

Ashland Tidings
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 TELEPHONE 39
 E. J. BARRETT, Editor

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ADVERTISING RATES
 Display Advertising
 Single insertion, each inch 30c
 YEARLY CONTRACTS
 Display Advertising
 One time a week 27 1/2 c
 Two times a week 25 c
 Every other day 20 c
 Local Readers
 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 1/2 c
 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 the regular rate for all advertising when an admission or other charge is made.

What Constitutes Advertising
 In order to allay a misunderstanding among some as to what constitutes news and what advertising, we print this very simple rule, which is used by newspapers to differentiate 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.

- Entered at the Ashland, Oregon, Postoffice as Second-class Mail Matter.
- SOLOMONITES
 FAITH
 ♦ Don't lose courage, spirit brave,
 ♦ Carry with you to the grave;
 ♦ Don't lose time in vain distress,
 ♦ Work, not worry, brings success.
 ♦ Don't lose hope; who lets her stray,
 ♦ Goes forlornly all the way.
 ♦ Don't lose patience, come what will,
 ♦ Patience oft times outruns skill.
 ♦ Though be foiled your dearest plan,
 ♦ Don't lose faith in God or man.

Not so very long ago when love-making was on the carpet, we turned down the gas. Different nowadays—we have to step on it.

If you are thinking of hitching your wagon to a star, make sure it isn't the movie variety. According to all records they won't stay hitched.

No one ever heard Bryan boasting of a family tree. Maybe he was afraid to look it up for fear he'd find that some of his ancestors roosted in it.

Maine reports an unusual demand for hunters' licenses. Didn't we see something in the papers the other day about a Boston man and woman going into the Maine woods naked to lead the life primitive?

Max Oser, the elderly Swiss riding master, is said to have had an offer from an American movie syndicate to star in a screen production. If we might be permitted to make a suggestion, an excellent title would be: "Robbing the Nursery, or How to Take Candy from a Kid."

Notice the canned interviews with William Randolph Hearst, which he carried to Europe with him, are being printed in the San Francisco Examiner and other Hearst newspapers, with a commendable degree of regularity. In passing, it may be noted they are not printed anywhere else.

Hillah Temple must have cut some swath in San Francisco. The Examiner not only printed a three column picture of C. C. Weisenburger, the dean of Oregon Shriners, on its first page, but Dorothy Bennett devoted her entire daily contribution to describing the gorgeous uniforms worn by Hillah Temple, which she declares fairly dazzled the populace.

Some editors are accused of favoring birth control, when they insist that newspaper men are born—not made.

Senator McCumber says, on counting up noses in the senate, he finds there are enough votes to not only pass the bonus bill in spite of the president's opposition, but enough to insure a two-thirds vote in the event of the bill being vetoed. This is "important if true."

Kathleen Norris says, "our government is just like a man—and women can change it with their votes." Well, Kathleen, we don't know about the government, but its a dead cinch you're right about what a woman can do with a man. And, what's more, she doesn't need the elective franchise to "put it over."

The hanging of Mrs. Surrat for complicity in the assassination of President Lincoln—the only woman ever hanged in the United States—will be recalled by the news from Atlanta, Georgia, that Mrs. Cora Lou Vinson is scheduled to hang in that city next month for the murder of her husband. Notwithstanding the fact that the hanging of Mrs. Surrat to this day, brings a blush of shame to the cheek of the average American, the prospective hanging of another woman appears not to have aroused any particular opposition. Curious, to say the least.

A strange story comes from Texas. Fred W. Teichman, a deacon in the First Baptist church of Fort Worth, is facing a charge of being a negro—technically being accused of miscegenation—marrying a white woman, which under the laws of Texas, is a criminal offense. His defense is peculiar in that he declares he has always believed himself to be white, although as a youth he ran away from a negro institution where he was being reared. He was 14 years old then and has ever since associated only with white people, and has had three wives, all of whom were white women. If he didn't know he was a negro, wonder how are they going to prove that he is?

STATE PUBLIC SERVICE COMMISSION TO CONSIDER ACTION

Soon the public service commissions of Oregon, California, and adjacent states, will have under consideration a line of policy for adoption in the public interest concerning procedure in obtaining a stay of execution of the decree of United States supreme court in the government's suit to separate the Central Pacific lines, from the Southern Pacific system in Oregon and California. On June 19th the public service commissions of these states will have a conference at San Francisco to determine what may be done toward obtaining a rehearing of the case and a reversal of the decree.

