

Ashland Tidings
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 Published Every Evening Except
 Sunday
THE ASHLAND PRINTING CO.
 OFFICIAL CITY AND COUNTY
 PAPER
 TELEPHONE 39

E. J. BARRETT, Editor

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 Three months 1.95
 Six months 3.75
 One year 7.50

Mail and Rural Routes
 One month \$.65
 Three months 1.95
 Six months 3.50
 One year 6.50

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

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 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

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 One cent the word each time.
 To run every issue for one month
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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 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, initiation
 charged, or collection taken IS
 NEWS.

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

SOLOMONITES

HELLO!

- ◆ Say Hello, and Howdy-do.
- ◆ Other folks are as good as you.
- ◆ When you leave your house o' clay.
- ◆ Wanderin' in the faraway;
- ◆ When you travel through the strange
- ◆ Country 'tother side the range,
- ◆ Then the souls you've cheered will know
- ◆ Who ye be, and say Hello!
- ◆ When ye see a man in woe,
- ◆ Walk right up and say Hello!
- ◆ Say Hello, and Howdy-do.
- ◆ How's the world a' usin' you?
- ◆ Slap the fellow on his back,
- ◆ Bring yer hand down with a whack,
- ◆ Waltz right up and don't go slow.
- ◆ Grin an' shake, an' say Hello!

We've known some men who were a good deal like sausage skins—couldn't tell how much of the hog was in them.

Seems to us we might manage to survive a ten-round bout, even with the redoubtable Jack Dempsey, if we could see \$83 a second in sight.

Men who seek ways not to do things, find at the end of the trail that had they tried to find the way of doing things, they would be better off.

Such slogans as "Say it with flowers," "say it with gas," "say it with candy," etc., are all very well, but unless one can say it in great big type, the sayings don't get very far.

The Literary Digest says that, "eleven years more of life were enjoyed by the average American in 1910 than in 1855." Eleven years in one is a severe condensation of time.

There's an awful kick to be gotten out of printer's ink if you know how to extract it, but in some cases it seems as hard for business men to realize it, as it is for a moonshiner to make bonded goods out of his product.

Always there is something to take the joy out of life. Another installment of the income tax is about due. Oh, well, we know lots of people who would be just about tickled to death if they had enough income to make them worry about the tax.

Great Britain, announces that next fall she will pay Uncle Sam \$125,000,000 in rest on her debt. If that represents only one year's interest, it would stagger the average mind to even think of how much the principal amounts to. Mathematically, there's a limit to the human mind.

UNCLE SAM'S PENURY
 Did you ever stop to think that the salaries paid by the United States government to its employees, from the president down to the janitors of federal buildings, are lower than are paid by any other government in the world? If any president has ever been able to save anything from his salary, it is not of record. Our congressmen—representatives and senators—are paid barely enough to cover their living expenses in Washington. Their wives could tell a story of pinching and saving to keep up appearances that would make your heart ache. The average member of the lower house, to say nothing of the senate, is a leader—a big man in his own balltwick, no matter how much he may be criticized at home or abroad. If he didn't measure mentally above his fellows at home he wouldn't be in congress at all, much less being sent back by his constituency, year after year. In the lower house, the compensation is \$7500. It costs him one-third of that for the rent of a decent house in Washington. Of your knowledge would you say there is a representative from the state of Oregon who, in private life, could not earn more than that? Most of the men who represent us in congress are lawyers, the least talented of whom, it is safe to say, could command a practice of not less than \$10,000 a year. Most of them did, before they went to congress. As Uncle Mose once sagely remarked, after in vain having tried to land a government job, "Polertics is er mighty jo bizness."

NOT AN UNMERGER, BUT TEARING IN TWO OF A GREAT RAILWAY SYSTEM

The supreme court's recent decision, ordering a separation of the Central Pacific and Southern Pacific properties, which developed as a single unit during the last 50 years into the present Pacific system of the Southern Pacific company, was based upon strict legal interpretation of the Sherman act, passed in 1890.

If the interstate commerce commission does not intervene under the authority given it under the transportation act of 1920 to regroup the railroads into a limited number of systems or if relief is not had through new legislation, the result will be dismemberment of the present railroad system that largely serves the Oregon territory.

