
Display Advertising—
Single insertion, each inch.....25c
Six months, each inch.....20c
One year, each inch.....17½c
Reading Notices—5 cents the line straight.
Classified Column—1 cent the word first insertion, ½ cent the word each other insertion. Thirty words or less one month, \$1.00.
Cards of Thanks \$1.00.
Obituaries 2½ cents the line.

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The Tidings has a greater circulation in Ashland and its trade territory than all other local papers combined.

Entered at the Ashland, Oregon, Postoffice as second-class mail matter.



NORMAL GRADUATES ONLY.

Ashland's old friend, Ben Sheldon, is still boosting for more normals. In an editorial in the Grants Pass Courier of August 7, after commenting on the action of the Grants Pass school board in employing competent teachers, he says:

"Teaching is just coming to be recognized as a profession. And it certainly is a most important one. The time has passed when school boards may feel justified in putting the children of the community, in the years when their minds are the most pliable, the most susceptible to moulding influences, into the hands of teachers who have not been trained as to the handling of those minds. Time was when any young woman well or fairly well educated was considered capable of teaching children. Now the fact is recognized that teachers must be taught how to teach. There is a real science of child training, of developing minds, character, ambition.

"It is little short of a crime to put the children of our citizens, their most precious possessions, into the moulding hands of those who are ill prepared for such an important task. The results of mishandling are too important. The art of teaching, of handling children, of making the subjects taught interesting, of stimulating a desire for more knowledge, of teaching the practical application of what is learned to every day affairs of later life; all this is a part of a competent teacher's training which can be obtained only in a course given in normal schools, designed specifically for that purpose.

"It is, therefore, one of the hopeful signs of the times that school authorities are recognizing the importance of employing teachers who know, through specific training, how to teach. This means the normal school graduate. Would that such normals could turn out enough trained teachers to fill all the positions in all the country's schools."

When the news indicates continued war, Wall street gets scared and puts down stocks, and when the news indicates peace, Wall street also gets scared and puts down stocks.

The Germans make fun of our wooden sword, but our wood is going to build a lot of ships to make up for those the German submarines sunk.

The Old Harry is popularly considered to be about the most active and industrious person there is, but it is reported that he is seeking a chance to take private lessons from the man who runs the German spy and plotter system in this country.

Around the curbstone you can always hear a lot of the loafers wondering why it is that the farmers can't get help enough to harvest their crops.

The principal danger to our soldiers now in French training camps is reported to be from wild pitches and hard batted balls.

SQUIBLES.

Many a man has a big head from other than intellectual causes.

You can't get exempted for heart trouble of the summer girl kind.

The fool never stops to count the cost until the bill collector calls.

The food speculators finally decided to be patriotic and allow congress to pass the food bill.

All that is asked of the Russian men is that they shall fight as well as the Russian women do.

About three minutes after starting an argument with a woman a man realizes that he has started something.

A frenzied financier is a man who collects every dollar due him and stands off every dollar due the other fellow.

Although many college men have enlisted, the colleges must keep open, as our baseball players must be trained.

Nightshirts are more practical gifts to the soldier boys than knitted socks, but the girls don't look so graceful doing them.

It would seem as if the Russians might wait until the Germans fire a horse pistol, instead of running when they discharge a popgun.

The boys are patriotically willing to comply with the government request for a wheatless week, provided fruit cake can be substituted.

A noble, self-sacrificing woman will go ahead and live for her children's sake, even if poverty compels her to make out on only those things she really needs.

A man thinks he needs a new suit when his old one wears out; a woman knows she needs a new suit when she sees her neighbor wearing a new one for the first time.

With 800,000 men now under arms in this country the date when the Germans were coming over to collect that indemnity out of New York is postponed for a few weeks.

The boys are supposed to like camping out because of outdoor sports, but perhaps the fact that mother isn't on hand to keep them clean has as much to do with it.

The plotters and spies can't directly delay the movement of our troops, but they can always find some congressman at Washington who will talk and talk and hold up everything.

Some men are honest because they are wise enough to realize that they can't afford to be otherwise. Some are honest simply because they have never had a good opportunity to be otherwise.

The People's Forum

What I Know About "Southern Pacific."

(By Henry G. Gilmore.)

