

Ashland Daily Tidings

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AUGUST 13.

GOD'S DAILY BENEFITS:—Blessed be the Lord, who daily loadeth us with benefits, even the God of our salvation.—Psalm 68:19.

LARGER CAMP GROUND IS IMMEDIATE NEED

The patronage of Ashland's auto camp has exceeded the fondest dreams of its sponsors, and even though a comparatively brief space of time has elapsed since its completion its area is at present not equal to the demand made by motorists and tourists.

The situation was unexpected, not only by those in charge of the park and camp grounds, but by citizens in general. No one could conceive of the rapid increase in tourist travel and we have been caught unprepared.

If we continue the policy of turning away tourists and campers it will be only a few days until there will be heralded in every direction the report that the local auto camp is congested and accommodations can not be had.

THE TROUBLES OF FOREIGNERS

The American people have had cause for complaint of the great unassimilated colonies of aliens that have developed in our country. Yet these aliens encounter many difficulties in this land that is so strange to them.

A woman who came to this country a good many years ago remarked recently that her early years here were very trying. Her family knew no one and no one seemed friendly.

Many aliens have a more difficult experience still. They are imposed upon by sharpers, and they can not seem to protect their rights. Their ignorance of the language makes it necessary for them to work for low pay, and they often reach the conclusion that conditions are worse in this

country for a poor man than in their old home.

Many of them return sour and embittered against America. Some of them stay and as a result of one misfortune piled on top of another, they become easy fruit for bolshevist agitators.

The United States does not want to admit in future as many aliens as it has received in the past, but those that come ought to be given a better chance. If they get into difficulties owing to their ignorance of conditions here, there should be agencies and organizations where they could always be sure of getting helpful advice and guidance.

NEW PRESIDENT HAS CHANCE TO PROVE WORTH.

Press correspondents are already prophesying that President Coolidge will not be able wholly and consistently to carry out the Harding policies.

It is not to be expected that he can. However, sincerely he may strive to adhere to the outlines of these policies, the fact that he is a different man with a different temperament and viewpoint will make letter-perfect adherence impossible.

Nor is this anything to worry about, but rather the reverse. The true metal of the new chief executive will be shown in his deviations from already laid-down courses, not in his reverential following of them.

An automaton could take office and carry forward an established policy. But not a man. And the new president has on one or two occasions given evidence that he is no automaton.

These facts make his task, which is already immense, still more difficult. But they also provide him with a striking opportunity. Coolidge has until March 4, 1925, to prove whether he is a president or merely a follower of his late chief.

The time will be ample if he makes a clean-cut decision at once.—Sacramento Bee.

Olga Samaroff, the noted pianist, has been decreed a divorce from her husband Leopold Stokowski. Too much temperament says one of our exchanges. There will come a time in the lives of the highly temperamental when they will have to rely on something other than temperament to square themselves with a guilty conscience and with the eternal Judge.

There is little or no likelihood of Henry Ford being nominated for president, but he ought to satisfy those, who every four years, set up the cry for a strictly business administration. Can any man deny the business qualifications of Ford?

Compared with 1922, automobile production has increased forty-seven per cent. But where is the pedestrian who can jump forty-seven per cent farther?

For a case that is a little out of the ordinary, there is that of the Florida man, who was shot on the eve of his wedding, and it wasn't the bride, who did the shooting.

There should be no delay in enlarging the auto camp ground. Ashland can not afford to turn away a single tourist. Whether you realize it or not, the auto camp and Lithia Park constitute an asset that merit attention as to upkeep and enlargement.

August is the ninth inning of summer. Here's hoping it won't be a sizzler.

Ten automobiles were turned away from the auto camp ground at Lithia Park one day last week. Does any one question Ashland's claim to being the tourist center of Southern Oregon?

There are a lot of so-called boosters in Oregon whose vision is limited to the confines of their own small communities.

Tell it to the world—Ashland is the logical point for the registration of out-of-town cars coming into Oregon from the South.

The enthusiasm generated because of bumper grain crops in Oregon is soon diffused when we think of the price of wheat.

New York theatres report the hottest summers in thirty years. Hence the costumes.

Barbers propose a dollar haircut. The effect of that is perhaps too horrible to contemplate.

Four brakes on the car is all right, but for a certain class of drivers there really should be eight.

Great Britain seems to be adamant in the matter, France solid ivory.

Daily News Letter

SAN FRANCISCO, Aug. 13.—Greater San Francisco may soon be a proper appellation for the western metropolis by the Golden Gate.

A movement has been started for the annexation of the "borough plan" of the down the peninsula centers of population which if successfully carried through will add greatly to the city's population and facilitate the growth of the center of population down the peninsula.

Six large boroughs—San Mateo, Burlingame, Hillsborough, San Bruno, South San Francisco and Colma—would be affected by the plan, which originates with the Three Cities Chamber of Commerce.

The movement will not be carried through without opposition. Hillsborough and Burlingame are known as "millionaire colonies" and their annexation to San Francisco would bring into the city two of the richest residence districts in the United States.

