

# Ashland Daily Tidings

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SEPTEMBER 17

THE GOODNESS OF GOD:—Oh, that men would praise the Lord for his goodness, and for his wonderful works to the children of men.—Psalm 107:21.

### ENFORCING TRAFFIC LAWS

It is astonishing to note the number of people who violate one or more of the traffic laws, and it is all the more astonishing to realize that there are comparatively few people who appear to be in sympathy with a strict enforcement of the laws regulating traffic on streets and highways.

It is not difficult to discover that violations of traffic laws are frequent. Those who drive over the highways witness infractions of the driving laws almost every day. There are times when some violations of the traffic laws may be excusable, but it is rare, indeed.

The fellow who is out along a smooth stretch of road with no one in sight reasons that it will endanger no one to step on the gas and attain a speed exceeding 30 miles an hour. If the view is clear straight ahead and there are no cross-roads near the chances of an accident are negligible, but the law determines that if a proper regard is to be maintained for safety and human lives a speed exceeding 30 miles must not be attained. It is not a matter of personal judgment, but rather one's duty to respect the law.

The irresponsible driver who tries to pass another car on a curve also reasons that nothing will occur, but daily accidents occasioned by that practice prove that the reasoning is all wrong.

Some sympathy may be exhibited for the driver who attempts to clear himself of conviction for some minor infraction of the traffic laws, but in no event is it an occasion for sympathy.

Those who condemn the courts for enforcing traffic regulations and who frequently impose the maximum sentence for drastic violations, and particularly for a second or third infringement are no less guilty than the actual perpetrator. In their condemnation of the judges they exhibit a total disregard for the law and lend encouragement to those who break it.

Just why so many people will condone the infringement of regulations adopted for protecting human life is beyond the average conception. Few people display sympathy for the individual who maliciously kills another, yet there are many who ridicule traffic regulations and lend encouragement to others to go out on the highways and kill and maim. There is no difference, in the principle, even though one is malicious murder and the other is not.

Whenever the general public exhibits a desire for a strict enforcement of traffic laws and ceases criticizing the judges who impose maximum penalties, then will the number of traffic accidents be reduced to a minimum, and not until then.

### EARS

Turning from wars and rumors of wars, from problems of international finance, from world economies and national politics and other trivialities to something really serious, the subject that obtrudes itself is that of woman's ears, complicated with cosmetics. With the unveiling, or rather the uncovering, of the ears, the center of rousing, according to the authorities on such matters, will shift from the cheeks to the auricular appendages that have been so long hidden.

The ears must be pearly and rosy, if they are to measure up to the standards set by poetic imagination during their long invisibility. If they are to function effectively as the receptacles of whispered sweet nothings, obviously they should be things of beauty and so decorated artificially, if not naturally, as to be a joy forever.

### HELP A GOOD FRIEND IN TROUBLE

While every impulse of humanity should prompt the people of Portland to give liberally to the fund for relief of victims of the Japanese earthquake, there is a bond of common commercial interest that should have much weight.

Portland has close commercial intercourse with Japan, which makes that country one of the most liberal buyers of exports from Portland. In the last three years it has taken \$26,583,000 of our goods. A large proportion of the relief supplies are to be shipped from here. A vast work of reconstruction of the wrecked cities is in prospect, and for this

Portland will supply a large part of the material.

Many friendships have their origin in business relations. That is as true between ports and nations as between individuals. The strongest evidence of friendship is help freely given in time of trouble. Japan is a friend won in the course of business, and those who do business with Japan, or who benefit by the business, should be ready and generous with their help to this stricken friend.

Courtesy is something else that begins at home—preferably before breakfast.

The Cuban situation suggests that all you have to do is to take on a dependent and the unrest is easy.

Comin' thro' the rye originally meant crossing a stream. Nowadays it signifies getting into New York harbor.

That coming four-hour day of the future, unfortunately, will merely give some people more time in which to waste other people's time.

Unfortunately, the grade crossing collision is not one that can be averted by the driver of the locomotive and the driver of the auto getting together.

What is needed is a washing machine that will take charge of the washing, cleanse it, automatically hang it out on the line and have it dried and folded up and in the basket again by the time the movie matinee is out.

The betting odds that prevailed on the Dempsey-Firpo bout were not on a par with the odds in the number of knock-downs. Of the latter the odds were about 9 to 2, during the brief three and a half minutes of mauling.

