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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.

SOLOMONITES

Wonder if the restaurants will consider seniority rights when they are using cold storage eggs this winter?

The Oregon exposition caravan, headed by Mayor Baker, of Portland, will be with us Friday evening. Let us make their visit a memorable one.

If the coal strike is settled tomorrow, as announced, just watch the trend of fuel prices from now on, and you will find out who pays for the strikes.

Folks who have put in new furnaces will probably have a chance to try them out this winter, if the prediction comes true, that the coal strike will come to an end tomorrow.

There was a man in town yesterday trying to rent advertising space on the ceilings of barber shops. Suppose Jesse Winburn or Bert Moses will be blamed for this latest affliction.

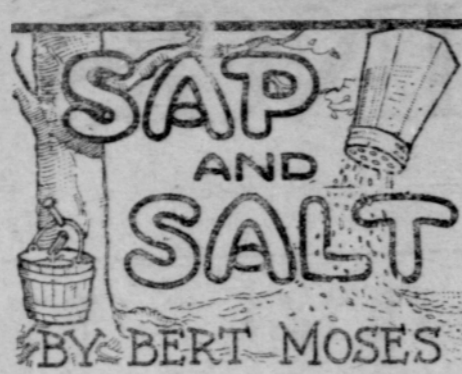
These Indian summer days, when you are digging your face into a nice juicy ear of corn, with golden butter oozing all over, the rail and coal strikes resolve themselves into mere incidents.

For the "love of Mike" take down that sign over the lithia fountains at the depot announcing that we are going to have a celebration on the Fourth of July! We probably will in 1923.

There must be something alluring in the post of representative, judging from the number of candidates in the field. Miss Alice Hanley, of Medford, is the latest to shy her bonnet in the ring, thinking, perhaps, that being in the same class with her distinguished namesake, Alice Robertson of Oklahoma, the lone congresswoman, she may take just as kindly to politics, or politics to her, which ever way it may happen to hit or fit.

GOVERNMENT OPERATION

The latest edict in the rail strike is an embargo on all perishable freight, shipped from the west to the eastern markets. We have no means of estimating just how great a loss this entails on Oregon, but the loss on fruit alone will be appalling. This will be greatly added to by the fact that cattle also come under the embargo. In Washington, the apple crop ready for shipment amounts to \$25,000,000, and in California, the certain loss of fruit growers is simply beyond estimate.



BY BERT MOSES

You can always put the blame for a poor garden on the weather.

A good night's sleep works wonders with a fellow's disposition.

Pullman car windows beat chewing gum in the matter of sticking tight.

Death is the price paid for living, so get a good run for your money while you can.

Most of our progress is accomplished while congress is not in session.

Women believe nearly everything they read, while men are more inclined to have their doubts about it.

HEZ HECK SAYS:
 "Good men git plenty o' credit, but not very much real cash."

One report states that it will be greater than that caused by the great San Francisco earthquake.

The president, in despair, announces that so far as the government is concerned, all negotiations having in view a settlement of the rail strike, "are off." This can mean only one thing. Conciliation having failed, the mailed fist will be withdrawn from the velvet glove and congress will be asked to declare that a national emergency exists, which will permit the president to forthwith take over the operation of the railroads. That such a course will not be relished by the railroad executives goes without saying, but unless all signs fail, this is exactly what the railroad employees desire, taking it for granted that under government operation, the old scale of war wages would obtain. In this, however, they are likely to be reckoning without their host. Similar conditions do not prevail. No shortage of man power exists, as was the case during the war, and under government operation it is more than likely, that the wage scale would be fixed in accordance with the findings of the railway labor board, whose decisions have been flouted by both sides to the controversy. If not the labor board, as at present constituted, then it will be another board, formed along similar lines, with this important difference—the decisions will carry with them the weight of enforcement.

Encouraging Outlook for the S. P. Editor of the Tidings:

A letter just received by me from Mr. John M. Scott, general passenger agent of the S. P., and the always stalwart friend of Ashland and its contributory area, induces me to send the Tidings an extract from it, as showing something more than a glimmer of light upon the threatened divorce of the S. P. proper and the Central Pacific, which, for upwards of 50 years, have been bosom companions in the ups and downs of actual railway life.

The united efforts now being put forward by municipalities whose interests would be seriously jeopardized by the change, are most commendable, and cannot be too strongly advocated, if the interstate commerce commission is to see matters in their true light as they stand in relation to every public interest.

