

Ashland Tidings

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

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

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 . . . . . \$ .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 1/2c
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 1/2c

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. 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.

SOLOMONITES
\*\*\*\*\*
MISSING
There was a thin maiden called Greener.

Who worked with a vacuum cleaner;
But she got in the way
Of the suction one day.

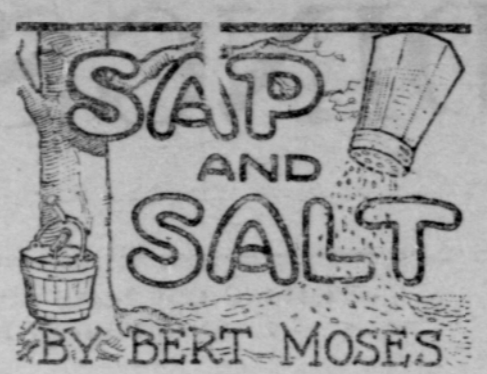
And since then nobody has seen her.
\*\*\*\*\*
Unless all signs fail, the president has put the "Indian sign" on the railroad strike.

Is it the vagaries of an approaching senility or were we once taught that a woman's chief charm was modesty?
\*\*\*\*\*
President Harding has been more than once characterized as an old line politician, and the deftness with which he steered both sides of the controversy to a resting place over a barrel, would indicate that the appellation is not amiss.

There are those who would detract from the president's prestige in the formulation of the railway proposals by saying they were "Hooverized" before they were submitted to the railway executives, by the secretary of commerce.
\*\*\*\*\*
See where "Pussyfoot" Johnson is stirring up a near-riot in England trying to shunt John Bull away from his "alf-an-alf." Might as well try to cut off his roast beef or the baby's milk and expect the youngster to smile while the operation is in progress.

The latest from China is to the effect that Sun Yat Sen, former president of the South China republic, has lost his reason. Not surprised at that. There are a few telegraph editors in this country who have gone nearly daffy trying to keep track of the various Chinese republics.
\*\*\*\*\*
Looks as if the president had stowed away a "joker" in those proposals made to the strikers and railway executives and that both factions swallowed hook, line and sinker. They agreed to accept the findings of the labor board, and now the president puts the vexed question of seniority rights up to the board, the decision of which both sides are pledged to accept.

The Mail Tribune is fast getting into the class of a common scold. It gave up its editorial column to Judge Watson yesterday, and the sage of



When taxes grow, democracy doesn't.

Love won't last long if you work at nothing else.

If you want to have little competition, try being honest.

The highest reference a town can have is an empty jail.

Troubles must of course have their use, for heaven knows, there are enough of them!

Much of a man's life is devoted to cutting the hair off his face and trying to make it grow on his head.

HEZ HECK SAYS:
"A feller gits well slow-er when the nurse is good lookin'."

Gold Hill went in over a column deep in excretion of the Ku Klux Klan. Undoubtedly the judge and the editor of the Mail Tribune believe they are working for the common good, but is it not about time to let up on this washing of our dirty linen in public? Never an edifying spectacle, it is actually becoming nauseating, to say nothing of the disagreeable notoriety it is bringing to Jackson county. The principal charge brought against the Klan is that it advocates violation of law. It is in the hands of the law, now let the law deal with it. Nothing is to be gained by keeping the matter in the public eye by methods that approach very closely to those which we decry in the Klan.

REDUCE, DON'T SHIFT
The suggestion that is frequently advanced for reducing the growing tax burden is to "shift the load" from one class of taxpayers to another. No relief would be thus secured. Relieving the farmer or the workman or the average citizen of tax payments and adding the amount to industries or those having large incomes would simply mean that the money to raise these tax payments would be shifted back to the individual through increased cost of everything he purchased, thus shoving the cost of living up another notch.

The program of taxing invested or accumulated capital to the point of confiscation will in a short time reduce this source of taxable wealth to the point where it can no longer pay the taxes required. Then the burden of taxation falls back automatically on the small taxpayer.

Shifting the load will only aggravate the situation. The one remedy is to bring about a reduction in taxation demands and increase efficiency in governmental management and expenditure of public funds.

