

Ashland Tidings

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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.

Entered at the Ashland, Oregon Postoffice as Second-class Mail Matter.
SOLEMONITES
HER AMBITION
She always is in training to dance the latest dance;

There is one pretty well established fact in connection with moonshine. If a man drinks it, he has to first compromise with his conscience, and then play a low-down trick on his appetite.

Notice where a railroad president says that when he was planning the construction of a railroad, he was always guided by spirits. The identity of the man who constructed that line to the county seat from Medford ought now to be fairly well established.

Notice that Jess Willard says Jack Dempsey is side-stepping a match with him. If memory serves us right, there was some side-stepping at that memorable meeting in Toledo, but unless our forgettery is playing us a trick, it was Jess who did the side-stepping—into oblivion.

Another great contest is being staged between two railroads—Union Pacific and Southern Pacific—which reminds of the battle between the Hill and Harriman interests resulting in costly duplication of railroad facilities up the Deschutes canyon. This time the control of Central Pacific is the issue, and Oregon is deeply concerned in the outcome.

effic from the Southern Pacific, of which it has been an integral part for fifty years, has precipitated the contest. In last week's Voter we deprecated the possibility that immediate enforcement of the separation might be undertaken, regardless of the circumstances that under the new law, of which no cognizance was taken in the Central Pacific case or opinion, the inter-state commerce commission has authority to restore the unity of ownership and management which the supreme court decision has disturbed. As this is written, the prospect that immediate separation will be enforced seems more remote than ever, as a 60-day stay has been granted pending the hearing by the supreme court of a petition for rehearing the whole case.

With this stay of procedure in effect, the leaders in both railroad camps are directing their efforts towards the showing to be made before the inter-state commerce commission, which is on record tentatively as favoring the retention of Central Pacific by Southern Pacific, of which it has been a part for a half a century. The commission's tentative alignment is subject to hearing. Not only will both the Union Pacific and Southern Pacific be heard with their respective claims, but other railroads have an interest in the disposition of the case, and the people of the Pacific coast have an exceedingly vital interest which will result in their being heard through their state commissions and their various commercial organizations.

California and Oregon have most at stake. California is much concerned over the possible separation of its great unified railroad system, and has taken action through its state commission to protect the state against the disintegration. Meanwhile the Union Pacific is making a bid for the favor both of California and Oregon, alleging that if Central Pacific be separated not only will no hardship be imposed upon either state, but the supposed benefits of competition would be introduced, followed by better service and also by rivalry in construction.

So far as Oregon is concerned, the commercial and manufacturing interests of the state are rather suspicious as to the supposed benefits of competition so far as railroads under regulation are concerned. Competition has resulted in much costly paralleling of facilities, and the cost is reflected in freight rates. It also has occasioned duplication of overhead expense, where two companies operate over one main line, and the cost of overhead is one of the factors in keeping the rates up. However, the Union Pacific is putting up a strong case, and making quite an impression.

The main thing is that nothing be done that will hurt either the Union Pacific or the Southern Pacific, as both systems are well managed, and upon their prosperity depends to a vital degree the ability of Oregon to market her products by rail. If either or both of these systems are unprosperous the facilities to be required for marketing lumber, fruit, wheat and all our products will be lacking through the years. It takes money to maintain a railroad in shape and provide new rolling stock as needed for a growing state, and this money will not be provided by investors for unprosperous companies. Oregon is not concerned with which railroad wins in a battle between railroads; it is very much concerned that neither one of these great systems be injured in its ability to serve Oregon.

If joint use of main lines by two competing companies means better facilities for Oregon at less cost, and possibly means construction of the Natron cut-off, the Central Oregon connection and other needed extensions, Oregon will encourage such a disposition of the Central Pacific as will yield the competition. But all who allege today, in the light of past experience, that competition of the kind indicated will prove beneficial, will have a hard case to prove. On the other hand, there is a real element of possible danger in splitting up a system that means so much to western Oregon as does the Southern Pacific.

The commercial interests of the state have a great deal at stake, and should study the subject. The next 60 days will probably develop much in the way of argument and definite proposal, and to all of it, close heed should be given, so that Oregon commercial bodies will line up with that side which means most to Oregon in the way of railroad service and railroad development.

WAUKEGAN, Ill., June 20.—The prosecution today rested its case against Governor Len Small, on trial for conspiracy to defraud the state of public monies during his tenure of office as state treasurer, after nine weeks of testimony.