Yours truly, H. G. GILMORE.
 Mr. Scott writes:

"I was down your way on a hurried visit a short time ago, in connection with the activities of the Union Pacific in their efforts to take our railroad from us. I am glad to say, however, that we still have many friends all along our lines, and the press without exception is all in our favor, and have so stated several times. It does seem strange to me that the Central Pacific and the Southern Pacific, operating as they have as one system for 50 years, should be dismembered at this late date.

"We feel that our position is correct in opposing any change in the railroad as it has been operated these many years, and we are satisfied the interstate commission will so rule in the near future. They have already tentatively suggested, be it remarked, that no change be made, and I doubt very much if anything has happened to have them look at the matter from a different standpoint."

Railroads Launch Pacific Shop Crafts Protective League

William Sproule, president of the Southern Pacific company has issued the following statement at Los Angeles recently:

"On the Southern Pacific lines west of El Paso and Ogden and south of Portland, commonly known as the Pacific System, a new organization of the allied shop crafts has come into existence as the result of the strike. This is the "Pacific System Shop Crafts Protective League" of the several thousand men now working in the allied shop crafts. Eighty per cent have signed up; have elected their chairmen; fifteen of them have elected their other officers, and the organization has entered upon its functions. These chairmen have signed agreements between the men and the company in acceptance of the rates of pay, rules and working conditions as decided by the United States railroad labor board.

"The Southern Pacific has recognized the new organization in compliance with a resolution adopted by the United States railroad labor board on July 3, 1922, which, after citing the fact that as the organizations comprising the federated shop crafts had notified the labor board that a very large majority of the employees they represented had left the service of the carriers that the members of these organizations are no longer employees of the railroads or under the jurisdiction of the labor board or subject to the transportation act, proceeds to say:

"Whereas in the future, submission of disputes involving rules, wages and grievances of said classes of employees of the carriers, it will be desirable if not practical, to have the employees of each class on each carrier to form some sort of association or organization to function in the representation of said employees before the railroad labor board in order that the effectiveness of the transportation act may be maintained. Now, therefore, be it communicated to the carriers and the employees remaining in the service and the new employees succeeding those who have left the service to perfect on each carrier such organization as may be necessary for the purpose above mentioned, and be it further resolved that on any carrier where either of the above named organizations by reason of its membership severing their connection with the carrier ceases to represent its class of employees, procedure similar to the above suggested in the case of the shop crafts is recommended, and be it further resolved, that the employees remaining in the service and the new ones entering same be accorded the application and benefit of the outstanding wage and rule decisions of the railroad labor board until they are amended or modified by agreements with said employees arrived at in conformity with the transportation act or by decision of this board."

"The fact that this new organization has been made known to the labor board in due course and proper form. Perhaps its force and value can most easily be told in the simple statement that the total addition to the employees in the allied shop crafts need be but 778 men to make the roster cover in actual numbers a majority of the full force of the six allied crafts at work before the strike was called of the men actually at work today 80 per cent, as already stated, have accepted in full facts the decision of the labor board, its rates, rules and working conditions.

"The great number of good men who, refusing to go on strike, remained at work, and the great number of good men who have since sought for and taken employment, and the great majority of these combined forces who have joined in the new federated shop crafts league, justify the concluding paragraph in the resolution above referred to of the United States railroad labor board, which reads:

"Be it further resolved, that if it be assumed that the employees who leave the service of the carriers because of their dissatisfaction with any decision of the labor board are within their rights in so doing, it must likewise be conceded that the men who remain in the service, and those who enter it anew are within their rights in accepting such employment, that they are not strike-breakers seeking to impose the arbitrary will of an employer on employees, that they have the moral as well as the legal right to engage in such service of the American public to avoid interruption of indispensable railway transportation and that they are entitled to the protection of every department and branch of the government, state and national."

"The daily additions to the shop forces give assurance that in the near future the company will have an ample supply of shop men and they will have their own organization on the system plan, deal with their own affairs on a basis of mutual good faith between the employer and employed on the Southern Pacific company's Pacific system.

"It is the policy of this company and its management to deal with the men in the spirit of good faith and

good will, which we believe will be promoted by the new organization, as it clears the atmosphere for future relations."
 (Signed) WM. SPROULE.

