

**Ashtland Tidings**  
 Established 1876  
 Published Every Evening Except  
 Sunday  
**THE ASHLAND PRINTING CO.**  
 OFFICIAL CITY AND COUNTY  
 PAPER  
 TELEPHONE 39  
 E. J. BARRETT, Editor

Subscription Price Delivered in City:  
 One month ..... \$ .65  
 Three months ..... 1.95  
 Six months ..... 3.75  
 One year ..... 7.50  
 Mail and Rural Routes  
 One month ..... \$ .75  
 Three months ..... 2.25  
 Six months ..... 4.50  
 One year ..... 8.50

**ADVERTISING RATES**  
 Display Advertising  
 Single insertion, each inch ..... 30c  
 Yearly contracts  
 Display Advertising  
 One time a week ..... 27 1/2c  
 Two times a week ..... 25  
 Every other day ..... 20 c  
 Local Reader  
 Each line, each time ..... 10c  
 To run every other day for one  
 month, each line, each time .. 7c  
 To run every issue for one month  
 or more, each line, each time .. 5c  
 Classified Column  
 One cent the word each time.  
 To run every issue for one month  
 or more, 1/2c the word each time.

**Legal Rate**  
 First time, per 8-point line ..... 10c  
 Each subsequent time, per 8-  
 point line ..... 5c  
 Card of thanks ..... \$1.00  
 Obituaries, the line ..... 2 1/2c  
**Fraternal Orders and Societies**  
 Advertising for fraternal orders  
 or societies charging a regular initia-  
 tion fee and dues, no discount. Re-  
 ligious and benevolent orders will be  
 charged the regular rate for all ad-  
 vertising when an admission or other  
 charge is made.

**What Constitutes Advertising**  
 In order to allay a misunderstanding  
 among some as to what consti-  
 tutes news and what advertising,  
 we print this very simple rule, which  
 is used by newspapers to differenti-  
 ate between them: "ALL future  
 events, where an admission charge  
 is made or a collection is taken IS  
 ADVERTISING." This applies to  
 organizations and societies of every  
 kind as well as to individuals.  
 All reports of such activities after  
 they have occurred is news.  
 All coming social or organization  
 meetings of societies where no  
 money contribution is solicited, initia-  
 tion charged, or collection taken IS  
 NEWS.

Entered at the Ashland, Oregon,  
 Postoffice as Second-class Mail Mat-  
 ter.

**SOLOMONITES**

**THE POOR RENTER**  
 "What neighborhood has in its  
 life,  
 Place for a renter's busy wife?  
 Who cares to have our kids  
 about?  
 At school they're likely in and  
 out,  
 They leave their friendships  
 when they go,  
 And lose ambition as they  
 grow.  
 They never set an orchard tree  
 Or fix the yard up, so 'twill be  
 A nicer place another year—  
 For likely we will not be here."

Just as well to remember that  
 Medford's rose festival is scheduled  
 for next Wednesday.

Secretary of State Kozler has announced  
 that the official canvass  
 shows Olcott won over Hall by 521  
 votes. Now if the senator has kept  
 his ear close to the ground, he will  
 gracefully retire to Marshfield and  
 bide a wee.

The big doings of the Civic club,  
 on Tuesday night, will take place at  
 the Armory instead of as originally  
 scheduled in the park bungalow. It  
 was found that it would take too  
 long to get the latter in shape, after  
 being unused throughout the win-  
 ter. Gas and electric light connec-  
 tions would have to be made, and it  
 was thought all this trouble could  
 best be obviated by holding the af-  
 fair in the Armory.

If you want a really good time and  
 incidentally do something worth  
 while in fostering civic pride, go to  
 the Armory entertainment next  
 Tuesday afternoon and evening.  
 There will be something doing all  
 day long, and a dance in the evening  
 to conclude the festivities. If you  
 want to play cards, there will be  
 tables for all. If not, you can bring  
 your sewing and entertain at one of  
 the tables anyway, and the men-  
 folks can have their fling in the eve-  
 ning at the dance which is sure to  
 attract the prettiest girls and wom-  
 en in Ashland.