Proponents of the movement, however, point out that the consolidation would be of vast benefit in the development of the peninsula. It would enable the city of San Francisco to extend its municipal car lines down the peninsula and provide rapid transit much needed for peninsula development and the extension of the San Francisco water front as far as San Mateo, adding miles of good manufacturing territory and increasing to an almost unlimited extent the opportunity for pier construction.

Speaking of the municipal car lines brings to notice the fact that the San Francisco "Mun" system last year transported 73,633,760 passengers without a fatal accident. This was 2,875,852 passengers more than were transported the previous fiscal year. This showed a healthy growth of the Mun system and was principally new business, as but one small extension was made during the past year.

In addition to its municipal power lines, San Francisco shortly will enter the business of distributing electrical power if recommendations of the public utilities committee of the Board of Supervisors are carried out. The great Shaughnessy dam of the mighty Hetch Hetchy water project designed to afford San Francisco an unending supply of pure mountain water has been completed and from its overflow mighty turbines soon will be turning the mountain streams into electrical energy.

If the city enters into the power distribution business it will be one of its own largest customers, as the municipal car system uses a large amount of power now privately purchased. Within a few years the city will own all of its utilities. Steps already have been taken looking toward the purchase of the property of the Market Street Railways Company, which now operates in competition with the municipal street car lines. In addition there is an understanding whereby within a few years the city will take over the Spring Valley Water Company.

DRUMMONDVILLE, Quebec.—A new factory has been completed here for the Macdonald Wire Goods company, Ltd. They will bring out a number of new lines of wire and stamped kitchenware this fall and when in full operation expect to employ about forty persons. Last year they used about 260,000 lbs. of wire and proportionate amounts of other raw materials, and from their present rate of production it seems probable that they will double this consumption.

Bank of Venice was established in 1158 A. D.

TEETH IMPORTANT STATES PHYSICIAN

PRESTON, W. Va., Aug. 13.—"Tell the public!" That is what Dr. Mustard, health officer of Preston County, W. Va., wants to do. Recently the Preston county department of health announced that the children of the county were short on six-year molars; and the editor of the Preston County Journal dropped around to the health officer's to find out what a six-year molar was. This is how he tells the story:

When we asked the doctor about molars he plugged into a corner and emerged with a diagram of the teeth of a six year old child.

"The six-year molars," he said, "are the first permanent teeth a child gets. You, like most parents, and some dentists probably, think that 'first' applies only to the first milk teeth. This is incorrect.

"Look at this diagram. Start at the space between the middle teeth and count backward. The first five teeth are temporary; the sixth is the first of the permanent teeth; it is called the six-year molar because it comes at about six years of age. Note that there are four of these, one on either side of the lower jaw and two just above them in the upper jaw.

"Didn't know that tooth was permanent did you? Lots of people don't. Persons who don't know, think it is a temporary tooth and let it decay. But it isn't temporary! It doesn't take the place of any temporary tooth, nor does any other tooth ever take its place. When it goes it goes forever."

"Well, we asked, 'won't it be stronger than the temporary teeth and last longer?'" "It may or it may not," answered the doctor. "It's a large tooth, but its upper surface has a lot of pockets which invite decay unless the tooth is kept clean and unless the child is properly fed."

"Properly fed?" we asked. "Exactly," replied the doctor. Children can't grow as they should unless the yare properly fed. Their bones, including their teeth, will be chalky, and chalky teeth decay quickly. Rot in the teeth spreads like rot in a barrel of apples; and the molars, particularly, if they are chalky, stand no more chance in a mouth full of rotting teeth than a snowball in July.

"Some of them are allowed to decay along with the temporary teeth and others are pulled, by parents or by officious neighbors because 'they are only milk teeth.'" Dr. Mustard was waxing indignant.

We were indignant too! "How can we help?" we asked. "The public ought to know about this, and we want to do our share." "Use your paper," cried the doctor, enthusiastically. "Tell 'em once, tell 'em twice, tell 'em over and over again. Tell each mother to examine her child's mouth and count back to the sixth tooth. Tell 'em if it's decayed to hurry that child to the dentist. Tell 'em that once gone a six-year molar is gone forever; and that these molars are all as important to the mouth as a key



Sally Ann Says:—

"HURRAH! FOR BREAD"

Did you ever sit down to a plentiful meal with only one thing missing—bread? Nothing else tasted just right because there was no bread.

It's Nature's Food—Bread and Milk, Bread and Honey, Bread and Marmalade.

Sally Ann Bread Is the bread loaf that's as chunk full of bread goodness.

LITHIA BAKERY "A Good Bakery"

stone is to an arch. Tell 'em not to allow six-year molars to be pulled even if they are decayed, unless the dentists—and to be mighty sure that he is a real dentist!"

WEATHER REPORT FOR WEEK GENERALLY FAIR

Weather outlook for the period August 13, to August 18, 1923 inclusive. Pacific Coast States: Generally fair with normal temperature. Northern Rocky Mountain and Plateau Regions: Generally fair except for scattered thunderstorms.

Classified ads bring results.

11 4 more 24 for 15 cigarette advertisement.