With the Fourth of July celebration all but erased from our minds and with the County Fair a thing of history we will naturally turn our attention to Thanksgiving, even though it is some weeks away.

A little later, while bending over a snow shovel, we will look back and be willing to admit that it wasn't such a bad summer after all.

The world is full of people who imagine if they had a million they would stop working and help the poor.

## EARNINGS OF RAILROADS NOT LARGE

SAN FRANCISCO, CAL., Sept. 13.—Figures received by the Southern Pacific today from the "Railway Age" on earnings of Class 1 railroads, show that the net operating income of these roads for first six months of 1923 has been at the annual rate of 5.64 per cent on their tentative valuation which is a larger net return than for some years.

"The total earnings of the class 1 railroads in first six months of 1923 were \$3,096,922,738," says the Railway Age. "This was much more than they ever earned in any six months before the war. But their operating expenses and taxes in these months were \$2,605,205,321. This was over 84 per cent of what they earned. In other periods it cost them more than 84 per cent in operating expenses and taxes to earn each dollar that the public paid them.

"In the first six months of 1922 it cost them 85.2 cents and in these months of 1921, 83.2 cents in expenses and taxes to earn each dollar the public paid them. The showing made in the first half of 1923 was better than in the first half of 1922 or 1921. But in the year 1917 it cost the railroads only 75 cents in expenses and taxes to earn each dollar.

"After having paid expenses and taxes and also equipment and joint facility rentals the railroads have left what is called 'net operating income.' They can use this to pay interest and dividends. The net operating income earned by the Class 1 roads in the first six months of the year was at the annual rate of 5.64 per cent on their tentative valuation. In actual figures it was \$443,864,069 and was 14.3 per cent of the total earnings.

"The railroads are doing better than for some years, but the ratio of their operating expenses and taxes to their total earnings is still much too high. It still costs them so much to earn a dollar that even with present rates a substantial decline of total earnings due to a business depression would soon make the margin between earnings and expenses and taxes dangerously small."

## LEGION CONVENTION TO WATCH AVIATORS

SAN FRANCISCO, Sept. 14.—Scores of aviators and aeronauts, both military and civil, are expected in San Francisco for the fifth annual convention of the American Legion, October 15 to 19, because of the many air events of importance which have been scheduled. Special provision will be made for the reception and entertainment of the fliers guests, and many planes are expected to remain in the city during the convention.

Chief among air attractions will be the annual American Legion air derby, participated in by well known fliers, and an international glider contest for motorless planes. "Sky-writing," pyrotechnical displays, night sham battles in the air, and other "stunts" will make up an unusual and almost continuous pro-

## FRUIT TREE PROPPING ADVISED BY EXPERTS

PORTLAND, Sept. 13.—Propping the fruit trees must be resorted to when the load becomes too heavy for the trees with out danger of breaking, recommends the horticulturists of the O. A. C., experiment station.

"Trees that have been properly pruned from the start seldom need crop begins to color up, when the starches rapidly turn to sugar as maturity approaches. When the grower sees the fine strong limbs he has fought to maintain against pest and pestilence begin slowly but surely bend under the fast increasing flood of sugars, he sets his mind to the task of rigging up props and braces.

Masts of 2-inch square pieces a few feet higher than the tree are often used on trees not properly thinned. They are placed into the center of the tree, one end on the ground. No 2 ropes are tied near the top for supporting the larger limbs. To prevent girdling of limbs the bowline knot is used. This apparatus is expensive.

Wiring is often done even when not necessary, especially with trees so pruned as to allow the limbs to come down gradually. It is best to do no wiring until the load has bent the branches down to some extent.

Wooden props are not reliable as they often fall. The cheapest are made from forked saplings, which are likely to be and cause wounds.

The problem of support becomes acute only a few weeks before the tying or bracing," says W. S. Brown, head of horticulture. "It is becoming the common practice to let the upright limbs bend down with their weight, thus spreading the tree where the long system of pruning is used."

Salem—Valley Packing Company is now using 20,000 hogs, 8000 sheep, 4000 cattle, and 1600 veal annually.

## People's Forum

Editor of The Ashland Tidings:

During the last few years we have heard a great deal about the initiative, the referendum, and last, but not least, of that weapon known as the gun behind the door, the recall.

By the initiative we have been able to pass some good laws. We could have repealed some very bad ones if we had taken the trouble to do so through the referendum. The recall so far has not been a howling success.