Keen observers who have followed this divorce proceeding have noted that the government's suit initiated in 1914, was based on the Sherman anti-trust act of 1890, and that new conditions are presented in the transportation act passed by congress in March 1920, whereby provision is made for consolidation of the country's railroads into 20 major groups or systems for purposes of unified operation. Apparently the supreme court decree would prevent carrying out the government's program of grouping the railroads ac-

According to later legislation than that under which the separation of the Central Pacific and the Southern Pacific is made compulsory. In other words, the congressional act of 1920 directs to be done what the Sherman anti-trust act of 1890 forbids.

Tentatively the interstate commerce commission, under the transportation act of 1920, has determined that the Southern Pacific system shall remain intact with the Central Pacific line as a vital unit of it, rather than that the line from San Francisco bay to eastern connections at Ogden and the line from Portland to San Francisco bay shall be separated and given over to the Union Pacific system.

In respect to the deep interest the people of Oregon have in the proposed segregation of the Southern Pacific lines in this state, and their acquisition by the Union Pacific system, for example, there seems to be a preponderance of opinion in opposition to it.

Expressive of general opinion declaring that application of the supreme court's decree, would be harmful to the interests of this state H. H. Corey, member of the Oregon public service commission says: "Common ownership and control of the Central Pacific and the Southern Pacific transportation facilities, covering more than 50 years, are so interwoven that to separate them now would interfere with the public service throughout western Oregon and the entire Pacific coast."

"Many lines of Southern Pacific ownership will be isolated from the system if the supreme court's decree becomes effective. The lines of the Southern Pacific in Oregon are separated from those in California, the Central Pacific owning a considerable portion of the main line south of Ashland. Thus the Southern Pacific lines in Oregon will be isolated, there being no connection between them and the remainder of the Southern Pacific system. There will be 17 or possibly more new junction points as between railroads of independent operation and tolls accordingly. Thousands of new joint rates will replace the single rates of the one system now in effect.

"Train service confined to railroads of one ownership as competitive measures will result in disruption to a large degree of existing service and round-about routes will replace direct routes."

PEAR PRICES FOR 1922

ADVANCED IN CALIFORNIA
 SAN FRANCISCO, June 14.—The California Pear Growers' association at the annual price-fixing meeting of its directorate here has named higher prices for the new crop.
 Growers will get \$71.25 net per ton for No. 1 Bartletts and \$38 for No. 2. These prices are \$9.50 per ton higher than the opening quotations on 1921 crop pears.

MOTORMAN ON JOB AGAIN WITH GAIN OF 21 LBS.

Was Unable to Work for Months on Account of Stomach Trouble, Says A. A. Bish—Gives Tanlac Credit For His Present Excellent Health.

"Tanlac has put me back on my run with a gain of 21 pounds," declared A. A. Bish, 510 Harney avenue, Portland, Or., for many years motorman on the Interurban between Portland and Oregon City, and well-known member of the Brotherhood of Portland Electric Railway Employees, and of the Brotherhood of Locomotive Engineers.

"For three years I suffered from stomach trouble, had a very poor appetite and even when I did manage to eat it caused me intense suffering. I got so bad I had to lie on my back in bed for weeks and even after I got up I could not get my strength back. I was also extremely nervous and constipated."

"I finally threw all my other medicines away and started on Tanlac, and it certainly fixed me up in fine shape. I can now eat a good hearty meal and feel stronger and better than I have in years. I never fail to tell others what a grand medicine Tanlac is."

Tanlac is sold by all good druggists.

HAROLD LLOYD ON LIFE IN THE NAVY

"Would I like to be in the navy?" grinned Harold Lloyd in reply to his questioner who had just watched him film some of the scenes for the Associated Exhibitors' feature comedy, "A Sailor-Made Man," aboard the U. S. S. Frederick. "Would I like to be in the navy? Well, I don't know. Of course, it has its advantages, but at the same time it has its drawbacks. Take, for instance, the sailor who returned unexpectedly from sea and thought he'd surprise his wife.

"He sneaked in the kitchen door and saw his wife busying herself at the china closet. Stealing up behind her, he kissed her on the neck. Imagine his surprise, when, without turning around, she said: 'Just set the milk on the ice box. You'll find the empty bottle outside the door.'"

"I'll bet that sailor favors disarmament," grinned Lloyd.

