

ASHLAND DAILY TIDINGS

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JANUARY 28

THEY THAT WAIT upon the Lord shall renew their strength; they shall mount up with wings as eagles; they shall run, and not be weary; and they shall walk, and not faint.—Isaiah 40:31.

AN ENCOURAGING SIGN

Numerous minor improvements are under way in Ashland, including painting and repairing, and in this connection it is no exaggeration to say that there is still room for a great deal of this character.

The Tidings does not mean to leave the impression that Ashland as a whole is in dire need of painting and other improvements that go to make an attractive town, but there are a number of residences and a number of fronts along business blocks that ought to be repainted.

Nature has been kind to Ashland and given surroundings of beauty that are a valuable asset. To the credit of Ashland citizens it is only fair to say that much of beauty has been added to the natural attractiveness, yet wonderful opportunities prevail for still greater improvement.

That various improvements already under way are encouraging, especially when we consider that it is still early in the season and that many postpone improvements until settled weather is assured.

HIGHER FOOD PRICES WORK FIRST MONTH OF YEAR

Food is more costly at the beginning of the new year than at any previous time in the last twenty-four months, according to the National Industrial Conference Board, which has just completed an analysis of figures compiled by the Department of Labor.

Since August, 1922, the Conference Board says, the general trend of food prices has been upward, notwithstanding seasonal fluctuations.

Much of the produce of American farms has been sold at prices below the cost of production at the very time that consumers were paying the highest prices they have had to meet since March, 1922.

WHAT'S HOME WITHOUT A CAR?

More than one enthusiastic reformer has set out to prove that the automobile is an economic curse. Not long ago we ran across a pamphlet—and a readable pamphlet, too—devoted to showing that the United States was sliding down hill to the bottomless pit of ruin and all because too many folks wanted cars.

Elaborate plans are being made for the Colorado Industrial Exposition and Prosperity Carnival, to be held at the Municipal Auditorium, February 18 to 23.

Seventeen million automobiles are scattered over the surface of the earth. Fourteen millions are in the United States and the number ought to be twenty-eight millions.

But it remained for Morris Sanford, of Cedar Rapids, Iowa, to drive home to us how inevitable the automobile

is. He writes a letter referring to a paragraph printed in "The Nation's Business a few months ago about "saturation point" in automobiles and adds:

Not long ago there came to my attention the case of a woman, an applicant for charity, who told the investigator that "she could support her husband and the family if only the organization would help her keep up the payments on the car." The incident is a sober fact.

Be it ever so humble, there's no home without a garage.—The Nation's Business.

MARRYING AGES

Census statistics reveal the ages at which men and women are most inclined to marry, though the average for both sexes is rising. About ten per cent of women marry before the age of 25. More than half the men do not marry before the thirtieth birthday.

Altered conditions are responsible for the rising average marriage age. Not so long ago about the only career for a woman lay in marriage. Some of our grandmothers were but 16 when they became brides.

Ninety per cent of the men looking for arguments are single.

Some husbands are easy to please while others are not henpecked.

A politician who keeps his ear to the ground gets it full of dirt.

It beats all how a woman can get a trunkful of stuff into a suitcase.

NEWS LETTER

DENVER, Jan. 26.—With the completion of the huge railroad shops of the Chicago, Burlington and Quincy Railroad at Utah Junction, on the outskirts of this city, and the vast improvements by other railroads entering the city, Denver is rapidly developing into the railroad center of the Rocky Mountain region.

Virtually all products of Colorado farms, cattle ranches, sugar factories and coal and metal mines, enroute to work markets, pass through Denver, and the "queen city of the West" has become the distributing point for many thousands of tourists, lured by the scenic wonders of the Rockies in summer and winter.

At total of approximately \$27,000,000 was spent in Colorado in 1923 by four big railroad systems for improvements to lines and equipment, the bulk of it in this city.

These four railroads—the Chicago, Burlington and Quincy; the Colorado and Southern; the Denver and Rio Grande Western, and the Union Pacific—now have an annual payroll of \$15,000,000 in Denver and Colorado.

The largest expenditure made by the roads for a single unit improvement was \$3,000,000, by the Chicago, Burlington and Quincy, for the construction of the Utah Junction shops, said by railroad men to be one of the finest railroad shop plants in the United States.

Denver's first "Beef Week" will be celebrated early in February. During the week the "finest beef obtainable anywhere at any price" will be offered to the Denver consuming public, according to announcement. The week will be celebrated following the annual National Western Stock show, in order that prize stock exhibited during the show may be slaughtered and prepared for consumption.

Elaborate plans are being made for the Colorado Industrial Exposition and Prosperity Carnival, to be held at the Municipal Auditorium, February 18 to 23.