ONCE TOO OFTEN
Several of our old-timers one day this week were discussing the early happenings of this once wild and woolly mining camp 'way back in the 60's, says the Jacksonville Post. One of them told how a red-headed Irishman lost his life in a rather novel manner. The fellow posed as a very "bad man," and one of his stunts while drunk was to suddenly burst open a door of a saloon or gambling house and yell "fire!" in order to see the drunken crowd fall over each other in rushing out. He worked this joke once too often, and one night when he poked his head in the door of a gambling house here and yelled "fire!" the crowd did. Everybody in the house fired at the same time—and no doubt he has been fighting fire ever since.

AN EYESORE
By Bert Moses
Right across the street from the Hotel Ashland is a vacant lot. The hotel stands in the heart of town. When strangers visit Ashland and sit out on the hotel verandah, that lot is hardly calculated to set up a yearning to move their household and kitchen furniture here and become citizens.

On this lot you can see everything but scenery. In the rear is a pile of ashes, and scattered about are various species of discarded rubbish that would supply poor picking for a billy-goat. Against one building at the side is an abandoned tire that has gone the way of all things, and over on the other side is a small signboard that seems to be the only token of a community with living people in it.

The surface of the lot is more or less inhabited by many varieties of weeds in a poor state of health. Emaciated grasshoppers and debilitated bugs with long Latin names here forage for a scanty living, not securing enough energy from the vicinals, however, to hop or crawl or fly to better pastures.

Now, a family can always be judged by the condition of its back yard, and a city by its vacant lots. A vacant lot, like that opposite the Hotel Ashland, does not make a good impression upon the stranger, for we all form our real opinions of a place by the worst things we see in it. If ashes and rubbish are flaunted in our faces when we stop in a town, we get away as soon as we can, and carry a dark brown taste in our mouths.

Here we are, trying to get more people to settle in Ashland, and the first thing they see is that ash dump and grasshopper garage. Is it not worth at least one 60-cent luncheon to do something about it? Anyhow, it can be discussed and some resolutions can be adopted. Passing resolutions and passing the buck, however, is about all that can be hoped for.

We have a scenic preservation society, I believe, and it may be this organization is preserving this bit of scenery for posterity. Being an advertising man, I think a fine billboard across the front of this vacant lot would improve the scene immensely. To me, a clean signboard is more of a joy to the eye than a dirty stretch of town lots. A signboard is a token of enterprise. It stands for business. Wherever you find a lot of advertising you find a thriving, hustling, prosperous community, and wherever you find no advertising you find a dead town.

I incline to live things rather than to dead ones. This vacant lot is so dead that all self-respecting blue bottle flies have abandoned it, and I suggest to the owners, whoever they may be, these two propositions:
One—Put the lot down in grass and flower beds, or
Two—Build a signboard and paint on it a nice picture of something useful to eat, wear or to contribute to our happiness.

I favor the latter, for advertising is the only way for a town to keep from drying up and blowing away.

A BLIND PLEA FOR JUSTICE
(Continued from yesterday)
\*The Union Pacific and our central Oregon friends are dwelling at length on the virtue of common user arrangement. There is before the railroad commission at the present time an application wherein authority is being sought for removal of some of the parallel tracks on the Bend line, and the substitution thereof of common user arrangement. Why was this necessary? The Bend district was a new country, and the traffic in sight capable of development to a degree that one railroad with a single overhead could have given an adequate service and succeeded in making some return on the investment. Was not Mr. Hill entitled to the traffic? No, the Union Pacific realized that by building of a line into central Oregon, Mr. Hill would develop that territory and weaken the control by them. To prevent this, the Union Pacific built alongside of Mr. Hill's line, making good their policy of refusing to build into central Oregon themselves or ruin any other line that might attempt to invade what they have always considered their exclusive territory.

Now, what was the result? It will be remembered Mr. Hill purchased the Pacific & Eastern railroad and intended to continue his Bend line to a connection with that property in the Rogue river valley; however, the Union Pacific forced Mr. Hill into some common user arrangements on the Deschutes line, and when they did so imposed conditions that any future extension of the Bend line would be common user. That stopped Mr. Hill, because neither he nor any other railroad man was going to put money into any proposition of new railroad construction and be faced with the condition that at any time the Union Pacific saw fit to do so, they could come in and by payment of a fixed arbitrary portion of the original cost of the investment secure equal rights to operate trains and divide the tonnage and revenue that the pioneer railroad would work hard and long to produce. Was the common user an advantage in this case? The result effectively prevented extension of the Bend line by Mr. Hill and denied the Rogue river valley another rail line.

