

ASHLAND DAILY TIDINGS

(Established in 1876)

Published Every Evening Except Sunday by THE ASHLAND PRINTING CO.

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OFFICIAL CITY PAPER Telephone 39
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
By Mail and Rural Routes	
One Month	\$.65
Three Months	1.95
Six Months	3.75
One Year	7.50

DISPLAY ADVERTISING RATES	
Single insertion, per inch	\$.30
Yearly Contracts	
One insertion a week	.27 1/2
Two insertions a week	.25
Daily insertion	.20
Rates for Legal and Miscellaneous Advertising	
First insertion, per 8 point line	\$.10
Each subsequent insertion, 8 point line	.05
Word of Thanks	1.00
Quotations, per line	.02 1/2

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THE WOLF ALSO shall dwell with the lamb, and the leopard shall lie down with the kid; and the calf and the young lion and the fawn together; and a little child shall lead them.—Isaiah 11:6.

LIVING TO DIE

A man declared lugubriously the other day, "It doesn't seem fair. About the time a fellow reaches the point where he has got a line on things in this world he turns up his toes and he is packed away. A person no more than learns to live than he has to die."

Well, that is all right. That is eminently equitable. The only reason for living is to get ready for dying. The only excuse for being on this sphere is to learn how to live somewhere else. And the only way to get to that somewhere else is to die. It would be just as logical for the members of a graduating class to complain, "Now just as we have got to where we can do this work they kick us out."

Certainly they turn them out. They would be wasting time to stay there longer. They are turned out to make use of the knowledge they have acquired. They are turned out that they may work up into faculty things that have been taught.

The trouble with the man who made the observation at the opening of this article is that he thinks this earthly life is the center and circumference of existence. He doesn't realize that it is but a phase in a man's career—but a grade, so to speak, in the school of infinite knowledge. There is a commonly quoted adage to the effect that the good die young. If that is true there is a reason for it. Perhaps it is the same reason that particularly bright children skip a grade now and then. They are ready to move up.

It is the general rule that men grow better as they grow older. Accounts of shocking deeds of violence usually show that they are not committed by men who are of middle age or beyond. It is the younger folks that generally do these things.

Men who have reached middle age have as a rule begun to know a little about living. They have begun to sense the way of living. They have begun to see that there is something to it—far and beyond the gaining of a dollar and the making of a name.

The first part of a man's life is much given over to experiences, sought or unsought—to making observations, consciously or unconsciously. He is getting a line on things. The latter part of his life is more devoted to making use of these experiences, these observations to working up into character and facility what he has learned. And so it he works fast and hard—very fast and very hard—and at the same time moves with a deliberate slowness, he will have learned to live by the time he is ready to die. And that is as it is intended.

ENCOURAGE REFORESTATION

Discussing taxation of forest property, Mrs. Florence H. Stone, accountant of the Southern Pine Association, in a recent address said:

"Closely allied to taxation on mature forests is the question of taxation for reforestation. All over the United States the individual states are recognizing the importance of encouraging reforestation and are passing laws exempting lands used for this purpose, limiting the assessment for a period of years, offering optional inducements, rebates, etc.

"It has been suggested that the different states be empowered to purchase cutover lands from individual owners and grow public forests. To just what extent this is practical only the future can determine. It is also proposed that a portion of the severance tax should be used to make the purchase from the same industry that pays the tax.

"If our cut-over lands had fire protection they would reproduce the forests merely through scientific cutting of the mature forest. But in some states the method of taxation discourages even the leaving of seed trees, the young growth being taxed on an assessment in proportion to its ratio to the mature forest, causing not only the cutting of every tree, but the burning of the land so that nothing that has the slightest resemblance to a tree would be left to be assessed.

"We believe this method is on the wane and legislators are realizing more and more that the power of tax is the power to destroy literally when applied to reforestation."

LEGISLATION OR SERVICE?

