



"The Bank with the Chime Clock"
"The Bank For Boys"

The First National Bank fits the banking needs of boys of all ages, whether he be grown up or about the "knee pants" stage. An account here gains our very close interest in his success.

Bring in that youngster of yours and open a Savings Account for him. \$1.00 will start it.

The First National Bank
 ASHLAND, OREGON

E. V. CARTER, PRES.
 CH. VAUPEL, VICE-PRES.
 J. W. COY, CASHIER
 CLARK BUSH, ASST. CASH.

ASHLAND TIDINGS

Established 1876
 PUBLISHED SEMI-WEEKLY
 Every Tuesday and Friday
 by
THE ASHLAND PRINTING COMPANY
 Bert R. Groer, Editor
OFFICIAL CITY AND COUNTY PAPER.
TELEPHONE 39

SUBSCRIPTION RATES

One Year, when paid at expiration	\$2.50
One Year, when paid in advance	2.00
Six Months, when paid in advance	1.25
Three Months, when paid in advance	.75

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, 30c
 Six months' contract, for one issue each week, each inch, 25c
 Six months' contract, for two issues each week, each inch, 20c
 One year contract, for one issue each week, each inch, 20c
 One year contract, for two issues each week, each inch 17 1/2c

Reading Notices—10 cents the line.
 Legal Notices—5 cents the line.
 Classified Column—One cent the word each time. Twenty words one month, one dollar.
 Cards of Thanks, \$1.00.
 Obituaries, 2 1/2 cents the line.

Fraternal Orders and Societies
 Advertising for fraternal orders or societies charging a regular initiation fee and dues, no discount. Religious and benevolent orders will be charged for all advertising when an admission or other charge is made, at the regular rate.

THE TIDINGS IS THE ONLY NEWSPAPER IN SOUTHERN OREGON THAT PUBLISHED NEVER LESS THAN EIGHT PAGES AN ISSUE.

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

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

PARLOR BOLSHIEVISM

Dangers of revolution in our country emanate from two sources—the over-educated college theorist and the under-educated toiler who takes all his ideas from the soapbox. Neither of them is a taxpayer.

The great middle class, who have homes and pay taxes, who read and think for themselves, who earn their living by labor or carry on business by their own initiative do not accept the doctrines of Bolshivism.

The son of a college professor at Boston, who is master of five languages has been arrested for Bolshivism and for the use of language which consigned the American flag to the hot place.

He graduated from Harvard at 15, and now he is twenty-one years old and a full-fledged Bolshievik.

Chances are he would not know a pick-axe or a crow-bar if he met them on the street, and could not distinguish the difference between a trowel and a dornick.

He is a horrible example of the kind of "workmen" who do all their laboring with their mouths and who absorb fantastic notions about labor. People have been known to recover from this by going out into the open and doing some real work.

WHY THE FARMER IS INTERESTED

The American Beet Sugar Co. announces that it expects to make 30 per cent more sugar this season than last, in spite of recent unfavorable weather conditions in California.

Due to growth of sugar beet industry land suitable for raising beets that could formerly be bought for \$100 an acre, is now worth from \$250 to \$500 an acre.

Aside from raising a highly profitable crop, this increase in land value is one of the greatest assets to the farmer and shows why he is interested in encouraging such industries as sugar production, fruit and vegetable canning, etc. It all makes markets for his products and incidentally increases the value of his land.

BUILD NOW—PRICES WILL NOT SOON REcede, IF EVER

The Minneapolis News says: "Judging by history and by sound economic theory it will be a generation before prices get back to pre-

war levels, if they ever do."

Cold facts gathered by the government say "go ahead" with home building.

Up to first of year, farm produce prices had advanced 116 per cent over pre-war prices. Corresponding figure for lumber was 73 per cent.

Commodities in general advanced 113 per cent. Building materials (not including steel) advanced 84 per cent.

These are the facts. Judging by history and by sound economic theory, it will be a generation before the prices get back to pre-war levels, if they ever do.

Probably there will be a gradual decline, but meantime there will be an evening up. Prices which have gone up fastest and highest will come down first and most. Prices which have made the smallest comparative advance are apt to stay put until other prices come down to their level. This last applies to the building materials. It's poor business to wait.

REMARKABLE RECORD OF BANKS

While railroad forces have increased and they are a burden on the taxpayers under government operation, banking has paid heavier taxes, rendered greater service and has not increased fees.

Banking rates of interest have been lowered during the war period, and the volume of community work has doubled and tripled, for nearly every bank because of war drives.