**A DESTRUCTIVE DECISION**  
 The Southern Pacific Railway  
 system is practically and essentially  
 a unit. But technically it is a com-  
 posite made up of links, some of  
 them under the name of the South-  
 ern Pacific company, others under  
 the name of the Central Pacific com-  
 pany. The two organizations, while  
 under the same ownership and work-  
 ing to the single end of creating a

unified system of transportation,  
 were differentiated in name for rea-  
 sons connected with the financing of  
 construction at different periods.  
 There is not, nor has there ever  
 been, anything concealed in connec-  
 tion with the matter, or any ques-  
 tion as to the legitimacy of employ-  
 ing two names in promotion of a  
 single purpose. The system was  
 created long before the Sherman  
 anti-trust law came into force in  
 1890, and it has been maintained  
 in operation now for nearly fifty  
 years. To all practical intents and  
 purposes, the Southern Pacific rail-  
 road and the Central Pacific rail-  
 road, in their connections and inter-  
 lacings, and in their ownership, are  
 one and the same.

All this becomes plain to whoever  
 will examine a map of the system.  
 Yet, when the various links are  
 shown, there is presented a compli-  
 cated weaving of jointed lines. The  
 road from Sacramento to Ogden ap-  
 pears in the name of the Central  
 Pacific. Similarly, the line from the  
 Oregon boundary down the east side  
 of the Sacramento valley to Sacra-  
 mento, from Sacramento to the Sacra-  
 mento canon to Oakland, the Bay fer-  
 ry system, the line from Oakland via  
 Niles to San Jose, the line south  
 from Stockton to Goshen, etc., un-  
 der the name of the Southern Pacific  
 are the lines from Oakland to Santa  
 Rosa, Calistoga, San Francisco via  
 Davis to Tehama, down the west side  
 of the San Joaquin valley from Oak-  
 land to Goshen, what is known as  
 the Coast Route to Los Angeles, with  
 numberless feeders connecting, some  
 with Central Pacific links. While  
 all are parts of a unified whole, re-  
 garded separately, they present the  
 spectacle of detached lines with no  
 common terminal, and in many in-  
 stances with no means of connection  
 with any terminal.

Several years ago, agents of the  
 federal government, under authori-  
 zation of the Sherman anti-trust law  
 took the ground that the system, so  
 far from being a unit, was made up  
 of separate and distinct properties,  
 and that their operation as a unit  
 was in effect the misuse of competi-  
 tive systems, to the end of maintain-  
 ing a scheme of monopoly in trans-  
 portation. For several years the  
 case has been in the courts, and on  
 Monday of this week there was  
 handed down in the supreme court  
 at Washington a judgment sustain-  
 ing the government's claim. Thus,  
 whatever the facts may be, it be-  
 comes the law, expressed in an or-  
 der of the court, that the Southern  
 Pacific and Central Pacific lines  
 shall be dissevered and their co-  
 operative relationship annulled. To do  
 it will be to destroy a unity essen-  
 tial to regular and orderly transpor-  
 tation in California. It will leave  
 both the Southern Pacific and the  
 Central Pacific lines in the air, so to  
 speak, since each is dependent for  
 effective operation upon the use of  
 tracks owned by the other. In ef-  
 fect it will mean that California will  
 be isolated from Oregon; that all  
 eastern traffic over the Central Pa-  
 cific must go via Niles Canon and  
 Stockton; that the more important  
 Sacramento and San Joaquin valley  
 towns will connect with San Fran-  
 cisco only through Stockton and  
 Niles; that Lathrop, Modesto, Mer-  
 ced and other valley towns will be  
 off the Southern Pacific line from  
 San Francisco to Los Angeles; that  
 various Sierra foothill towns (Plac-  
 erville, Oakdale and others) will be  
 isolated, since they connect only  
 with Central Pacific lines; that the  
 East Bay towns south of Oakland  
 will be isolated from Southern Pa-  
 cific connections, etc. Truly a sad  
 mess it will be, vastly disturbing to  
 traffic both of passengers and  
 freight, vastly inconvenient and  
 vastly costly all around.

A decree by the supreme court under  
 ordinary circumstances becomes  
 a finality, but in the immediate in-  
 stance there is reasonable ground  
 for hope that disaster—for it would  
 be nothing short of disaster to the  
 interest of the public—may be  
 averted through action of the inter-  
 state commerce commission, which,  
 under the transportation act of 1920  
 holds an authority in matters of this  
 kind even beyond that of the su-  
 preme court. This act (the trans-  
 portation act of 1920) directs the  
 commission "as soon as practicable"  
 to "prepare and adopt a plan for  
 consolidation of the railroad prop-  
 erties of the continental United States  
 into a limited number of systems."  
 The act further provides that the  
 carriers affected may consolidate  
 their lines in accordance with such  
 final plan, and in such case also  
 provides that "they are hereby re-  
 lieved from the operations of the  
 anti-trust laws \* \* \* and of all other  
 restraints or inhibitions by laws,  
 state or federal, in so far as may be  
 necessary to enable them to do any-  
 thing authorized or required by any  
 order," etc.