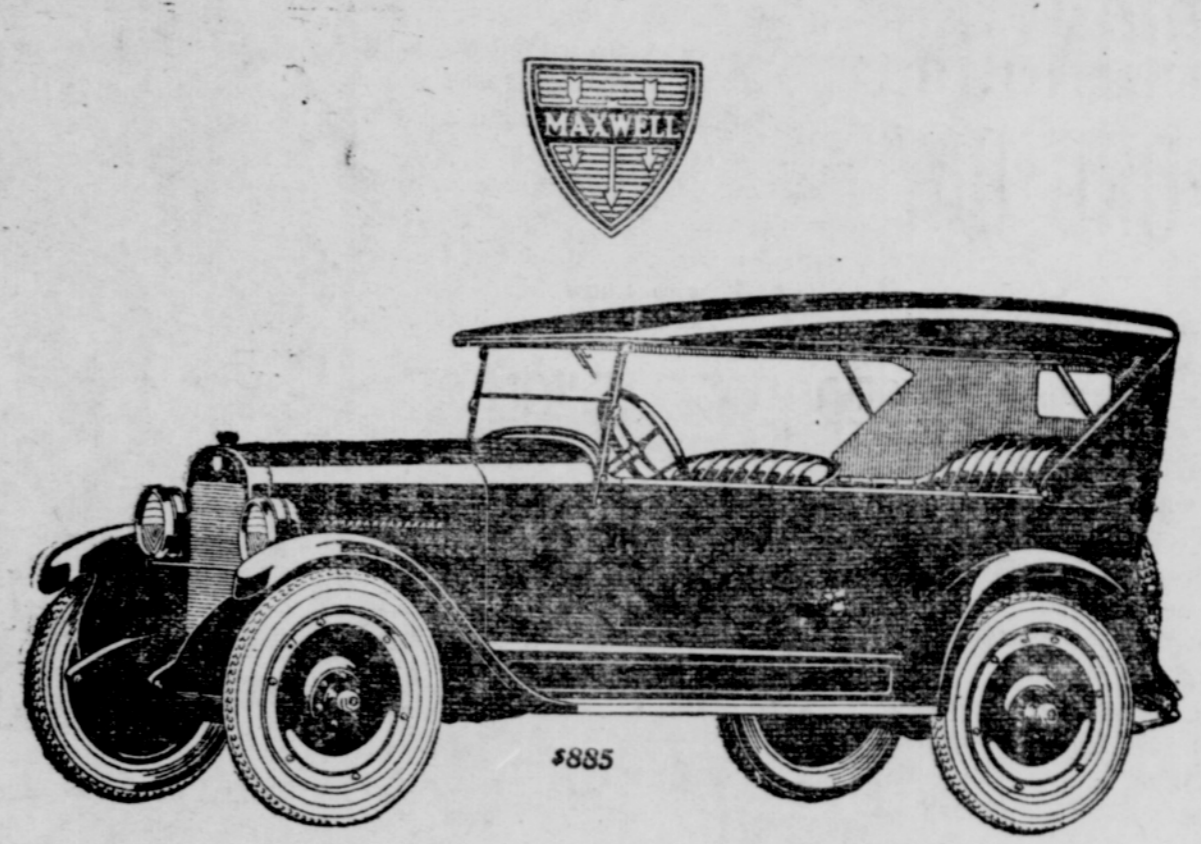
"A Sailor-Made Man" is showing at the Vining today and tomorrow.

Fruit canning time is at hand. For fruit jars, lids, rubbers, jelly molds and sugar, Detrick's prices can't be beaten.

MEETS OLD FRIEND OF WAR TIME DAYS

Donald Spencer went to the depot Sunday morning to see the Boston Shriners pass through on train 13, and was very much surprised to see an buddy of the war time days, in the person of Major D. F. Hunt, of Boston.

Mr. Spencer had not seen Major Hunt since receiving his discharge from the army, and it was a very pleasant surprise to meet him here and was very much surprised to see an buddy of the war time days, first trip through this section of the country, and he was so well pleased that he expects to come back next summer and spend a few weeks with Mr. Spencer in Ashland and its environments.
 Eugene—Bids being called for new \$70,000 hospital.