Of course, no one thinks of a bank as being conducted except on strict business lines, and no one stops to give a bank any particular credit for anything it does for the individual or the community.

But assured of healthy banking conditions, and an abundance of money and credit to meet all natural and legitimate requirements, industrial enterprises throughout our country can proceed with confidence and security.

Astoria will soon have great camp site for auto tourists.

Klamath Falls votes 12 to 1 to back the Strahorn railroad.

Portland — Oregon, Washington and Idaho to have the greatest grain crop on record.

HOME AND NATIONAL HIGHWAYS

"Improved highways of a permanent type providing motor express and passenger transportation facilities spell opportunity today to the City which intends to lay the foundation for a healthy, permanent future growth.

"For, if we but admit that hope lies in a more even distribution of the population over the acres lying within a city's sphere of influence then we are committed to the task of arranging facilities to permit that adjustment to take place in a natural way.

"Improved highways that make possible rapid motor transportation 365 days out of every year will just as certainly permit and stimulate our people to move out to the surrounding country across a fast and free flowing stream will deliver at its mouth the piece of bark flung in at its source."

These remarks, made by Mr. W. O. Rutherford, Vice President of the B. F. Goodrich Rubber Company at a recent conference, are vital now, first because in many cities housing conditions are not conducive to a home-making and home-loving folk, and second, now is the time to set about on those works of public improvement that will permit men and women to become home owners and give them added cause to be proud of their city and land.

"Quite recently our Trade Extension Division," adds Mr. Rutherford, "completed a survey of a large county in one of our great eastern states that has not a single mile of railroad track within its borders. Our object in making such surveys and conducting such research is to help provide a market that will extend the field of usefulness of products made by the workers of America that are indispensable to the life and happiness of mankind—and to the strengthening of our national life. This particular county was isolated, tho' of great productive power, and was not harnessed up to the homes of the great industrial cities of the East nor assuming its part of the burden in our march of progress."

"Such a county, typical of many sections of our country, offers unlimited possibilities to greater usefulness. Adequate provision for improved roads and highways transportation will provide a system of veins facilitating and stimulating commu-

Cooked Lunch Goods

We have added to our Market a full line of cooked camp lunch goods and are ready to serve tourists and campers as well as home folks who wish to have cold meats on hands for emergency.

East Side Market

James Barrett, Prop. Phone 188

nication that can be linked up with main arteries of travel. The new circulation thus provided for will incorporate such areas as vital parts of this great living organism we call home and country."

"To meet such situations as these, and because of the evident solution to be found in the improvement of our highways and the stimulation of highways transportation, representatives of the cities of this country assembled at St. Louis recently and put themselves squarely behind the development of highways as being of particular and pressing importance. And at this meeting of the United States Chamber of Commerce a resolution was adopted urging upon Congress that the time had now arrived to create a Federal Highway Commission to lay out and build a truly national system of highways and stimulate their efficient utilization. And this action signifying the importance to our national life that may be attached to the new Federal Highway Commission merely re-echoes the voices of hundreds of thousands of citizens who have already expressed themselves. As a result of this general insistence, Senator Charles E. Townsend of Michigan introduced his bill at the last session providing for a Federal Highway Commission and a National System of Highways. The feeling was unanimous that the time had come for the adoption of a policy specifically providing for the building outright by the national government of highways of interstate importance including those essential to the national defense, and development of the public domain."

Mr. W. D. Albright, Manager of the B. F. Goodrich Rubber Company at Seattle, has again urged in this connection the great opportunity before our colleges and universities for help at this time. He makes the statement: "Throughout the land in counties, as well as in State Assem-

bles, our legislators are at a loss for scientific data on which this great development of motor transportation can be guided to the ultimate good of all."

"For this reason it becomes increasingly important that the colleges of this and neighboring states should provide instruction on highways location, construction, and maintenance, and on every aspect of highways transportation. The efforts made during the war by the Highways Transport Committee of the Council of National Defense should not stop but should be incorporated as a definite part of the new Federal Highway Commission. And in addition to classes for instruction in our colleges, there should be research groups at work. From such study made both in the field and in the laboratory will come not only text books, teachers and workers, but gradually will be evolved the progressive sciences of transportation and communication."