In pursuance of the transporta-  
 tion act of 1920, the interstate com-  
 merce commission has already

agreed on a tentative plan for con-  
 solidation and is now engaged in  
 hearings throughout the United  
 States to determine what modifica-  
 tions shall be made for their final  
 plan to be adopted hereafter. This  
 tentative plan retains the ownership  
 of the Central Pacific by the South-  
 ern Pacific. In other words it does  
 not propose to destroy this system  
 of roads as they were built up and  
 have been operated now for approxi-  
 mately half a century.

The interstate commerce commis-  
 sion is advised that the unified own-  
 ership and operation of the Central  
 Pacific and Southern Pacific lines  
 is in no way prejudicial to the pub-  
 lic interest. It is advised that, on  
 the contrary, unified ownership and  
 operation of the two properties  
 makes largely in favor of the public  
 interest. This is also the determina-  
 tion of the California railroad com-  
 mission, which, of course, has more  
 immediate knowledge of California  
 conditions and is more directly  
 charged with the maintenance of  
 California interests. There can be  
 no question as to where the interest  
 of the California public lies. It is  
 plainly in retaining the complemen-  
 tary relation between the Central  
 Pacific and the Southern Pacific  
 lines; and this being plainly so, sur-  
 prise here is universal that the su-  
 preme court has found warrant in  
 law for tearing asunder a system  
 whose unity has become a fixed  
 essential fact of long standing. It  
 is further surprising in view of the  
 fact that not a single witness ap-  
 peared in this case before the fed-  
 eral court asking that these lines  
 should be separated. There would  
 be consternation in California but  
 for the circumstance that there re-  
 mains in the authority of the inter-  
 state commerce commission possi-  
 bility of correcting what in a practical  
 sense amounts to a colossal econ-  
 omic error.

Presumption is one thing, fact an-  
 other. The court has found that the  
 Southern Pacific and the Central Pa-  
 cific are competing lines, or would  
 be competing lines, were they not  
 combined in one system. The law  
 presumes that the interest of the  
 public is in such competition, and  
 the decision attempts to enforce it.  
 The fact is that such competition is  
 of no value to the public whatever;  
 but what is of value, and has been  
 of value incalculable in developing  
 the transportation system of Cali-  
 fornia and Oregon, is the co-opera-  
 tion of these lines. Some way must  
 be found to preserve that.

**LEAVE FOR STANFORD  
 TO ATTEND GRADUATION**

Mr. and Mrs. J. K. Lilly will leave  
 tonight for Stanford University to  
 attend the graduation exercises  
 there June 19, at which time their  
 son Kenneth will receive his di-  
 ploma, having completed a six years  
 law course in the university last  
 Christmas, but as no diplomas were  
 issued at that time, he will receive  
 his at the annual commencement.

Beginning July 1 young Lilly will  
 be connected with the law firm of  
 Emmons, Alrich and Hecke of Bak-  
 ersfield, Calif., one of the best firms  
 in that section of the state.

**At the Churches**

**Presbyterian Church**  
 The morning service will consist  
 of the Children's Day program of the  
 Sunday school, which begins about  
 10:30 a. m. The pastor will during  
 the course of the program, preach a  
 short sermon to the young people.  
 The subject for the evening,  
 "Types."

Sunday school, 9:45 a. m. H. E.  
 Badger, superintendent. Junior  
 Christian Endeavor, 5 p. m. Estella  
 Hays, superintendent. Young peo-  
 ple's meeting at 7 p. m. Westmin-  
 ster Guild at 7 p. m. Prayer meeting  
 Wednesday at 7:45 p. m. Good mu-  
 sic by the choir. C. F. Koehler,  
 pastor.