If the order is carried out, the Southern Pacific lines in Oregon will be cut off from the principal parts of the system at Hornbrook, Calif., just south of the Oregon state line. Other lines, built by the Southern Pacific as extensions or additions to the Central Pacific lines, would be similarly cut off. The result would be transportation confusion.

What is in prospect, unless a remedy is provided, is not an unmerger of two lines that have combined, but a tearing asunder of a single unit. The Central and Southern Pacific lines have been operated under single management since 1870. They are in fact one integral system that has grown up according to the "lay of the land" and in response to requirements for railroad service.

CENTRAL PACIFIC DECISION (Oregon Voter)

Fortunate, indeed, it is for Oregon that the transportation act of 1920 provides the means whereby the state may be saved the costly complications that would ensue were the recent decision of the United States supreme court to be enforced literally by separation of the Central Pacific properties in Oregon from the Southern Pacific. Title to various disjointed portions of the Southern Pacific lines in Oregon rests in the Central Pacific. The Southern Pacific portion would be separated from its main line connection with California and portions of it would be separated from each other in Oregon. To disjoint them would maroon different sections of the state from through service by one company, except so far as joint and competing operation by two companies over the same lines could be established, with all of its extra expense and vexatious traffic complications.

It is inconceivable that the United States attorney general's office will attempt immediate and literal enforcement of the decision, especially as it is of an old case brought under the 1890 Sherman anti-trust act, which in 1920 was superseded by the Esch-Cummins act permitting consolidation of the same kind previously forbidden by the Sherman act under which this Central-Pacific suit was brought and upon which the supreme court decision was based. Consolidation is not only authorized by the 1920 act, but it is directed by its mandate, the interstate commerce commission being the instrumentality which is to bring about the grouping.

It happens that in its tentative report, now awaiting hearing, the interstate commerce commission groups the Central Pacific and the Southern Pacific properties together, to be operated under one management. These properties have been under one ownership and one management for 50 years, and it is unthinkable that such folly could be committed as to disrupt this unified management with its unified facilities, shops, roundhouses, terminals, and branch lines built by one management for one system. Unscrambling the egg would be simpler and less disastrous, for there are plenty of other eggs, but a great transportation machine upon which half a state is dependent is not quickly set up again.

Everything should be done by the attorney general's office to facilitate a solution of the problem by the interstate commerce commission, so as to avoid such disturbance as would inevitably follow an attempt to separate through enforcement of court decree while the identical consolidation was being re-effected by another body, the commission. It would be confusion worse confounded and then some, for while a separation decree was being enforced by a receiver or some other agency of the department of justice, all improvements and extensions would be suspended. Purchases of new materials and especially ties and lumber, would cease for pretty much all of the Southern Pacific system, certainly for that great portion of it north of southern California, for the Central Pacific properties are spotted not only through Oregon and northern California, but extend far into the San Joaquin valley as well as to Ogden.

The supreme court decision was based on an old case, brought under an old law, now superseded in its application to the main question at issue, as the interstate commerce commission, under the 1920 act, has authority over the whole situation. The 1920 act did not figure in this old case, and no cognizance was taken of it by the supreme court. Only that kind of thoughtless public sentiment which desires to punish corporations regardless of the public welfare will urge immediate and literal enforcement of the decision. The 1920 act makes it clear that it is the intent of congress that the Sherman act shall not be enforced in any manner that prevents such groupings as may be determined by the interstate commerce commission to be in the public interest under the new law. It would be a severe hardship on Oregon were a decree based on the old law to be enforced, confusion introduced, improvements suspended and transportation disjointed.

A want ad will sell it.

PALMER-CHAMBERLAIN RANCH SCENE OF PICNIC

Mount Ashland chapter, Daughters of the American Revolution, ended its year's work with an all-day meeting at the charming Palmer Chamberlain home. The guests began arriving at 11 o'clock, and spent the time before lunch in admiring the house and grounds. The beautifully appointed tables were placed on the long screened porch, and the members were grouped according to their birth states. The chapter officers were given a table of honor at the end of the porch, where they could overlook the valley to the south for many miles.