Is there an engineer of any note throughout the length and breadth of our beloved land who does not hold in the highest reverence the memories of both Watt and Stephenson—the main instruments under, one may almost say, a Providential guidance that gave life to an element of such multifarious and far-reaching powers as steam? A visit to the first British railway that ran between Manchester and Liverpool is, with all its crudities, a curiosity which few Americans with a love for mechanical engineering neglect seeing on a visit to the old sod. The movements of this primal creation were confined to a speed of six miles an hour (and express at that), with a prejudice of fear and apprehension that bode anything but good will between the timid and courageous travelers of those days. Indeed, this wonderful piece of machinery was regarded as no less than an engine of the Evil One and that all who availed themselves of it as a means of transit were thought to be fit subjects for just retribution at the (as some people think) approaching judgment day. "Old Father Time"—a good leveler of most people's difficulties—has, however, long since taken the matter under advisement and declared that impediments of whatever nature should never be suffered to stand in the way of that chariot of progress and universal good will that, with splendid service and absolute safety assured, makes life worth the living to the "dear public" while traveling the world over, under the propelling and redemptive influences of the Iron Horse.

Extraordinary Achievements of the Past.

What could not be written about the extraordinary development of railways in this country during the past half century—how the Iron Horse has successfully scaled the giddy heights of the Rockies and other supposedly impassable mountain ranges and, at the same time, provided the traveler, as he flits hither and thither on this vast continent of ours with every comfort and convenience in life.

Efficient Management That Tells.

This article deals, not so much with railways in general as with the splendid "S. P." in particular—a system about which the writer from actual knowledge and experience can say, and say truthfully, many complimentary and encouraging things. It is no small undertaking to manage a railway system that, with connections, practically runs all the way from Vancouver, B. C., to the southern city of New Orleans, on the Gulf of Mexico, passing (not mentioning the smaller communities) such cities as Victoria, Seattle, Tacoma, Portland, Sacramento, San Francisco, San Jose, Santa Barbara, Los Angeles, El Paso, San Antonio, Houston and Beaumont. In addition to direct connection with the great cities east and along the Atlantic seaboard by means of the Southern Railway, the "S. P." itself, rejoices in the possession of a line of steamers running the year round from New Orleans to New York city, and providing a service widely appreciated by the traveling public at large.

You Cannot Longer "Down the Public."

With all this responsibility the "S. P." has its eyes wide open in promoting between itself and patrons that kindly spirit and good understanding which stands for so much in these days when no corporation living can afford to "damn the public" for fear of being damned itself. The Psalmist once said that all men, at the best, were liars and had small control of themselves as sentient beings, and the late William Vanderbilt must have been in a very bad way when, David-like, he unrestrainedly "pitched into" the so-called Ignorami with abhorrent linguistic flits. Fair, equitable dealing as between man and man is what the "dear public" demand of all railways, and the William Vanderbilts of other times would not today be tolerated, by any manner of means. Illustrative of the past indifferent treatment of travelers by railway officials is contained in the following story: "Discourtesy," says a writer, "has cost the railroads in this country millions of dollars," and adds: "A friend of mine analyzes it in this way: A conductor, brakeman, gate-man or ticket agent is the only point of contact between the stockholders of a railroad and the public. When a farmer's wife was discourteously treated by a conductor, brakeman, gate-man or ticket agent she went home and taught her children to fear God and hate a railway. Her boys grew up to become legislators, land appraisers, county commissioners, jurors, and so on. The railroads knew the rest. Public service corporations by means of discourtesy have done more to promote socialism than all the street-corner agitators that ever existed." The "S. P." authorities have very wisely lost no time in emphasizing the newly resuscitated truth of service and civility as among the indispensable essentials in the conduct of a great railway system.

To the story already related may be added the fact that the N. Y. N. H. & H. R. R.—the road in the past of many wrecks—no longer disregards public opinion. In one of the circulars distributed to its employees the company says: "Good service depends upon good will given and good will received," and in another order that "Employees must not enter into any dispute with passengers, no matter what provocation may be given." Another railroad—the Pere Marquette in Michigan—is by no means slow in recognizing the "new order of things" when it addresses its employees in these words: "In many cases the local agent of the company is the sole representative of the town where he is located. The estimate put on this man by his fellow citizens must be the measure of the company's popularity or unpopularity." These quoted mandates tell their own story and the officials of the "S. P." if confronted by me at this moment, would willingly confess that I am not far from the truth when I say that, if from no higher motive, it always pays to be the gentleman wherever that individual finds himself located.