**Baptist Church**  
 Services Sunday morning and eve-  
 ning at the Baptist church. The  
 new pastor, Rev. E. C. Miller, will  
 preach. Sunday school at 9:45 a.  
 m. B. Y. P. U. at 6:45 p. m. Preaching  
 services at 11 a. m. and  
 8 p. m. Midweek prayer service at  
 8 o'clock Thursday evening.

**Trinity Episcopal Church**  
 Vicar, the Rev. P. K. Hammond  
 Holy communion at 8 a. m. Sunday  
 school at 9:45. Morning service and  
 sermon for Trinity Sunday at 11.  
 You are cordially invited to this  
 service.

**First Church of Christ, Scientist**  
 Pioneer avenue South. Sunday  
 services at 11 o'clock. Subject of  
 lesson, "God, the Preserver of Man."  
 Sunday school at 10 o'clock. Wed-  
 nesday evening meeting at 8 o'clock.  
 Reading room open daily from 2 un-

til 5 p. m. except Sundays and holi-  
 days.

**First Congregational Church**  
 Boulevard and Main streets. Sun-  
 day school at 9:45 a. m., with classes  
 for all grades and ages. Bring your  
 Bible. Morning service, 11 a. m.  
 Subject, "The Gospel and the Dis-  
 couraged." Junior Christian En-  
 deavor at 5 p. m. Christian Endeav-  
 or at 7 p. m. Evening service at 8  
 p. m. Subject, "Human Sympathy."



**Cigarette**

It's toasted. This  
 one extra process  
 gives a rare and  
 delightful quality  
 —Impossible to  
 duplicate.  
 Guaranteed by  
 The American Tobacco Co.

The public is cordially invited to all  
 these services. Come and worship  
 with us. W. Judson Oldfield, minis-  
 ter.

**Methodist Episcopal Church**  
 Corner North Main and Laurel  
 streets. Sunday school at 9:45 a.  
 m. Dr. G. W. Gregg, superintend-

**This Is Kodak  
 Time**

Kodak pictures everywhere  
 this is the time of year when  
 snapshot possibilities are  
 greatest. We are ready  
 with all the photographic  
 goods you need — Kodaks,  
 films and accessories. We  
 have a fresh supply of  
 genuine

**EASTMAN FILMS  
 For All Kodaks**

For the best results in de-  
 veloping, printing and en-  
 larging, bring us your films.  
 We give prompt service.

**McNair Bros.**  
 The Rexall Store

ent. Morning service at 11 a. m.  
 Subject, "Let this Mind Be in You."  
 Epworth League at 6:45 p. m. John  
 O. Rigg, president. Evening service  
 at 8 p. m. Subject, "Man and His  
 Capital." A cordial invitation is ex-

**W. A. SHELL  
 BARBER**  
 Safety blades resharpened  
 like new. Single bit, 30c  
 doz. Double bit, 60c doz  
 Children's Work A  
 Specialty

**Guns Repaired**  
 FISHING RODS WRAPPED  
 Barrels and Parts Supplied and  
 Fitted for Any Make of Gun  
**R. Middleton**  
 381 E. MAIN ST.

**The Road to All That's Best**

is the road of industry and thrift—a sunlit path  
 where honest men step steadily ahead.

On it there is plenty of light and love and hap-  
 piness for those who plan and work and save.  
 This bank is the financial home for that kind  
 of people. Why not join them?

**The Citizens Bank of Ashland**  
 Ashland, Oregon

**Free from  
 Destructive  
 Sulphur  
 Compounds**

**Cycol does what most  
 oils cannot—and why!**

No matter how much you pay for motor oil—no matter where  
 it comes from—if it contains destructive "sulpho" compounds,  
 it can't withstand engine heat. It can't lubricate properly.  
 It can't prevent engine troubles.

The new Hexeon Process, used only by us, gives Cycol its  
 freedom from destructive "sulpho" compounds. Because of  
 this, Cycol does retain its "body." It does maintain an unbroken  
 film between moving parts. It does stop compression loss.

Flush your engine with fresh lubricating oil, not so-called  
 flushing oils or kerosene, refill with Cycol—and see.

*The importance of the Cycol Lubrication Chart*

Different brands of motor oils have different bodies. The safest, surest  
 way to get the best performance from your motor and avoid expensive  
 engine troubles due to incorrect lubrication is to use the grade of motor  
 oil specified on the Cycol Lubrication Chart.

**CYCOL  
 MOTOR OIL**

**Associated Oil Company**  
 San Francisco