Women particularly appreciate the remarkable riding comfort of the good Maxwell

Cord tires, non-skid front and rear; disc steel wheels, demountable at rim and at hub; drum type lamps; Alente lubrication; motor driven horn; unusually long springs; Prices F O B. Detroit, revenue tax to be added; Touring Car \$885; Roadster, \$885; Coupe, \$1285; Sedan, \$1485

A. W. WALKER AUTO CO. MEDFORD, OREGON

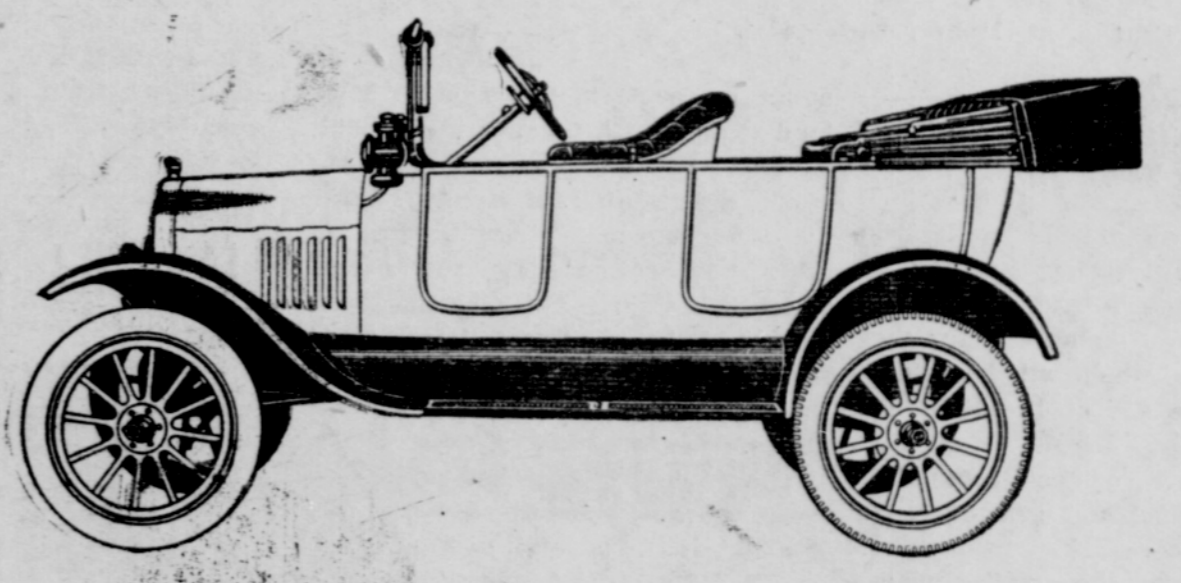
The Good
MAXWELL

Want a Ford Car Free?

SUBSCRIBE NOW FOR

The Ashland Tidings

AND YOU HAVE A GOOD CHANCE OF GETTING THIS CAR



To Be Awarded by Ashland Merchants on "Ford Day" Monday, July 3rd

HERE'S HOW

OLD AND NEW SUBSCRIPTIONS CASH IN ADVANCE
 1 Month 2 Tickets
 2 Months 5 Tickets
 3 Months 12 Tickets
 6 Months 25 Tickets
 1 Year 75 Tickets

Each of These Tickets Will Bear a Number, and If You Hold the Lucky One, You Get a

NOTICE — RARE OPPORTUNITIES!
Ashland Realty Co.
 Five room House, bath, sleeping porch, lots 35x121 feet, garage woodshed, fruit, paved street and sidewalk \$2,100
 Eight room House, toilet, no bath, lots 60 1/2 x 190 feet, garage, chicken house, sidewalk \$1400
 Five room House, furnished, bath, garage, woodshed, lots 50x140 feet, some fruit \$1500
 25 EAST MAIN ST., OPP. CITY HALL, ASHLAND, PHONE 181

The Old Carriage Maker Had an Important Truth

"To make each part as strong as the rest," was his way of "building a wonderful, one-horse chaise that wouldn't wear out till judgment day."
 This illustrates a fact that is keeping many doctors busy these days—human bodies, like chaises, break down because some part isn't as strong as the others.
 Very often it's because of ill-balanced food, lacking in some important element of nutrition. This is especially true of ills developed in childhood, and carried on through life.
 Grape-Nuts, that world-famous, ready-to-eat cereal, brings the plan of building each part as strong as the rest—to serve human need. Grape-Nuts contains all the nutriment of those best of the field grains, wheat and barley, including the vital mineral elements, and it is a wonderful food for building and sustaining health and strength.
 The delicious flavor and crispness of Grape-Nuts make it a welcome dish whenever you're hungry.

Grape-Nuts THE BODY BUILDER
 "There's a Reason"

For a Car Free! Subscribe Now!