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ASHLAND TIDINGS

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Cards of Thanks, \$1.00.
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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.

 ♦ Advertising is the power of ♦
 ♦ an idea multiplied. Other pow- ♦
 ♦ ers lose by expansion. Steam ♦
 ♦ is power only when confined. ♦
 ♦ Electricity radiated and diffus- ♦
 ♦ ed becomes nothing. Sound ♦
 ♦ dies with distance. Great suns ♦
 ♦ pale into invisible stars and the ♦
 ♦ power of light itself is lost in ♦
 ♦ infinite space. But the strong ♦
 ♦ power of advertising increases ♦
 ♦ by expansion. Diffusion is its ♦
 ♦ life. It grows by what it im- ♦
 ♦ parts. The advertised idea to ♦
 ♦ become a power, must be genu- ♦
 ♦ ine, and related to the func- ♦
 ♦ tion of a meritorious business. ♦
 ♦*****

WAR LORDS AND GREED

Of all the Kings, Czars, Emperors and Sultans recorded in history, not one out of a hundred ever did anything greater for mankind and the welfare of the world than to breed degenerates, some of them legitimate, but mostly on the European plan.

Upon the part of the Central Empire this has been a war of greed and lust for gain and conquest, and those are the few attributes we cannot understand in any human character. We can understand every crime in the calendar but the crime of greed, every lust of the flesh but the lust for gain, every sin that ever damned a soul but the sin of selfishness, and by the sacred bugs and beasts of Egypt we'd rather be a witch's cat and howl in sympathy with our tribe, we'd rather be a tramp and divide our handouts with one more hungry; we'd rather be a money dog without a master and bay at the moon with others of our kind, than be a green-mad warlord drunk with lust for others' land, with the blood of the snake, the heart of a beast and carry our soul like Pedro Garcia in our purse. When we think of the thousands between whom and the storm blast is naught but rags, of the other thousands of little innocents such as the Christ blessed, whose nakedness has known the north wind because of this war, or still other thousands whose prayers are ascending on high to God's great throne, not for salvation but for soup, not for robes of righteousness but for blankets, and then contemplate the royal raa-

cahs beside whose hoarded wealth the riches of Lydia's ancient Kings were but a beggar's patrimony, we long for the mystic power to coil sentences that swear like sulphur flames from hottest hell, and weave of words a whip of scorpions to lash such sordid sinners naked thru the world.

BANKS AND INDUSTRIES

The old days when banks confined themselves to the mere occupation of clipping coupons and shaving notes are no more.

Not only has the bank in modern times assumed rank as a community service but it is becoming identified with industries.

Modern constructive policies find banks financing well-managed industrial plants and increasing agricultural industries.

There is no bigger undertaking today than building on solid foundations a large manufacturing and financial center.

The man of practical affairs plans not only city building but extends constructive policies to an entire section.

There are no more enterprising builders on large lines of community development in the west today than managers of live banks.

DEFECTS OF GOVERNMENT OWNERSHIP

Government ownership of railroads is a practical problem that will be up to every citizen to decide.

Business experience generally since the war declares that private control makes for greater efficiency. Government employes are notoriously slack in hours, in snap and in pushing new business and extending the service.

There is also a decided reaction against further socializing of our industries in the fear that if we do this too rapidly we will fall into the abyss which has involved Russia and threatens Germany.

AFTERMATH OF THE WAR

Vice-President Atterbury of the Pennsylvania Railroad, says: "The aftermath of the war is far and beyond anything heretofore conceived. All the nations directly involved in the war are today financially and industrially broken down, except our own great country. America has

Among the Tourists in the Free Auto Camp

W. J. Young, wife and two children of Redlands, Calif., were recent campers in the auto-park while on their way to Portland to spend the rest of the summer. They will return to their home in California in time to place their children in school.

The Goehmer Brothers of Petaluma, Cal., arrived in the auto-camp a few days ago, on bicycles carrying 100 pounds of luggage apiece, and are on their way to Portland with a view to locating somewhere in Oregon. They came up thru Mendocino and Humboldt counties, thence to the Pacific highway. These men spoke of the Siskiyou grade in this state, which they said, was extremely fine for bicyclists. Last year these brothers rode 3900 miles by bicycle, and claim that the Ashland camp is the finest they ever struck.

Nearly all the parties who formerly stopped at the auto camp going either way earlier in the season are now making the return trip, and are making a point to camp in Ashland while on their journey. They will drive late in the night in order to reach the Ashland auto-camp which is considered one of the best in the entire coast country.

L. C. Albright, wife and son of Grand Junction, Colo., came into the auto-camp within the past week for a rest, while making a trip from the Yellowstone National Park. They are going south, then swing back to Colorado.