World's Record Is Broken By Tanlac

Bottles Sold in Four Years Would Reach from New York to Denver, Colorado

Four years ago very few people had ever heard of Tanlac—today it unquestionably has the largest sale of any medicine in the world, and is as well known in Canada as in this country. In the brief period of only four years' time this now famous remedy has leaped from obscurity to the very pinnacle of success. Its fame in fact, has long since spread beyond the limits of the continent, and numerous inquiries regarding it are now being received from many foreign countries.

Very few people, however, fully realize what a really wonderful record Tanlac has made. Indeed, if it were not for the unquestionable facts and figures given out by the largest and best known drug firms of the country the story of its success would be hard to believe.

Up to January first the total sales of Tanlac amounted to approximately twelve million bottles. The demand, however, is increasing, for during the first ten weeks of this year over one million bottles were sold and distributed in the United States and Canada, the exact figure being 1,306,186 in three months.

At this rate, therefore, the sales for the present year will amount to more than five million bottles. This will mean that 17,000 bottles of Tanlac will be sold during every day of the year, or 2100 bottles for every hour of the average working day.

These figures are too stupendous for the average mind to grasp, but one may visualize what twelve million bottles mean by imagining them laid out in a single file end to end. Thus laid they would make a track of Tanlac from New York thru Chicago, and on to Denver, Colorado; or they would form a double track of Tanlac from the Great Lakes to the Gulf of Mexico. Piled end to end they would tower 135 times as high as Pike's Peak, or rise 13,333 times higher than the Woolworth Building in New York, the tallest building in the world.

The demand for Tanlac has become so great that its sales instead of being measured by the gross as other preparations have been is now reckoned by the car load, and even by the train load. In proof of this it is a noteworthy fact that leading drug jobbers everywhere now buy Tanlac almost exclusively in car load lots. To supply the Pacific coast trade alone requires from forty to fifty car loads per year. Jobbers of the Middle West are selling from seventy to eighty cars per year.

The well known drug firm of Hessig-Ellis Drug Company of Memphis, Tenn., has sold over forty car loads since the introduction of Tanlac in that state four years ago.

Within the past ninety days, ten car loads of Tanlac have gone to supply the demand of British Columbia, Saskatchewan, Alberta and Manitoba, Canada.

The Owl Drug Company of San Francisco, the largest retail druggists on the Pacific Coast, state that they have sold more than 180,000 bottles at retail, which surpasses the remarkable record of the Jacobs Pharmacy Company of Atlanta, who have sold approximately 80,000 bottles at retail.

Tanlac is sold in Ashland by J. J.

Auto Owners Attention!

REPAIR WORK, OVERHAULING and Acetylene welding of all kinds done by experts. Try us. Also investigate our line of new and used cars before buying. We have some exceptionally good buys, including one new OVERLAND 90 extra tire equipment. At a reduced figure

Pacific Highway Garage

1 1/2 Blks. South Nash Hotel
MEDFORD - OREGON

Trowbridge Cabinet Works

E. G. Trowbridge, Jr.

Home of the Pacific Cedar Chest. Cabinet Work of All Kinds. Millwork, Fixtures and Furniture.

Pacific Cedar Chests are useful, beautiful, convenient, durable
 Tenth and Grape Sts., Medford

Gates Half-sole Tires

Cost 1-2 as Much

More than 1000 satisfied users of Gates Half-sole Tires in Jackson county today. Can you afford to do without them.

F. R. Roberts Riverside Garage

Medford, Oregon

Wheat Bran and Wheat Middlings

Old Fashioned
 Wheat Bran and Wheat Middlings For Sale at the Flour Mill

Ashland Mills



Auto Top Repairing

Side Curtains
 Upholstering
 Top dressing
 Plate Glass
 Back Curtains

TOPS

Medford Auto Top Co.

30 N. Grape, Medford

WILDROOT KEEPS MY HAIR HEALTHY

McNair; in Medford by Eagle Drug Co.; in Gold Hill by M. D. Bowers; and in Central Point by Miss M. A. Mee.

Baker—Lumber mills are enjoying prosperity—output 100,000,000 ft. a month.
 Astoria—Fishing industry promises to be a good one this season.
 Hood River—Automobile park for use of motor tourists now assured.
 Baker—Old White Swan mine to be developed.
 Roseburg—Umpqua Valley Fruit Union will erect big plant.

Hotel Austin Barber Shop

N. G. BATES, Prop.
 First-class Service and Equipment.
 Shoeshining Parlor—Baths.
 Ashland, Oregon.

J. P. Dodge & Sons Undertakers

Lady Assistant
 Deputy County Coroner
 State Licensed Embalmer