Colorado products of every description will be exhibited, and the importance of the use by Colorado citizens of home-made goods will be emphasized.

One of the features of the carnival will be an "Industrial Princess Revue," at which prizes will be awarded to the most beautiful young woman in the industrial world.

Much interest is manifest here

FRANKLIN TEACHINGS SAFE GUIDE FOR ANY NATION

By S. W. STRAUS, President American Society for Thrift.

IT IS an encouraging sign of right thinking that such wide-spread popular attention is being given just now to the anniversary of the birth of Benjamin Franklin.

As the years go by more and more thoughtful attention is being paid to this superman of colonial days, and a deeper understanding is gained of the truths he taught.

Among all great men of our nation Franklin stands out as the eternal personification of that group of homely virtues of which thrift is the center. Any nation which attains a general consciousness of the truths of his philosophy will prosper because of the flourishing home life and clean morals of its citizens.

The Franklin philosophy is nothing more than the most simple logic yet in this fact there is a lesson for all of us. In this modern life of ours with the practical amplification of distance and with every day bringing new triumphs of science, we are becoming more complex.

But the truths of life are simple and the plain axioms of Poor Richard will live through the ages. Our standards of living will continue to progress. Fifty years from now life will be quite different from what it is today insofar as life's conveniences, comforts and advantages go.

Among the many inspiring signs of the times no other is more indicative of a sound public attitude than the widespread attention now being given in the United States to the anniversary of the birth of Benjamin Franklin.

St. Helens—Cargoes aggregating 2,000,000 ft. lumber loading for Japan.

In the announcement by Governor Sweet that Thomas Mott Osborne, former warden of Sing Sing Prison, New York, and head of the National Society of Penal Information, will shortly make a survey of the Colorado Penitentiary at Canon City.

The investigation, according to the Governor's statement, will call for a "report on matters concerning physical welfare, industry, education, dieties, sanitation, discipline and moral influence."

The Governor declares the present administration of the State prison is "an able one and the survey is in no way intended as a reflection upon the conduct of the prison's affairs."

NOTICE

To the TALENT IRRIGATION DISTRICT, and to all freeholders, legal voters, and assessments payers of said district, and to all persons interested in the lands lying within said district, and within the boundaries of the territory described in this notice:

You and each of you are hereby notified that heretofore, to-wit: on the 12th day of JANUARY, 1924, there was filed with the Board of Directors of TALENT IRRIGATION DISTRICT in Jackson County, State of Oregon, a petition in writing, signed and acknowledged by the owners or holders of title or evidence of title representing a majority of the acreage of a certain body of land hereinafter first below described, and which land is adjacent to the boundaries of the said Talent Irrigation District and within Jackson County, Oregon, praying that the said body of land be included in the said Talent Irrigation District.

That the said body of land so prayed and petitioned to be included in the said Talent Irrigation District is described as follows, to-wit:

Beginning at the S. E. corner of Sec. 7, T. 38 S. R. 1 W. W. M. Jackson County, State of Oregon; thence S 1320 ft.; thence W 2640 ft.; thence N 460 ft. to the N. E. Cor. of D. L. C. No. 51; thence West along North line of said D. L. C. No. 51, 520 ft.; thence North about 2160 ft. to the N. E. Cor. of Lot 8, of said Sec. 7; thence West about 2060 ft. to the West line of said Sec. 7; thence S 660 ft.; thence West about 2340 ft. to the East line of D. L. C. No. 49, T. 38 S. R. 2 W. W. M.; thence North about 1200 ft. to the N. E. Cor. of said D. L. C. No. 49; thence W. 280 ft.; thence N about 760 ft. to the center of Sec. 12, T. 38 S. R. 2 W. W. M.; thence E 1320 ft.; thence N 2640 ft. to the N. E. Cor. of NW 1/4 of NE 1/4 of said Sec. 12; thence W 1320 ft. to 1/4 Cor. between Sections 1 and 12, T. 38 S. R. 2 W. W. M.; thence S 1763.5 ft.; thence W 1605 ft.; thence N 22° 47 min. E 555 ft.; thence N 43° 48 min. E 108 ft.; thence N 730 ft.; thence N 8° 20 min. E 446.16 ft. to a point which is 1254 ft. West of the 1/4 corner between Sections 1 and 12, T. 38 S. R. 2 W. W. M.; thence N 63° 40 min. W 3120 ft. to the S. E. Cor. of that certain tract of land belonging to E. H. Rishell and described in Certificate of Registry of Title No. 1824, Deed Records of Jackson Co., Ore.; thence W 861.8 ft.; thence S 1372 ft. to North line of Sec. 11, T. 38 S. R. 2 W. W. M.; thence E 700 ft.; thence S 1180 ft.; thence W 1400 ft. along the South line of the land owned by Chas. Darby and described in Vol. 47, Pg. 33, Deed Records of Jackson Co., Oregon, to the center of the County Road; thence Northerly along the center line of said County Road to the North N. W. Cor. of D. L. C. No. 47; T. 38 S. R. 2 W. W. M. thence E 518.7 ft.; thence N 2104.1 ft. to the center of County Road; thence following center line of County Road N 76° 15 min. W. 500.3 ft. to the center of intersection with the N. and S. County Road; thence S 650 ft. to the N. E. Cor. of the property owned by T. Heimroth as described in Vol. 110, Pg. 52, Deed Records of Jackson Co., Oregon; thence W 650 ft.; thence N 77 ft.; thence W 517 ft.; thence S 14° 4 min. W 218 ft.; thence W 92 ft.; thence S 230 ft. to the center line of Sec. 2, T. 38 S. R. 2 W. W. M.; thence West along center line of Sections 2 and 3 T. 38 S. R. 2 W. W. M. to the S. W. Cor. of SE 1/4 of NW 1/4 of said Sec. 3; thence N 660 ft.; thence W 3960 ft. to the center line of Sec. 4, T. 38 S. R. 2 W. W. M.; thence N 1530 ft. to the South line of land described in Vol. 136 at Pg. 408, Deed Records of Jackson Co., Oregon; thence S 70° 30 min. E 850 ft.; thence N 19° 30 min. E 1220 ft.; thence N about 1570 ft. to the N. E. Cor. of land owned by Geo. O. Little and described in Vol. 70 at page 411 Deed Records of Jackson County, Oregon; thence E 250 ft.; thence following the South boundary of the Medford Irrigation District S 72° 53 min. E 610 ft.; thence S 59° 2 min. E 412.5 ft.; thence S 54° 44 min. E 71 ft.; thence S 22° 53 min. E 231 ft.; thence S 3° 22 min. E 300 ft.; thence S 22° 43 min. W 300 ft.; thence S 40° 23 min. W 368 ft.; thence S 0° 53 min. W 333 ft.; thence S 70° 27 min. E 104.9 ft.; thence S 74° 37 min. E 259 ft.; thence S 78° 12 min. E 300 ft.; thence S 88° 3 min. E 370.4 ft.; thence N 87° 10 min. E 621 ft. to a point on the North line of the County Road which point is the intersection of said North line of County Road and East line of D. L. C. No. 95, T. 37 S. R. 2 W. W. M.; thence S 30 ft.; thence, Easterly following center line of County Road to the W. N. W. Cor. of D. L. C. No. 40, T. 38 S. R. 2 W. W. M.; thence S 942 ft.; thence E 644.2 ft.; thence N 897 ft.; thence E 728.6 ft.; thence S 1160 ft.; thence S 76° 15 min. E 1313 ft. to the East boundary line of D. L. C. No. 40;

thence S 600 ft.; to center of County Road; thence N 76° 15 min. W 550 ft.; thence S 1703.9 ft.; thence E 537.7 ft. to the S. E. Cor. of D. L. C. No. 40; thence S 410.5 ft.; thence S 76° 20 min. E 1102.8 ft.; thence N 1950 ft.; thence S 76° 20 min. E 340.9 ft.; thence S 1980 ft.; thence S 76° 20 min. E 340.9 ft.; thence E 190 ft.; thence N 5° 0 min. E 550 ft.; thence N 10° 30 min. E 1056 ft.; thence N 5° 0 min. E 240.9 ft. to the center line of County Road; thence S 75° 45 min. E 986 ft. to a point which is the intersection of the center line of said County Road and center line of Sec. 1, T. 38 S. R. 2 W. W. M.; thence S 660 ft.; thence E 660 ft.; thence S 660 ft.; thence E 660 ft.; thence N 470 ft.; thence E 1320 ft. to the N. E. Cor. of the SE 1/4 of SE 1/4 of said Sec. 1; thence S 1320 ft. to S. E. Cor. of said Sec. 1; thence S 89° 49 min. W 800 ft.; thence following the boundary of the Medford Irrigation District S 27° 14 min. E 472 ft.; thence S 88° 23 min. E 432 ft.; thence S 16° 20 min. E 620 ft.; thence S 10° 42 min. E 460 ft.; thence S 33° 51 min. E 200 ft.; thence S 0° 32 min. W 375 ft.; thence S 2° 2 min. E 600 ft.; thence S 89° 35 min. E 1605 ft.; thence N 46° 25 min. E 343 ft.; thence S 85° 5 min. E 235 ft.; thence S 63° 23 min. E 323 ft.; thence S 87° 47 min. E 130 ft.; to the intersection of center line of County Road and E. W. center line of Sec. 7, T. 38 S. R. 1 W. W. M.; thence Southeasterly along center line of County Road about 800 ft. to N. W. Cor. of D. L. C. No. 49; thence E 520 ft. to N and S center line of said Sec. 7; thence N 1180 ft.; thence S 200 ft. to center of County Road; thence W 1180 ft.; thence S 2420 ft. to 1/4 Cor. between Sections 7 and 18, T. 38 S. R. 1 W. W. M.; thence E 2640 ft. to S. E. Cor. of said Sec. 7, the point of beginning.