At the close of the lunch, Miss Chamberlain, in behalf of the chapter, presented the retiring regent, Mrs. MacCracken, with a beautiful silver cakeplate.

A short business meeting was held in the afternoon. The regent appointed her committees for the next year's work and suggestions for the course of study to be followed were given. Our new regent, Mrs. Dodge, presented the chapter with a block and gavel of most interesting history. The gavel is of solid brass, a very heavy piece of workmanship, and the block a square of wood inset with a brass disc. The two pieces were made from the cannon of Admiral Montejos's flagship, the "Reina Christina," which was sunk by Admiral Dewey in Manila bay in 1898. Needless to say that the chapter appreciates the gift very highly.

The social hour following the business meeting was devoted to games and the singing of patriotic songs in keeping with the spirit of flag day, after which Miss Palmer grouped the guests on the lawn for several pictures.

The chapter had as its guests, two visitors from other chapters, Mesdames Littlechild and Ketting; two prospective members, the Misses Poley, with their house guest, Miss Mielke, and Mary and Ellen Galey, who ably assisted the hostesses in serving and entertaining.

With this most enjoyable meeting the work of the chapter ends until the September meeting.

MEDFORD ROSE SHOW HAS MANY BEAUTIFUL EXHIBITS

The Medford rose show has the most beautiful exhibit of roses ever collected together in that place, according to a number of people who attended the show yesterday.

The judges on the exhibits were, Mrs. M. A. Alford, Mrs. Lincoln McCormack and Prof. F. C. Reimer, and the winners of the various prizes were announced at the noon hour yesterday.

The ladies of the Greater Medford club and others interested in the work are responsible for complete success of the show and deserve a great deal of credit both for the success and for the hard work that was necessary to get everything in order.

Reductions on braids, flowers and untrimmed shapes. A new line of shades and outing hats. Mrs. Simons, 26 S. Pioneer St. 241-4

SHE'S A REAL PIANIST



Little Dorothy Malone of Milwaukee, Wis., who is attracting widespread attention by her piano playing. This little tot, just three years and nine months old, can play and read some of the most difficult selections. Her sense of hearing is so keen that from an adjoining room she can tell what key a person strikes on the piano. Critics predict a brilliant future for her.

Freedom of the City.
 "Tomorrow," said the solicitor, "I am being presented with the freedom of the city of London."
 "Congratulations, old man!" said his best friend, wringing his hand. "How did you manage it?"
 "Simple enough," said the solicitor. "My wife is going to Manchester for a week."—London Tit-Bits.

VACATION BIBLE SCHOOL HITTING GOOD STRIDE

The daily vacation bible school is a beehive of activity from 9 o'clock to 12 each day. The enrollment now is 75 and the attendance yesterday was 68. Mrs. Fuller's music lessons are worth the effort alone, and the response of the pupils in singing is most gratifying. Miss Spencer's work in Bible and handicraft is quite efficient as is Miss Hakes in the primary department. The Misses McCoy and Robison are enjoying the work and are regularly at their post at the organ or at work with the children. Miss Hays is taking care of the Bible memory work, and is

getting a goodly list of honor names in that line.

H. E. Badger arrives in time to help the boys in craft work. The Misses Van Sant, who had charge of kindergartners last week, will be glad of any assistance, especially after 10:45 o'clock in the craft work. The children are so eager to work, they should have leaders. The beautiful thing about the school is the happy spirit prevailing. All the teachers are volunteering their time, so expenses are simply for materials.

Friday is calling day and offering day. Drop in and see what the youngsters are doing.