PREPARATIONS BEING MADE FOR EVANGELISTIC SESSIONS

By way of preparation for the evangelistic campaign to be conducted by the healer-evangelist, Rev. Charles S. Price, of Lodi, Calif., which are to begin Sunday, September 3, the following committees have been appointed:

Executive committee to consist of the pastor of each church together with a layman of his appointing. The following laymen were appointed—Methodist church, Leo Jammertal; Presbyterian, J. M. Ross; Free Methodist, Isaac Nease; Congregational, Percy Stratton; Nazarene, T. S. Wiley; Baptist, O. F. Carson; Brethren, T. M. Anderson.

The following committees were appointed to handle the various phases of the work:

Publicity committee—Revs. Miller and Oldfield.

Finance committee—Rev. McShane, V. O. N. Smith, Hiram Smith, Dr. Gregg, Mrs. H. B. Carter.

Committee of arrangements, comprehending oversight of building, entertainment, decorations, ushers, janitors, etc.—Revs. Oldfield and Miller, J. M. Ross, Mr. and Mrs. T. M. Anderson, Mr. Jammertal, Homer Billings, Percy Stratton, Thornton Wiley, O. F. Carson.

Music committee—Harry Yeo, Mr. Gilmore, Percy Stratton, Mrs. Fuller, Mrs. Hatcher, Mrs. Maggie Culbertson.

Tuesday, August 22, has been designated as the day in which all who can be mustered from all the denominations will assist in putting the Chautauqua building in shape for the meetings.

Waldport—New steel bridge to be erected over Scott creek.

Portland Journal Lauds Character Charley Loomis

The nomination of Charley Loomis for mayor of Ashland as the one man on whom all factions might unite, is bearing fruit. In the Portland Journal of Monday the following editorial tribute was paid to our distinguished fellow townsman:

CHARLEY LOOMIS
 Twenty years ago, Charley Loomis of Ashland fell from the roof of the house he was building for his wife and two children, and sustained injuries that have since kept him in an invalid's chair.

He was then in the fullness and strength of young manhood. To many the blow that maimed the physical body would have crushed the spirit and darkened the hopes of a career.

It was not so with Charley Loomis—after the shock of the accident was over he took to an invalid's chair and set about to find means for supporting his family and maintaining his home.

A confectionery store was finally opened. There was a bright smile and a buoyant spirit when customers came. There was intelligence and assiduity in the conduct of the business, and it prospered.

It isn't the clothes or the physical body or money that makes a man. It is the spirit, the soul, the purpose and the energy that is the foundation which carries a career through. It is thought of community, and other folks and progress and outlook that is real factorship, and this was one of the guiding thoughts with the man in the invalid's chair.

The other day the citizens of Ashland nominated Charley Loomis for mayor of the city. It is recounted that through these years of struggle with a maimed body he has preached

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15 Days from Sale Date
 ASK AGENT ABOUT SEASON FARES

Travel now and realize big profits in transportation costs
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SOUTHERN PACIFIC LINES
 JOHN M. SCOTT,
 General Passenger Agent.

the gospel of Ashland and its welfare. And the story runs that his nomination for the highest office in the city unites all factions, and that his election is assured. It will be a pretty reward for a spirit that a physical injury could not break.

Holidays. If all the year were playing holidays, to sport would be as tedious as to work; but when they seldom come, they wished for come, and nothing pleaseseth but rare accidents.—Shakespeare.

Read the want ads.
W. A. SHELL BARBER
 Safety blades resharpened like new. Single bit, 30c doz. Double bit, 60c doz.
 Children's Work A Specialty

CANS FOR CANNING JARS FOR JARRING
Provost Bros.

Protect your HEALTH
 by using this flour
 MOUNT ASHLAND FLOUR
 ASHLAND MILLS ASHLAND, OREGON



WHY DID SMITHSON CHOOSE THE UNITED STATES?

No one knows why James Smithson, an Englishman, bequeathed his fortune to the United States to found, at Washington, an "establishment for the increase and diffusion of knowledge among men."

Whatever his reason, it is certain that his gift formed the basis of the most important scientific organization in the country. The story of the Smithsonian Institution is told in one of the series of folders and booklets on Our Government now being issued by this Institution.

If your name is not on our list you should drop in today and have it put on.

Citizens Bank of Ashland

SEE THE NEW HUDSON SUPER-SIX
 With a New Motor of 72% More Power and 17 Miles on a Gallon of Gas

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