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 E. J. BARRETT, Editor

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 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.

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 Matter.

**SOLOMONITES**

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 CONGRESS AND SOLDIER  
 Congress is my shepherd; I am in want,  
 He maketh me to pay all my in- come; he leadeth me to be- lieve there will be no bonus,  
 He restoreth no hope of faith; he leadeth me to regret my vote.  
 Yea, though I walk through the alley and the street of doubt I find no pleasure in them.  
 He prepareth a fable before me in the presence of no free lunch counters.  
 Surely poverty and hardships will follow me all the days of my life, and I will dwell in a rented house forever!  
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Perhaps one reason Bryan did not want us represented at the late Genoa conference, was his fear they would make a monkey out of Uncle Sam.

Lots of folks will tell you Klamath Falls is "bone-dry," but the police docket would seem to indicate that they must have the oil wells in mind.

Ever notice that when some of your friends let you in on the "ground floor" of a "good thing," your creditors have to dig you out of the cellar?

From the Washington dispatches about the tariff, bonus and ship subsidy, it would look as if a gland transplanting specialist had been turned loose in congress.

Some folks are always out of luck. Statistics show that every other family in the United States owns an automobile. At the present writing we are one of the others.

Secretary Stevenson, of the Klamath Falls chamber of commerce is threatening to put the Indian sign on Ashland. He expects to have a big bunch of warriors here for Ford and Fourth days.

**WHERE ASHLAND'S INTEREST LIES**

Should the Union Pacific gain its contention and effect the dissolution of the Central and Southern Pacific lines, it has promised Klamath Falls to immediately finish the Natron cut-off. That would shorten the track between San Francisco and Portland 107 miles and get rid of the 3 per cent grade over the Siskiyou. The Natron track would be practically a straight one, and the

heaviest grade would be 2 per cent for 23 miles. That would result in throwing all through freight and passenger trains over that line and leave the Southern Pacific through the Rogue river valley a feeder for this line at the Portland terminal. The lines in this valley would become feeders instead of through lines and this section would be forever deprived of the benefits derived from these through trains. Of course, Klamath Falls is with the Union Pacific in its efforts to disrupt the Southern Pacific properties, but Ashland should stand firm with the Southern Pacific, because it is as vital to Ashland as it is to the railroad.

**PLANS DRAFTED FOR NEW LINES**

(Klamath Falls Herald)  
 Railroad construction plans to link up Lakeview, Klamath Falls, Crane, Bend and Odell with Eugene for the development of the long dormant central Oregon country, have been drafted by the Union Pacific system and it is indicated that such a plan will be carried through following settlement of the Central Pacific railroad controversy.

This announcement comes from official channels and follows intimations to the same effect made in addresses by G. W. Morrow, general right-of-way agent for the Union Pacific in central Oregon last week, according to the Oregon Journal.

Further corroboration is given in a statement from A. C. Spencer, general counsel for the system, in which he said that he was unauthorized to make a statement on any construction program, but that a public demand and satisfactory settlement of the Central Pacific case doubtless would result in favorable consideration of these extensions, which were planned years ago.

To link up eastern, central and southern Oregon with the Willamette valley would necessitate the building of 500 miles of trackage and the Union Pacific has such a construction program outlined.

This program includes a line from Crane, in Harney county, where the Oregon short line extension from Vale ends, to Odell junction in northern Klamath county.

Another provision is made for a line from Bend to Odell Junction and then to Klamath Falls. The Odell-Klamath Falls part of the line would be contingent upon operation of the Central Pacific interests by the Union Pacific and consequent construction of the Natron cut-off from Klamath Falls to Odell Junction and then over the Cascade mountains to Eugene.

Still a further extension is planned from the Crane-Odell Junction link, in northern Harney county, to Lakeview, where connection could be made with the Nevada, California & Oregon railroad, a narrow gauge line tapping the Central Pacific.

This same construction program was being pushed by Harriman when the Central Pacific controversy was started. Harriman's plan was to open up this sparsely settled country and push a line over the Cascades to the heart of the Willamette valley. The Central Pacific was planned to become a part of the Union Pacific, but when the Southern Pacific absorbed it, the plans of the Union Pacific were abandoned. This came at the time when the Sherman act divorced the Union Pacific and Southern Pacific systems.

The reason Union Pacific officials have been withholding announcement of these construction projects is because the company does not know what restrictions will be made by the interstate commerce commission on the Central Pacific situation.

This interlacing of railroads in the eastern and central sections of the state would be a part of the general program for entry into the southern and western sections.

If the supreme court and the interstate commerce commission would permit, the Union Pacific would absorb the Central Pacific, and through its lines and the construction of the Natron cut-off would plan to become a competitor in the Willamette valley.

Specific tracks from Eugene to Portland. All of these facts have been laid before local interests which have been considering the possibilities growing out of the Central Pacific disposal, and are not mere hearsay.

And yet another extension program has been planned by the Union Pacific in the event it obtains control of the Central Pacific lines. This line would be from Klamath Falls to Susanville, Calif., which is at the end of a branch running north from Fernley, Nev., on the Ogden line.

With the Natron cut-off complete and the Klamath Falls-Susanville section completed, the Central Pacific under Union Pacific operation would have a complete line from Eugene almost to Los Angeles, via a direct road through Nevada.