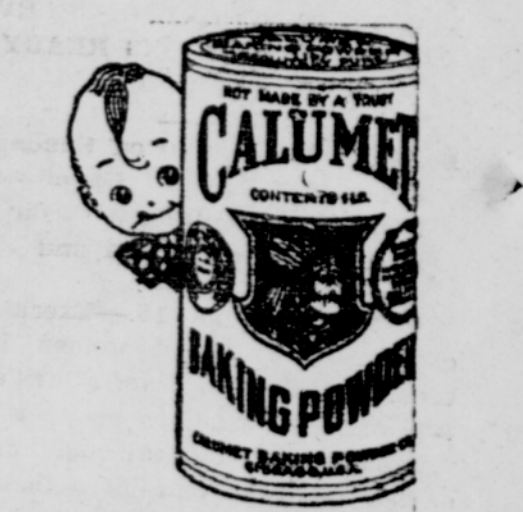
WILLAMETTE UNIVERSITY CONFERS 75 SHEEPSKINS

Rev. Charles A. Edwards, pastor of the Methodist church, returned this morning from Salem, where he attended the graduation exercises at Willamette university, at which time 75 students were given their degrees. This is the largest class ever graduated from the school and speaks much for its progress. Bishop Shepherd delivered the class address.

A campaign was launched during the week for an additional endowment fund of \$1,500,000.

Every day this week a Dollar Day at the Needlecraft Shop. 2391f

BIG TIME AND MONEY SAVER



CALUMET BAKING POWDER
stands for
ECONOMY
 No Failures No Waste

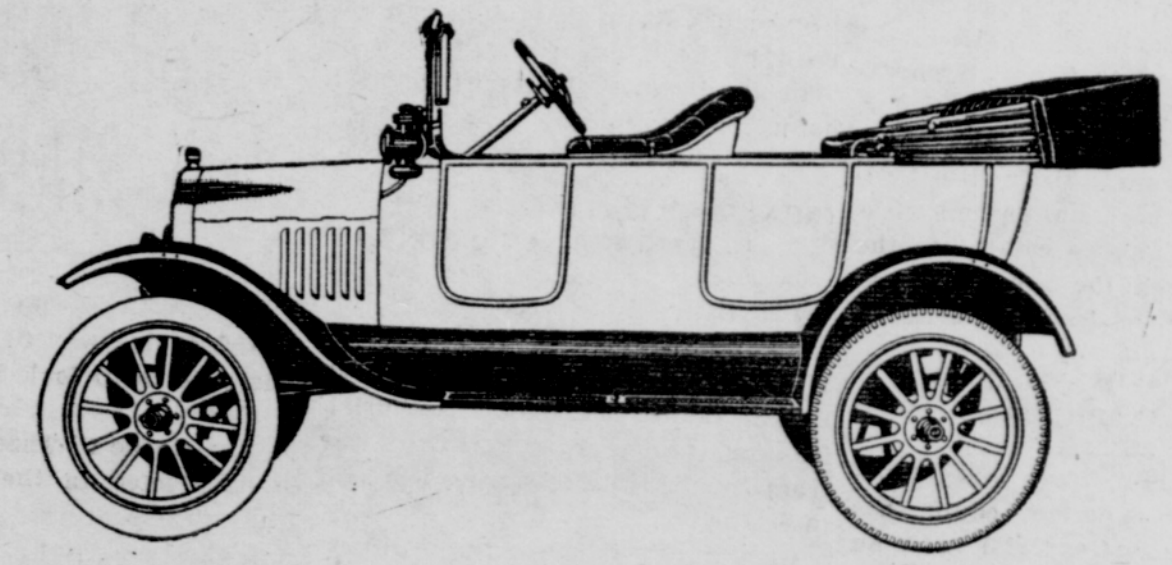
A pound can of Calumet contains full 16 oz. Some baking powders come in 12 oz. cans instead of 16 oz. cans. Be sure you get a pound when you want it

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- 2 Months 5 Tickets
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Each of These Tickets Will Bear a Number, and If You Hold the Lucky One, You Get a

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 (Buy Fisk)
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RED-TOP 30 x 3 1/2
 Extra Ply of Fabric—Heavy Tread
Price \$17.85

FOR poor roads, for heavy loads, for hard use anywhere the Fisk Red-Top cannot be equaled for small cars. An extra ply of fabric and a heavy tread of extra tough red rubber make a strong tire built to meet exacting conditions.

Time after time one Red-Top has outworn three ordinary tires. Its distinctive looks indicate your selection of a high-grade tire while its extra mileage more than justifies your choice.

There's a Fisk Tire of extra value in every size, for car, truck or speed wagon