State legislators should sit down hard on the attempts of railroad employees to secure the passage of bills limiting and reducing the number of cars in a train, requiring the roads to provide the men with uniforms and standard watches and requiring a pilot on light engines.

Any one or all of these bills will run into big expense to the roads, at a time when the public is asking for reduction in rates.

The railroads of the United States pay the highest wages to their employees and afford the producing, ship-

ping and traveling public the best service at the lowest rates of any country in the world.

They have made this possible by strengthening bridges and tracks and by purchasing stronger and heavier equipment, so as to haul a larger tonnage with one set of units.

If the roads are required to run shorter trains it will mean the running of more trains to haul the same amount of business, employ more men, purchase more locomotives, congest their tracks with the additional trains and bring about a condition where they could not economically use the heavy equipment they now have, a condition that spells disaster to the roads and public alike. If this be done, rate increases are inevitable.

The fact must not be lost sight of that expense imposed on a railroad is imposed on the people, for the roads obtain operating revenue by charging for service.

A PROBLEM IN CONSERVATION

Representatives of all oil interests, large and small, are invited to attend a conference in Washington during February to discuss future plans and problems of the industry.

Secretary Work says that the oil industry must largely determine its own future. "But," he added, "when its welfare is so closely linked with the industrial prosperity of the whole, government and business might very properly join forces in working out this problem in practical conservation."

Some of the most important points to be raised are: With the modern facilities for finding oil and the production of oil at an unprecedented rate, how can the "brakes" be put on the "bringing in" of new pools and unneeded production? What can be done in explorations without exploitation until market demands warrant new production? How can the government and the industry best cooperate to encourage the creation of drill-tested reserves to be opened only as needed through delayed production? How can development be slowed down on government owned lands to meet only the actual demands?

OUR FUTURE HIGHWAYS

Highway experts, who have been studying our traffic problem, estimate that our present traffic will be doubled in from five to ten years. If this is so, we must prepare now to handle this situation. The completeness with which this problem is solved by each state and each community, will in no small degree measure the development and prosperity of that state or community. There is much talk and much dispute as to where our highways are to be and as to how they are to be constructed, but the only answer to our traffic problem is—More Miles of Permanent Hard Surface Roads.

A famous English essayist once said, "Of all inventions, the alphabet and printing press alone excepted, those which abridge distance have done the most for mankind."

Let us, therefore, now lay our plans for the development of the future traffic arteries on which will flow the life blood of our great Nation.

NEVADA REFUSES TO ABOLISH GAS TO KILL SLAYERS

CARSON CITY, Feb. 16—Lethal gasing will remain the means of execution in Nevada.

The death by this method is the most humane inflicted today seems to be the contention of the majority of the Nevada State Senators and Assemblymen. Nevada, pioneer in an untried method of imposing the age-old penalty of a "tooth for a tooth," executed a Chinese tong slayer with the deadly hydrocyanic acid gas in February of last year.

Ever since other states have watched with interest to see if the law calling for death by gas would be repealed by the State Legislature.

"Nevada, so far as I know, has no intention of striking out the law that made the world gas last year," said John I. Peterson, State Senator. "Although capital punishment in any form seems horrible, it is necessary; and it is my opinion that the lethal-gas execution is the solution to the humaneness of the problem."

Many other members of the Senate are of the same opinion. They denounce electrocution, hanging and shooting, and say that if any bill intended to repeal the lethal-gas law is introduced in the State Legislature they will fight it.

From the medical profession, which was represented by several physicians at the execution last year, only one dissenting voice was heard.

One doctor charged that Gee Jon, the convicted slayer, had died from "cold and exposure" and not from inhalation of the deadly fumes. This was later pointed out to be erroneous by Warden Denver S. Dickerson, who called attention to the three electric heaters in the death-cell and said that the temperature of the room was above 80 degrees Fahrenheit.