The names of the petitioners who signed and acknowledged said petition, and a description of the respective body of land owned by each of said respective petitioners, all of which is within the boundaries of the body of land above described, are as follows, to-wit:

Justin E. Judy, owner of land described in Volume 102, Page 402, Deed Records of Jackson County, Oregon.

Edward Judy, owner of land described in Vol. 46 Page 592, Deed Records of Jackson County, Oregon.

S. Melaine Herbert, owner of land described in Vol. 74, Page 555, Deed Records of Jackson County, Oregon.

J. W. Judy, owner of land described in Vol. 125, Pg. 186, Deed Records of Jackson County, Oregon.

C. R. Heimroth and H. W. Barneburg, owners of land described in Certificate of Title, No. 2016, Registrars office, Jackson County, Oregon.

C. C. Darby owner of land described in Vol. 125, P. 594, Deed Records of Jackson County, Oregon.

Chas. Darby owner of land described in Vol. 47, P. 33, Deed Records of Jackson County, Oregon.

Torrence T. Judy, owner of land described in Vol. 125, P. 311, Deed Records of Jackson County, Oregon.

V. H. Vawter and C. A. Knight, owners of land described in Certificate of Title No. 2282 and 2283, Registrars office, Jackson County, Oregon.

Chester Fitch, owner of land described in Vol. 73, P. 222, Deed Records of Jackson County, Oregon.

C. H. Christner, owner of land described in Vol. 127, P. 622, and Vol. 122, P. 408, Deed Records of Jackson County, Oregon.

M. I. Minear, owner of land described in Vol. 115, P. 11, Deed Records of Jackson County, Oregon.

Orchards Co. Ltd. by W. C. Moore, Attorney-in-fact, owner of land described in Certificate of Title, No. 2318, Registrars Office, Jackson County, Oregon and in Vol. 127, P. 609 and 610, Deed Records of Jackson County, Oregon.

You and each of you are further notified that the aforesaid petition has been set for hearing and consideration at a regular meeting of the Board of Directors of said Talent Irrigation District to be held at the office of said Board of Directors, at Talent in Jackson County, State of Oregon, on the 5th day of February, 1924, at the hour of 10 o'clock A. M., and you and each of you and all persons interested are hereby notified to appear at said time and place, and show cause, if any you have, why the said petition should not be granted, and the said lands included within said District.

This notice is given by the undersigned secretary of the Board

KIDDIES' COLDS should not be "Josed." Treat them externally with—VICKS VAPORUB Over 17 Million Jars Used Yearly

Electric Aluminum \$5 Percolator

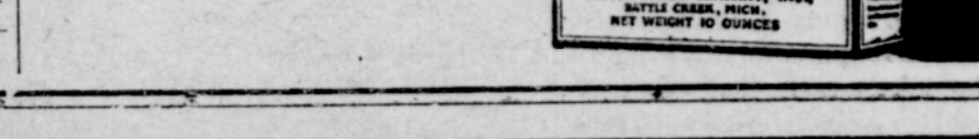
—and a window full of other aluminum utensils at varying prices.

PROVOST BROS

Modern habits cause constipation. Bran is the natural means of relief.

Post's BRAN FLAKES is a crisp, delicious bran food that is both laxative and nutritious.

Now you'll like Bran!



Ford THE UNIVERSAL CAR

Forecasting A Tremendous Spring Demand

739,626

more Ford cars and trucks were produced last year than the previous year, an increase of over 50 per cent.

In spite of this tremendous increase in production, it was impossible to meet delivery requirements during the spring and summer months when orders for 350,000 Ford Cars and Trucks could not be filled.

This year winter buying for immediate delivery has been more active than ever before—and in addition 200,000 orders have already been booked through the Ford Weekly Purchase Plan for spring delivery.

These facts clearly indicate that the demand during this spring and summer will be far greater than ever, and that orders should be placed immediately with Ford Dealers as a means of protection against delay in securing your Ford Car or Truck or Fordson Tractor.

Ford Motor Company Detroit, Michigan

A small deposit down, with easy payments of the balance arranged, or your enrollment under the Ford Weekly Purchase Plan, will put your order on the preferred list for spring delivery.

Harrison Brother's Garage