"Manners maketh man" is the motto overhanging the main entrance to Winchester public school ever since the days of Henry VII of England, and there is truth in every word of it, as every business man should, without delay, realize in and by the twinkling of an eye. It is never too late—to mend a neglected good and profitable habit.

Heads of Departments.

The "S. P." has the good sense and happy tact of employing none but the most competent officials, recognizing, probably, the force of the well-known fact, uttered by Mr. Carnegie himself, that he owes a very large measure of his success in life to the gathering and maintenance of the most practicable and best equipped business minds procurable. Either personally or through reliable sources I feel that I have a correct estimate of the market value (so to speak) of most of the officials and rank and file operators on the "S. P."

Mr. McCormick and Mr. Scott Ashland's True Friends.

The people of Ashland feel that to a greater or less degree they own the physical, moral and intellectual make-up of Mr. John M. Scott, general passenger agent, Portland, Ore., and that in Mr. McCormick, vice-president of the road, the time will never come when he does not stand firmly on both legs, ready to sing the praises of "Ashland the Beautiful" in its park, mineral springs, pure water, invigorating air and enchanting scenery. Both Mr. McCormick and Mr. Scott were present at the formal



Opening a Bank Account

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opening, last year, of Lithia park, and by their presence and addresses did much to give elat to the gathering. Another official of the road in the person of Mr. Chas. S. Fee, passenger traffic agent, although personally unknown to me, has done many a good turn for Ashland, notably in furnishing the Ashland Commercial Club's rooms with magnificent photographic views—one of Mt. Ashland itself and another of the beautiful Peruzzi fountain in Lithia park. A chorus of voices attest the fact that Mr. Fee "holds down" his job with that faithful efficiency and good report that makes a man every inch a man amongst his fellows.

It would be cruelty itself to omit mention of the fact that no more capable and devoted agent to the sterling interests of the road and Ashland itself could be found than in the person of Mr. Kramer, whose "yes" and "no" in all business transactions have a timely significance. Mr. Kramer has a powerful lever in Mr. Wright, whose sleight of hand at the ticket office enables him to gather in, day by day, a bright array of twenty and ten dollar gold pieces, in support of an institution without whose

good offices Oregon would still be a howling wilderness—the happy hunting grounds of the mountain lion, the grizzly bear and the always rapacious coyote.

I have to ask the "S. P." and the readers of the Tidings to bear with me while I perpetrate the following well-intentioned acrostic upon the suffering public:

"S. P." Watchwords: Safety, Courtesy, Reliability.

So get aboard and let us see Our safest way through the country, Under bridge and over brook, The shadiest spot, the pleasantest nook.

How captivating the rural scene. Enriched by Sol's maturing beams! Remember that the road "S. P." Never affronts good company.

Portland, Ore., to San Francisco, Aboard the "Shasta" you quickly go. Continuing south, you'll always be In touch with safety and celerity. From point to point on this Pacific line

Is there ever a day when Sol don't shine!!

Consider then what you're "about" and never take any other route.

KODAK FILMS DEVELOPED

Stevenson, 177 East Main Street
"I Never Sleep"

Comply With the Law

AND USE

Printed Butter Wrappers

ACCORDING to the ruling of the Oregon Dairy and Food Commission all dairy butter sold or exposed for sale in this state must be wrapped in butter paper upon which is printed the words "Oregon Dairy Butter, 16 (or 32) ounces full weight," with the name and address of the maker.

To enable patrons of the Tidings to easily comply with this ruling this office has put in a supply of the standard sizes of butter paper and will print it in lots of 100 sheets and upward and deliver it by parcels post at the following prices:

100 Sheets, 16 or 32 ounces	\$1.50
250 Sheets, 16 or 32 ounces	\$2.15
500 Sheets, 16 or 32 ounces	\$3.25

Send your orders to us by mail accompanied by the price of the paper and it will be promptly forwarded to you by parcel post, prepaid.

We use the best butter paper obtainable, and our workmanship is of the best. Let us have your order and you will not regret it.

Ashland Tidings
Ashland, Oregon

-all food is more daintily seasoned when you use
LESLIE SALT
in the convenient sidespout package

"Nearest to Everything"
HOTEL MANX
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San Francisco
In the heart of the business, shopping and theatre district. Running distilled ice water in every room. Our commodious lobby, fine service, and Homelike restaurant will attract you. European Plan rates \$1.00 up.
Management W. B. James