W. N. McDonald, wife and daughter of East Highland, Cal., while making a trip thru Oregon and Washington, stopped off at the au-

Mr. and Mrs. Philip Maxwell, who have been spending several months in Santa Barbara, Cal., camped in the auto-park for a few days while on their way to British Columbia, whence they will sail for their former home in Australia.

Mrs. Mary D. Howard, W. D. Thayer, sister and children of Los Angeles were recent visitors at the auto-camp while on their way to Salmon, Idaho, to visit relatives.

Fred Arth of Redlands, Cal., F. S. Darr of Santa Monica and E. J. French of Hollywood stopped off here in the auto-camp during the past week while making a motor trip thru the northwest investigating a future location.

A. E. Dennis and family of Rogue River came up to camp in the Ashland auto-park for a few days.

A. D. Stonaker and family of Pasadena, Calif., are camping at the auto-park. Mr. Stonaker has been in the government service and employment agency in Seattle for several months, and is returning now with his family to their home.

Mr. and Mrs. E. G. Johnson and son of Sunnyside, Wash., were campers at the auto-park within the past week while returning from Long Beach, Calif., after a year's stay.

J. H. Campbell and G. Ercanbrack with their families, who have been visiting in Portland for several weeks this summer, camped in the auto-park during the past week while on their return trip to Los Angeles.

G. I. Woodruff, California state manager of the library of health, is spending a week in Ashland and is camped at the auto park.

Two car loads of campers consisting of J. L. Cunningham and family, B. F. Cunningham and family camped here in the auto-park, and will make the trip to Crater Lake and Klamath Falls on their way to Los Angeles.

W. E. Boggs and family of Orange, Calif., are campers in the auto park and while in this vicinity are looking for a new location.

Among the recent campers in the auto park were Frank A. Keyes and wife, and the latter's aunt, Mrs. Elchorst of Castella. The latter accompanied the auto tourists as far as Ashland where she took the train for the north, while Mr. and Mrs. Keyes returned home.

Rev. R. H. Sawyer, pastor of a Christian church in Portland, accompanied by his wife and Mr. and Mrs. C. W. Clough of San Jose, stopped at the auto camp this week. The latter had been visiting in Portland and Mr. and Mrs. Sawyer were returning home with them.

Fresh Meat and Lunch Goods

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East Side Market

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to-camp to spend a few days. The McDonalds were formerly from Marion, Ohio, and came west about a year ago. It is their intention now to return to Ohio next summer.

Ray W. Nichols, wife and baby, who recently camped here while on their way from Tempe, Ariz., to Portland where the former attended a national convention of the Mutual Life Insurance company which was held there, returned during the past week and made a more extended stay in the auto-camp. Mr. Nichols stated that the Columbia River highway and the Ashland auto-camp will be the two things he will always remember and talk about on his return home.

come thru financially, economically and otherwise unimpaired; and to America the world looks for salvation.

"The solution is simple, if immediately applied. The wheels of industry must be started; labor must be employed; the solution is financial credit to the world. The matter is now being studied by our most able financiers, who themselves realize that unless a solution is found our own destruction will ensue. I am confident that in a short time a successful solution will have been evolved."

A minimum of regulation and restriction will help put business on its feet.

The Chautauqua building is one of the best advertising cards Ashland possesses. Every stranger should be shown the interior of this building. Many citizens complain that they have been unable to find a key to the building when they have attempted to show it. A key should be made handily available to citizens for the purpose of giving strangers a view of the interior. We would suggest that a key be left at the fire department where any responsible citizen can get it at any time he desires to show the building. It is important that strangers be shown it.

What's the use digging a hole and clamboring down into it when it is just as easy to climb upward?

H. O. Brown and family of Dunsmuir camped here for a few days while returning from a trip to Crater Lake.

Mr. and Mrs. E. R. Ellis of Modesto, Calif., and Mr. and Mrs. V. A. Smith of Sacramento are making the local auto camp their headquarters while taking a trip to Crater Lake.

S. N. Kingston and wife, formerly residents of Indiana but who have been located in Salem for the past six months, arrived in the auto-camp last week and are making an extended stay in this vicinity investigating conditions with a view to locating.