Nevada's lethal-gas means of capital punishment had its birth when an Assemblyman from Elko County read a novel in which one of the characters committed suicide by the "almond scented gas route." The book described how painless the death was; and a bill to adopt this form of capital punishment was immediately introduced in the Legislature and passed.

No certain gas was decided upon, and no provision for its administration were made. When Gee Jon, the tongman, was con-

vinced by other states. The execution was such a success from the humane standpoint, according to medical authorities, that it seems the state will cling to the method and fight any attempts to repeal the law.



Health Hints by the Father of Physical Culture

The symptoms that accompany a cold (coryza) soreness, inflammation, mucus discharge from the throat and nose—all indicate a tendency on the part of the system to free the blood from foreign, effete, poisonous elements. These symptoms indicate an attempt on the part of the body to regulate itself to normal health.

A cold can, as a rule, be remedied within a very short time if one is willing to follow a fairly strict regimen. The existence of a cold does not by any means indicate that you are suffering because of indiscretions on your part, so far as exposure to the air is concerned. It simply indicates that the body is endeavoring to eliminate a certain amount of impurities that have accumulated therein, and exposure to the cold has stimulated the sympathetic nervous system sufficiently to devise some method of throwing out this accumulated poison.

You have perhaps heard that you should "stuff a cold and starve a fever." But in many instances if you do adopt this regimen you will have a fever to starve as the result. A sensible method of treating colds as well as fevers, at least in the beginning of a radical method of treatment, is the "starving" process. In other words, you should eliminate nourishment of all kinds, at least from one to four days, depending upon the severity of the cold.

In order to prescribe the most effective methods for curing this disease it would really be necessary first of all to know something of the nature of the severity of the attack.

A general vitality-building regimen should be adopted when beginning the treatment of a cold. If you are fairly strong it is a good plan to take long walks in the open air and if you have more than the average strength, a long run is preferable. Deep breathing is especially important also, though one should remember to breathe diaphragmatically; that is, let the expansion begin in the region of the abdomen. If not especially strong then a steam or vapor-cabinet bath is a good remedy to hurry the curative processes. If a vessel of boiling water is placed under a chair and blankets are thrown over the patient it furnishes a very satisfactory steam bath.

Cleaning Up The Mess

Brown, during the absence of his wife, was giving a stag party. Bottles, dishes and cigar butts were scattered about in profusion. At the height of the revelry Brown was called to the door, and came back with a telegram in his hand.

"Boys," he cried in consternation, "it's from my wife. She'll be home in an hour. What'll we do?"

There was a moment of stunned silence and then Smith jumped up.

"I have it!" he shouted. "Let's burn the house down!"

WASHINGTON HAS HARDY OARSMEN IN HER 1925 CREW

UNIVERSITY OF WASHINGTON, Seattle, Feb. 16—"The Tall Men from the West" lowered their long slim shells onto the waters of Lake Washington this week and started the 1925 crew season for the University of Washington, two-year Poughkeepsie champion.

Coach Russell S. (Rusty) Callow has a turnout that would make a collegiate rowing mentor turn a pale shade of green. Seven veterans of the 1924 national championship crew are in the boat. Close to fifty supervarsity men are available and many of them are but slightly inferior to the regulars.

Then, too, Callow has a goodly number of graduated freshmen oarsmen, and half a dozen junior-varsity stars. While it would be grossly beside the point to predict another Washington victory on the Hudson at this time, there is at least reason for optimism.

The two most colorful husky oarsmen there are Al Ulbricksen, "The Great Dane," and Dow Walling, Washington strokes in 1924 and '23 respectively. Last year Ulbricksen beat Walling out for the stroke car, the latter taking No. 6. Walling is going out with vim these days and it looks like another Walling-Ulbricksen fight for the stroke position in the Washington shell is on.

Other veterans of the 1924 shell are Harrison Sanford, Homer Kearns, Max Luft, captain; Harry J. Dutton and Hal Condon.