The official eyes of the Union Pacific have seen other possibilities in addition to development of eastern, central and southern Oregon, for the distance for transcontinental movement between the Willamette valley and Granger, Wyo., would be considerably shortened by extension of a line from Crane to Orell Junction and then over the Natron cut-off line to Eugene.

By this new route, the distance between these two points would be 934 miles, whereas the present distances are 1054 miles by the O.-W., 1143 miles by the Susanville cut-off and 1300 miles by Roseville and Ogden over the present line of the Southern Pacific and Central Pacific.

Commercial clubs of Bend and Klamath Falls have heard this plan outlined and through resolutions have entered with enthusiasm into support for the Union Pacific.

**W. C. T. U. Column**

**What's the Harm in a Little Wine and Beer?**

Science of recent years has dragged out into the open the mischief done by beer and wine quantities of alcohol. A great variety of experiments, performed in many countries, and under the direction of expert investigators, in laboratories and in the practical work of every day life, have snatched the mask from beer and wine, and to those who will see have revealed these drinks as they are—the carriers of a poison, alcohol, that is ever at war with human welfare. What do the experimenters say?

It was a beer and wine quantity of alcohol (equivalent to two or three glasses of 4 per cent beer or a half pint of 10 per cent wine) that Kraepelin found impaired the perception and attention needed by lookouts, signal men, sentries, engineers, automobile drivers, machinists and others in military and civil life.

It was beer and wine quantities of alcohol (equivalent to one to four glasses of beer or 1-5 to 4-5 of a pint of wine) that Joss found decreased in adult students the power of attention, concentration and mental keenness, 4.9 per cent the first hour, 10.9 per cent the second hour, 12.5 per cent the third hour.

It was a beer and wine quantity of alcohol (equivalent to two glasses of beer or a half pint of wine, that Totterman found markedly reduced the co-ordination of eye and hand work needed in range finding, sextant observing, sighting of guns, delicate machine work of all kinds.

It was a beer and wine quantity of alcohol (equivalent to 3/4 of a pint of wine or a little over four glasses of beer) that Frankfurter found increased 17 times the relative number of errors in typewriting.

It was a wine quantity of alcohol (equivalent to 4-5 of a pint of wine) that Aschaffenberg found decreased the amount of work done by typewriters 8.7 per cent.

It was beer and wine quantities of alcohol (equivalent to about two pints of beer or 3/4 pint of wine) that Kraepelin found impaired accuracy in marksmanship in the Bavarian army.

It was beer and wine quantities of alcohol (equivalent to two glasses of beer or one pint of wine) that Lieutenant Boy of the Swedish army found reduced endurance in shooting 22 1/2 per cent.

It was beer and wine quantities of alcohol (the equivalent of two to four glasses of beer) taken daily, that Smith found impaired ability to memorize and to add numbers.

It was beer and wine quantities of alcohol (equivalent to two to two and a third glasses of beer, or 10 ounces of wine) that Durig and Schynder found diminished muscle working ability in lifting and mountain climbing and increased fatigue.

It was beer and wine quantities of alcohol that in practically all these experiments misled the person using the alcohol into thinking that he was



United States navy pigeon hatching future message carriers for Uncle Sam's ships of both sea and air.

working better, when, actually, his work was poorer.  
 It was beer and wine quantities of alcohol (equivalent to one and a half to two and a third pints of beer or 10 to 15 ounces of wine) that Dodge and Benedict of the Carnegie Nutrition laboratory, Boston, found definitely depressed combined nerve and

cal and mental working ability, and to shorten life.

**BEND DROPS PLANS FOR AUTO RACE ON JULY 4TH**

BEND, June 22.—Bend's plans for an automobile road race to Burns and return on the Fourth of July were canceled today, when a telegram was received from the state highway commission refusing to allow the request for an increase in the speed limit.

**Guns Repaired**

FISHING RODS WRAPPED  
 Barrels and Parts Supplied and Fitted for Any Make of Gun

**R. Middleton**  
 881 E. MAIN ST.

**Yes We Give Tickets on the Ford, With Meat and Groceries**

Special while they last, Shrimps,  
 2 for 25c — 5 for 50c  
 10 and the Ford for \$1.00

**PLAZA MARKET**  
 61 NORTH MAIN STREET  
 WE SELL THE BEST WE SELL FOR LESS

**free from**

Destructive "sulpho" compounds in motor oil cause it to break down and thin out rapidly under engine heat.

**destructive**

The new Hexeon Process completely removes destructive "sulpho" compounds from oil. This process is used only in making Cylcol Motor Oil.

**"Sulpho"**

Cylcol retains its "body" under engine heat—maintains the essential lubricating film between moving parts—prevents many serious engine troubles.

**compounds**

Flush your crank case with fresh lubricating oil, not kerosene or so-called flushing oil, then refill with Cylcol. Different brands of motor oils have different bodies. The safest, surest way to get the best performance from your motor is to use the grade of motor oil specified on the Cylcol Lubrication Chart.

**CYCOL**  
**MOTOR OIL**

**Associated Oil Company**

Executive Offices Associated Oil Building  
 79 New Montgomery Street  
 San Francisco