Recent tourists at the local auto camp who have been enjoying the comforts of this noted resort are W. Purcell and wife of Great Falls, Mont., who are going to Southern California to spend the coming winter; Mr. and Mrs. A. F. Mullerwelle of Seattle, who are returning home from San Francisco; O. L. Randle and wife of Los Angeles, who have been in Jefferson, Ore.; Frank Wilson, wife and daughter of Twin Falls, Idaho, who are bound for California; N. E. Peterson of Portland, who is going to Napa, Calif., for the summer; W. T. Tilton and wife of Oakland, Calif., who are on their way to Centralia, and other Washington cities; Mr. and Mrs. H. H. Brown and baby of Econdido, Calif., who are going to Tillamook; Grant Winner, wife and son and Mr. and Mrs. Bosse of Los Angeles, who were returning from a visit to Roseburg; C. R. Barclay and family and P. J. Larson and family of Portland, who were going to San Francisco; C. R. Pike and wife of Berkeley, Calif., who were going to Portland for a visit; H. V. Moring, wife and children, E. R. Moore and wife and P. M. Wilson of Seattle, who were on their way to Southern California.

FINED FOR LEAVING CAMPFIRE BURNING

For leaving an unextinguished campfire on the Chelan National Forest, H. P. Randall, of Waterville, Washington, was taken before Justice of the Peace Porter at Wenatchee on July 15 and fined ten dollars and costs. At the hearing it was shown that Mr. Randall permitted his fire to escape from the fire-place where it was started. Fortunately the fire was discovered by Patrolman Everett Dick before it had spread over more than three square feet and extinguished. Forest Ranger James McKeenzie, after investigating the fire, requested Mr. Randall to go to Wenatchee and answer to a charge of fire trespass. The point was brought out at the hearing that while Mr. Randall had undoubtedly taken more precautions than many other campers and deserved credit for that, he had evidently not been careful enough, as the fire had certainly escaped from his campfire. The Forest officers recommended leniency on account of his evident good intentions.

Justice Porter stated that in all misdemeanors of this class, the defendant is always supplied with a more or less valid excuse, but that even a good excuse could not be allowed to clear a man from a violation of the law. In view of the fact that considerable care had been taken, he imposed the minimum fine, but he wished it clearly understood that this was not the intention of the law as a general rule and that it should not be considered a precedent.

Convictions have been secured this season by the Forest Service for similar fires on the Crater and Deschutes National Forests. It is the District Forester's purpose to investigate every man-caused fire occurring on or near the National Forests of the District and to convict the responsible person whenever possible. It is from these small unextinguished campfires that many of the largest and most destructive forest fires have sprung, according to Forest officials.

OREGON MINERS ASK AID FROM GOVERNMENT

Chrome and manganese ore men appeared before the mineral relief commission, when that body opened hearings in Medford this week, and presented their claims on the government for relief.

The hearings of the federal commission may continue two weeks. The commission will then move to Portland.

Southern Oregon mining men will seek to obtain their share of the \$8,500,000 appropriation which is to be used in recompensing miners who developed mining properties at the government's request, only to see the development come to no avail upon the signing of the armistice. Former U. S. Senator Shafroth, Colorado, heads the commission.

Highway Conditions in Western Oregon

Santiam Wagon Road.—Open and in fair condition between Foster, Oregon, and summit of Cascade Mountains. Several machines have crossed the Cascades into eastern Oregon this season via this route.

McKenzie Highway.—Open and in good condition, Eugene to Blue River; fair condition, thru McKenzie Pass to Sisters.

Williamette.—Open for machines between Eugene and Rigdon. Passable for wagons across summit. In fair condition.

Barlow.—Open between Sandy and Wapinitia. In good condition, Sandy to Twinbridges; poor, Twinbridges to Clear Creek; fair, Clear Creek to Wapinitia.

Eugene-Florence.—Open and in permanent summer condition, entire route.

Medford-Klamath Falls.—Open and in fair condition, entire length. Automobiles can get to Crater Lake.

Apna Creek.—Open and in fair condition.

Crescent City-Brookings.—Open and in fair condition, Crescent City to Brookings; some rough places.

Grants Pass-Crescent City.—Open entire length and generally in good condition. Very rough from Waldo to top of Oregon Mountain.

Waldport-Alsea.—Open entire length and in passable condition for summer travel. The road south from Waldport via Yahats and Cape Perpetua to Ten Mile Creek is open and in permanent summer condition.

Riddle-Tiller.—Open and in good condition for entire length.

Cottage Grove-Distson.—Open and in good condition between Cottage Grove and the Fusston ranch. Closed for autos between this point and Bohemia. No detours possible. Wagons can get over this road.

Pacific Highway.—Open and in excellent condition, except where construction is in progress, between Medford and Riddle. Because of paving operations between Grants Pass and Rogue River, a detour over a rough road on the north side of the stream is necessary.

Three Rivers.—Open between Willamina and Tillamook. Very rough for six miles thru the Grande Ronde Indian Reservation; here for several days after heavy rains it is practically impassable. Construction work between Dolph and Hebo makes detour down the Little Nestucca necessary.

Bandon-Gold Beach.—Open and passable for light cars entire length.

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The Barber
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