Dodge and Chevrolet PARTS and SERVICE. A complete line of all necessary parts for both makes of cars. Our Service Is The Real Kind. AUTOMOTIVE SHOP Ashland.

THE AMERICAN AUTOMOBILE ABROAD

The American automobile "honks" in every language of the world and does business in every climate. It sounds its warning in over a hundred different countries, colonies and islands, and renders service from Iceland at the far north to the equator and thence to the most extreme southern line of human habitation. It "takes" the steep grades of the Andes or the Himalayas with the same complacency with which it traverses the pampas of South America or the desert roadways of Africa and Australia.

Figures compiled for the Trade Record of The National City Bank of New York show that the number of passenger machines exported from the United States in the last decade was 562,000, and of commercial machines, including motor trucks and buses, 135,000. The value of the passenger machines exported in the last decade is \$534,000,000, and of commercial machines \$288,000,000. If we should carry the record back to a dozen years, and include motor cycles, which are in fact "automobiles," the total number of machines exported, including those sent to our own colonies, would reach a million, and the value a round billion dollars. Even this total of approximately a billion dollars of automobiles of all types exported in the last dozen years does not fully tell the story, for the value of "parts of" machines exported for

repair purposes aggregates in that period about \$350,000,000; the value of automobile tires exported in that period was \$180,000,000, and the engines about \$30,000,000. A much larger proportion of the machines exported is still doing business in some form than is generally realized, for many of the machines originally sold for passenger purposes are after they have rendered service in the capacity originally intended transformed into a condition in which they can be used for the minor trade traffic and industry purposes, rendering service to enormous numbers of persons engaged in business and mechanical industries, and thus minimizing the time lost by the former traffic methods and to that extent increasing their business facilities. Automobile authorities estimate that more than three-fourths of the motor cars manufactured are used more or less for business purposes. One interesting feature of this compilation prepared for the Trade Record lies in the opportunity which it offers to compare export prices at the present time with those of a decade ago. The number of passenger machines exported in 1913 was 25,880 and the value \$25,347,644, an average of practically \$1,000 per machine, while the number of passenger machines exported in 1922 was 66,790 and their recorded value on exportation \$51,050,000, an average of \$764 per machine. These figures showing the enormous exportation of motor vehicles are especially interesting at this moment when the latest trade figures show tremendous increases over the corresponding period of last year. Of passenger machines alone, the total exports in the 9 months ending with March, 1923, are, according to official reports of the Government, 62,454 against 23,694 in the same period of last year, and of motor trucks and buses 11,336 against 4,226 in the same months of 1921. One especially interesting feature of the big increase in exports during the current fiscal year occurs in the fact that the large increases are chiefly in movements to European countries and their colonies. Of passenger machines the number sent to the United Kingdom in the 9 months ending with March, 1923, is 4,739 against 979 in the same months of the preceding year; Belgium 4,300 against 987; Denmark 901 against 133; Norway 1,134 against 85; Sweden 1,844 against 473; Spain 2,337 against 230; Australia 10,537 against 3,849, while to the South American countries there are also large increases, to Argentina 2,778 against 480, and to Brazil 1,959 in the 9 months ending with March, 1923, against 236 in the same period of the preceding year.

VINING THE THEATER BEAUTIFUL

LAST TIMES TODAY Douglas MacLean

"The Sunshine Trail"

Thrills, Laughter, exciting adventure in this spirited romance of East and West.

The Comedy "STUNG" Pathe News

Tues.—Wed.—Thurs.



Rupert Hughes has written the untold story of what it means to become a famous star in the films. The life of the motion picture studio, the courage, the danger, the gaiety, the romance are presented in a thrilling photodrama, a gorgeous filmplay with many stars.

GOLDWYN presents A RUPERT HUGHES PICTURE SOULS FOR SALE with ELEANOR BOARDMAN, MAE BUSCH, FRANK MAYO, RICHARD DIX. Written and directed by RUPERT HUGHES. A GOLDWYN PICTURE

Advertisement for Buick automobiles showing various models and their features. Includes text like 'The large simply constructed brake drum of the Buick four-wheel brakes is shown below.' and 'The new Buick Valve-in-Head motor, completely self-lubricating, is shown in the view below.'

PORTLAND, Aug. 11.—Introduced to the public today, the 1924 Buick cars offer renewed proof of the unreliability of rumor. For months gossip of what Buick would do on August 1st, has been prevalent and often solemnly asserted by the wisecracks as "on authority." Yet so little of it proves true, and so many complete surprises characterize these cars, that Buick is being widely congratulated on keeping

its secret so well. There is no question that these Buick cars will be hailed as a substantial advance in automotive engineering, but it will be noted at the same time that the new features are developments rather than innovations, evolutionary rather than revolutionary and consistent throughout with those Buick fundamental principles that have endured through twenty years of Buick manufac-

ture. With fifty per cent more power claimed for its famous valve-in-head six cylinder engine, its external brakes extended to four wheels in both sixes and fours, a specially designed carburetor that is heralded as an economical wonder, Buick proves that its engineering staff has been very much "on the job." Leopards thrive in captivity.