Callow is faced with the proposition of finding a new coxswain for the crew to replace Donald Grant, '24 cox, who is

now assisting his first rowing instructor, Ed Leader, at Yale. There are several experienced coxswains available, but none of Grant's calibre has shown up as yet.

Bear Hunters Find Only a Porcupine

SARANAC LAKE, N. Y., Feb. 16—A cattle buyer recently came into the hamlet of Mountain View with teeth chattering and a tale of a big bear he had seen in the barn of an abandoned farm.

The local Daniel Boones immediately unlimbered their artillery and hastened to the barn, with high hopes of bear skin rugs and bear steaks. All they found was an extra large porcupine asleep on a rafter.

Of Course

Uptown: "That deaf and dumb couple who just got married, are they making out O. K.?"
Downtown: "Sure. They've un-speakably happy."

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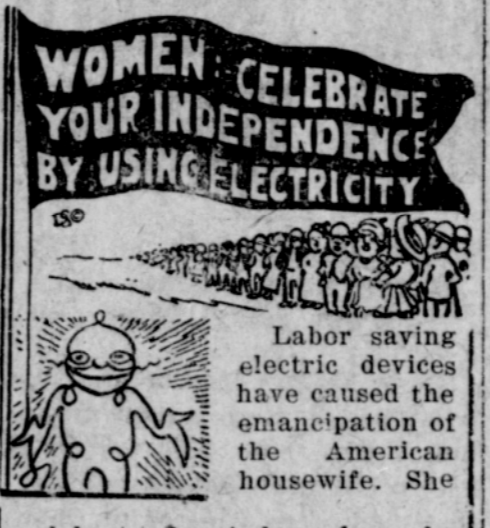
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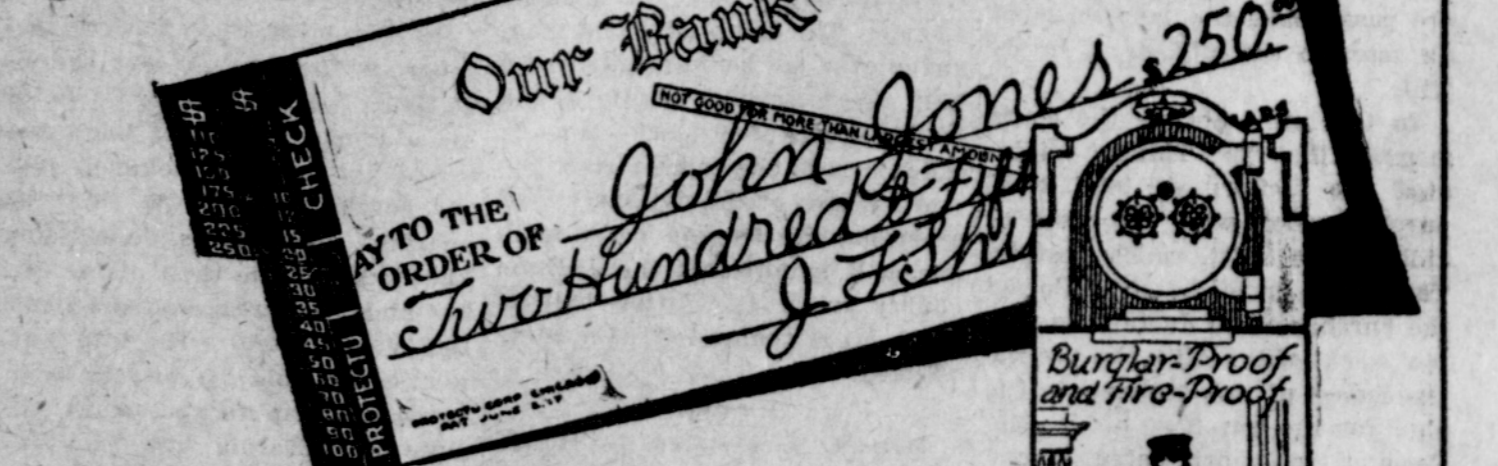
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