Another excellent example of common user arrangement is the line from Prineville Junction to the city of Prineville. Here was a case where two common user lines—the Union Pacific and the Spokane, Portland and Seattle—were operating to Bend over the same tracks, and they could have easily built another common user line and served

Prineville in the same manner that Bend, Redmond and other points on the main common user line are served. The city of Prineville is in the best position to answer this question, however: obviously neither the S. P. & S. nor the Union Pacific were willing to build that line because whichever one undertook the project the other could come in at will and demand their rights. The result is that the city of Prineville was obliged to build the railroad, and its people are paying the interest on the bonds raised to finance its construction. WAS THERE ANY COMPETITION IN THIS CASE? WAS COMMON USER AN INDUCEMENT TO DEVELOPMENT?

The Union Pacific could have served the Bend district at less expense than through the Deschutes river canyon by an extension of their Shaniko branch. Why didn't they do it? Their line paralleling Mr. Hill's was for the simple, direct purpose of serving notice that any line that might be built in central Oregon would be met with parallel extensions by the Union Pacific. HAS CENTRAL OREGON PROFITED?

The Union Pacific lays great stress on plans which were formulated in 1905 for construction of a line across Oregon from Natron to Ontario with branches radiating to Klamath Falls, Lakeview and Agency Plains, and the Central Oregon Development league and its representatives now say that these plans will be carried out if the Union Pacific can fix the map of western Oregon as they desire. Don't forget that Oregon is well acquainted with insidious propaganda of this sort. If all of the railroad lines drawn on paper or in articles of incorporation were built in this state, it would be honeycombed with railroads. However, paper lines do not insure construction.

If the Union Pacific were sincere,

why have they not continued their Crane line on to Burns and up to Bend. Government reports show there is over 23,000,000,000 feet of merchantable high-grade pine timber in Deschutes, Crook and Harney counties. This tonnage cut only at the rate of 1,000,000,000 feet per year would pay over 3 per cent of the interest on the investment, and with the livestock, grain, wool and other products, without counting on increased development, a much bet-

ter earning power is assured to such a line than exists even today on some of the Union Pacific's southern Idaho lines. Why should the Central Oregon Development league, facing those conditions, be willing to join, in the Union Pacific's claim that no tonnage exists? Have they no faith in their own country? One of these days they will regret the position they are taking.

A want ad will sell it.

Along The Highway

The Bell sign is a symbol of assurance to the motorist.

It means that he is in touch with home and business.

It means that anxieties can be eliminated—changed plans made known—emergencies more quickly relieved.

Every Bell sign marks the location of a long distance telephone station.

LUCKY STRIKE
"IT'S TOASTED"

Cigarette

It's toasted. This one extra process gives a rare and delightful quality—impossible to duplicate.

Guaranteed by The American Tobacco Co.

Along The Highway
The Bell sign is a symbol of assurance to the motorist.
It means that he is in touch with home and business.
It means that anxieties can be eliminated—changed plans made known—emergencies more quickly relieved.
Every Bell sign marks the location of a long distance telephone station.

The Pacific Telephone And Telegraph Company

Advertising is the Sunlight of Business

To all that is healthy and vital in business, it means increased strength and growth; but advertising is a fierce heat which withers and consumes that which is unsound.

A business which is not a good business should not be advertised. A business which would not benefit from widespread appreciation of its ideals had better acquire a new set of ideals.

SYRUP of THE NEW TONIC LAXATIVE AT EVERY DRUG-STORE PRUNES

AMERICAN TELEPHONE & TELEGRAPH CO. BELL SYSTEM THE PACIFIC TELEPHONE & TELEGRAPH CO. OIL COMPANY

Along The Highway

The Bell sign is a symbol of assurance to the motorist.

It means that he is in touch with home and business.

It means that anxieties can be eliminated—changed plans made known—emergencies more quickly relieved.

Every Bell sign marks the location of a long distance telephone station.

The Pacific Telephone And Telegraph Company

Advertising is the Sunlight of Business

To all that is healthy and vital in business, it means increased strength and growth; but advertising is a fierce heat which withers and consumes that which is unsound.

A business which is not a good business should not be advertised. A business which would not benefit from widespread appreciation of its ideals had better acquire a new set of ideals.