Jury Box Designed for Short Skirts



This new style of jury box has made its appearance in Los Angeles. It has a high solid wall in front and was designed and built as the result of the recent short-skirt fashion, so that jurymen shall not be embarrassed.

WHERE IS OREGON'S BEST INTEREST? (Continued from Page 1)

would be the point nearest to the Oregon boundary. Tehama is 191 miles away. Thus the Southern Pacific, with 1300 miles of railroad in the state of Oregon, would be separated from Southern Pacific in the state of California by a distance of nearly 200 miles.

4. Such a separation would deprive Oregon of its chief source of car supply. The people on our lines in Oregon rely on the Southern Pacific for cars, having never yet been able to get any supply from any line east of Portland except for a small fraction of their wants. Even during federal control the United States railroad administration found every resource to fall except the Southern Pacific for our Oregon lines car supply.

Remember that in 1921 the Southern Pacific sent northward to Ashland for its lines in Oregon, over 34,000 empties, in addition to over 24,000 loaded cars. At Portland we received no addition to our car supply, on the contrary, in 1921 the Southern Pacific actually delivered to its rail connections there 1760 cars in excess of cars we received from them at Portland.

5. Suggestion has been made that by some plan the 191 mile gap in California between Southern Pacific in California and Southern Pacific in Oregon might be bridged under joint rights of ownership. This merely substitutes some uncertain rights of ownership for direct ownership. It is a confession that troublesome dual substitutes would have to be attempted to take the place of that single ownership and responsibility to which the public is accustomed.

Every shipper knows what it means to deal with two carriers on any given question of service compared with dealing with one carrier, other conditions equal. As a business question, everyone knows that when the business on and over a given piece of railroad is split between two carriers, neither has in it the direct interest of one carrier operating the same piece of track. Further, a divided interest demands employees who must be neutral and offend neither interest, but the public do not like neutrality in questions of service, they preferring activity and energy as more to the public interest.

6. Beyond this, any railroad man knows, and most business men, that it is not a practical thing to give another company the main lines from the Oregon-California state boundary to Roseville Junction in California via Chico, and from Sacramento through Stockton to Fresno and Goshen, 489 miles, without interfering with the present service. It means the service of nearly 500 miles must then be given by two companies instead of by one, as now. It is useless to suggest that this would be an improvement in the service for the public, whatever the combination or arrangement made, if it be short of the Southern Pacific retaining these lines in its single control. What is true of this

line is equally true of the local business generally. The communities served will have to look to two companies for their service, where now they hold one responsible.

7. What can the public business gain by such a change. Everywhere from Portland to San Francisco, San Francisco to Los Angeles, Los Angeles to Yuma, and beyond, the public asks, what can it possibly gain? The answer once more is: The public of Oregon has nothing to gain by breaking up these properties and stands only to lose by the complications that follow.

OBSERVE EQUALITY IN RINGS

Up-to-Date Custom Is for Bride to Equip Man of Her Choice With Wedding Symbol.

Custom has decreed that when a man receives from the woman he loves a promise that she will be his wife, he should forthwith buy her a ring. It is an excellent custom, according to the jeweler.

Most ancient and modern lovers have observed it, but modern lovers are going one better. Instead of one ring, two are bought, and they are not both for the lady. Jack and Jill together wear the sign of their engagement.

Equality of sex in voting and in the eyes of the law is responsible for this new idea, according to the Louisville Courier-Journal. For, mark you, two pockets bear the strain. No modern, self-respecting Jill would allow her Jack to cater for his own finger. And when the plain gold circlet follows, again ring equality is carried out.

It is no new custom for men to wear wedding rings. They have done so for ages. But it is a new idea that they should not have to pay for them. The up-to-date bride insists on doing her share, and buys the ring for her groom, while he purchases the sign of her new estate.

Measure Your Figure. A Brazilian art scholar claims to have discovered how the old masters of painting and sculpture worked. He has taken the pictures and shown, by drawing lines and angles on them, how the artists gave their compositions strictly mathematical foundations. Ancient Egyptian artists had a rule of proportions based on the length of the middle finger, the distance of which was contained nineteen times in the length of the whole body.

Greek artists adopted these proportions until it was established that the face must be a tenth part and the head an eighth part of the total height of the body. The face was divided into three equal parts—from the roots of the hair to the root of the nose; from the root of the nose to its point, and from the end of the nose to the chin.