Before an officer is really subject to recall he must be guilty of some malfeasance in office. It is not right for the opposition to attempt to recall an officer unless the recall is based on some crime committed. No one should be allowed to sign a recall unless that one is in possession of evidence of malfeasance in office sufficient to convict the offending officer. When this is the case the officer should be tried for the offense and if convicted should automatically go out of office.

The greatest criticism made against America is her disrespect for law and slackness in enforcement of the law. Because of this criticism law enforcement is the topic of the hour.

The recall was resorted to last year to correct a non-feasance that was said to be going on in connection with the Sheriff's office. A few years ago the recall was used against an official in Ashland. In both cases the opposition missed the mark. If in either case the non-feasance existed it continued to exist. In both instances the people were stirred up, put to great expense, paid the bills, but nothing was accomplished.

I am of the opinion that non-enforcement of our laws is one of our greatest faults and also that perhaps 75 per cent of this trouble is caused by unfaithful officers—men elected to enforce laws in which they do not believe. The best results from the prohibition law cannot be gotten so long as the people continue to elect men to enforce the law who do not believe in prohibition. Ex-saloon keepers and men who want to see the country made wet will not make good officers to enforce prohibition.

Instead of trying to recall our officers when they are unfaithful why should we not use the law on them. There is a law to punish every crime. If the picture shown at the law enforcement meeting a few nights ago represents the actual facts it would be much easier to capture the bootlegger. Such officers are a much greater menace to society than the bootlegger. And the sad thing about it is that these offending officers are our agents and we have to stand for their acts until we put them out of office and into the penitentiary where they belong.

We have a law by which we can punish an accessory after the fact. An accessory after the fact to the commission of a felony may be indicted, tried, and punished though the principal felon be neither indicted or tried. An accessory after the fact is one who knowing that a felony has been committed aids the felon in escaping punishment. Such charges should not be made unless they are true. When they are true we are overlooking one of our strongest cards when we do not go after such officers as well as other law breakers.

It seems to me that if we would use the law machinery that we have and put men into office who believe in the law, and demanding of them

ordinary ability and simple honesty that we might eliminate a big portion of this just criticism.  
John H. Dill.

## OREGON BEES PRODUCE LOW HONEY AVERAGES

CORVALLIS, Sept. 13.—"Neglect in care of the bees is partly responsible for the low average of honey produced by Oregon colonies last year," says D. B. Brown, assistant in entomology at the agricultural college. "Prevent swarming, paint the hives and face them away from the prevailing winds, if you want to beat the average a great deal."

Swarming splits the force of the colony. Unpainted hives soak up water during the winter rains, warping them in the spring so the bees that should be rearing broods are busy filling up the cracks to keep the mice circulating wind, and ants out. If winter protection is not provided, the hives are best faced away from the prevailing winds, as this will enable the bees to keep the temperature of the hive more even.

Disease is called the beekeepers' worst enemy. The symptoms for foul brood need always be looked for. A diseased colony is taken care of immediately to prevent the disease from spreading.

"It doesn't pay to keep poor queens," Mr. Brown says. "Good vigorous Italian queens strengthen the colony, which means more honey and less danger from disease."

## COAL TRANSPORTATION SHORTAGE TROUBLES

WASHINGTON, Sept. 13.—What is termed "an important remedy" for transportation shortage in the soft coal industry has been laid before the United States Coal Commission by the Bituminous Operators' Special Committee, which is cooperating with the Comiston to develop the true facts in the coal problem.

To the Coal Commission there were pointed out the main factors limiting the capacity of the coal transporting railroads as follows:

1. The number of suitable cars for coal carrying and their capacity.
2. The percentage of coal carrying cars out of order.
3. The number of suitable cars on the lines of roads serving coal mines.
4. The number of coal cars actually assigned to carrying coal.
5. The quantity of motive power for hauling coal.
6. The percentage of locomotives awaiting repairs, and, therefore, out of use.
7. The railroad yard and terminal capacity.
8. The dilution of the supply of coal cars among coal mines.

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9. Strikes of railroad workers. These factors, few of which need explanation, must be taken into consideration along with factors tending to increase the demand for coal transportation.

### REDDING MAN FINED FOR HAVING LIQUOR

REDDING, Cal., Sept. 15.—E. W. Whitman, automobile mechanic, who was arrested Sunday evening on the charge of having jackass brandy in his possession, pleaded guilty before Judge A. F. Ross and paid the fine of \$60 imposed.

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