Mind-Laziness. Most of us have, or have had, a tendency to be lazy about thinking. That, in itself, is not dangerous; a tendency can be overcome if we are interested in overcoming it. But many people, not realizing what is the matter with their minds, let lazy thinking habits develop unchecked. The slipshod mind has always an excuse ready. It says: "I'm too tired to work now. What I need is a thorough rest to fit me for thinking. Tomorrow I shall be able to do this work easily." Sometimes the excuse is genuine, but we must be on our guard to see that the tired feeling really means overwork. We must be on the lookout for the idle brain that complains of being exhausted.

LA GRANDE BUILDING PERMITS SHOW GAIN
LA GRANDE, Or., June 20.—The month of May this year broke all building permit records for that month in this city. During that month permits for construction estimated to cost \$51,480 were issued. There were no large buildings among them, practically all permits being for residences. Last year the amount of new work for which permits were issued in May was \$14,075.

BRILLIANT PLAYERS IN "MORAN OF THE LADY LETTY"

Dorothy Dalton is one of the most popular stars of the screen. Born in Chicago, she was educated at Sacred Heart academy and then went on the stage. After several seasons in stock she appeared in vaudeville. Her starring vehicle, "The Flame of the Yukon," immediately established her as one of the most magnetic screen stars of the day, and then followed a long series of Paramount starring productions. Two years ago she starred in the New York stage spectacle, "Aphrodite," at the same time continuing her screen work. Her recent appearance in Cecil B. DeMille's "Fool's Paradise," was triumphal.

Rudolph Valentino, who plays opposite Dorothy Dalton, in "Moran of the Lady Letty," is one of the most popular of screen favorites, by virtue of his remarkable work in such successes as "The Four Horsemen," "The Conquering Power," and "The Sheik." He was born in Castelletta, Italy, and educated at military and agricultural colleges in Italy. He was on the stage three years, playing in vaudeville and musical comedy.

"Moran of the Lady Letty" is appearing at the Vining for the first time today, and will be shown tomorrow and Thursday as well.

THE WEARY WAY

Daily Becoming Less Wearisome to Many in Ashland
With a back that aches all day. With rest disturbed at night. Annoying urinary disorders. 'Tis a weary way, indeed. Doan's Kidney Pills are especially for kidney trouble.

Are endorsed by Ashland citizens. Mrs. A. Sherard, 881 East Main street, Ashland, says: "I can recommend Doan's Kidney Pills from experience for I know they do all that is claimed for them. I had a lame, aching back that kept me feeling miserable all the time. My work tired me easily and I had frequent headaches. My kidneys acted too frequently, too. Doan's Kidney Pills bought at Poley & Elhart's drug store, helped me wonderfully by relieving the backaches and regulating my kidneys."

Price, 60 cents, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Sherard had. Foster Milburn Co., Mfrs., Buffalo, N. Y. 33

PRESBYTERIAN SYNOD TO MEET AT O. A. C.
The Presbyterian Synod of Oregon meets this year at Oregon Agri-

cultural college, at Corvallis, with one of the most inspirational programs ever prepared for that body of Presbyterian ministers and laymen. Synod convenes July 10th to 14th, inclusive.

Rev. C. C. Hays, moderator of the general assembly, will deliver the evening address, July 10. Rev. J. A. Vance, first church, Detroit, Mich., will give daily addresses, "Morning Hours with Jesus." Rev. W. S. Holt gives a moving picture of "Soldiers of the Cross." Lectures by Edw. T. Divine, H. R. N. Wenly, of Michigan university, Rev. J. Newton, a missionary from India, and several other leaders in various phases of work are also on the program, making a week of rich and rare experiences.

Pendleton—Million trout eggs to be planted in county.
Astoria shipped 60,000,000 feet of lumber during May.
Marshfield—City purchases 1000 acres for watershed.

camp bread!
to OLYMPIC pancake flour add water or milk and bake over hot coals.
OLYMPIC FLOUR-CEREALS-FEED

Plan Now to Attend Annual Rose Festival At Portland June 20-21-22 and 23
Railroad Fares are the Lowest in Years
\$16.50 for the Round Trip
Southern Pacific Lines
JOHN M. SCOTT, General Passenger Agent

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 Ford Car Free! Subscribe Now!