

# ASHLAND DAILY TIDINGS

Established in 1876

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Editor: Paul S. Gager, Business Manager: James Madison Cross, City Editor: E. P. Jackson

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|                          |        |
|--------------------------|--------|
| 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               | 3.50   |
| One Year                 | 6.50   |

|   |         |
|---|---------|
| DISPLAY ADVERTISING RATES                     |         |
| Single insertion, per inch                    | \$ .30  |
| Yearly Contracts                              |         |
| One insertion a week                          | .27 1/2 |
| Two insertions a week                         | .25     |
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| First insertion, per 2 point line             | \$ .10  |
| Each subsequent insertion, 2 point line       | .05     |
| Card of Thanks                                | 1.00    |
| Obituaries, per line                          | .03 1/2 |

**DONATIONS**  
No donations to charities or otherwise will be made in advertising or job printing — our contributions will be in cash.

**WHAT CONSTITUTES ADVERTISING**  
"All future events, where an admission charge is made or a collection taken is Advertising."  
No discount will be allowed Religious or Benevolent Orders.

JANUARY 6, 1926

**BROTHERHOOD**—And Abram cried unto Lot, Let there be no strife, I pray thee, between me and thee, and between my herdsmen and thy herdsmen, for we are brethren." Gen. 13:8.  
**PRAYER**— We thank Thee, Lord, for the growing sense of brotherhood \* \* \* Enable us to strive for this through our Elder Brother, Jesus.

## MOTOR TRUCK USERS OPPOSE

And now comes the Truck Users' National organization in opposition to the Ainey bill recently introduced into the United States senate and giving the United States commerce commission power to regulate motor truck traffic.

A definite plan of procedure is under way including thousands of pledges of money to finance the opposition to the proposed bill, and the printing and distribution of twenty five thousand copies of the same to the interests adverse to the proposition.

The bill requires a certificate of public convenience and necessity from operators and it places in the hands of the regulatory body power to put a truck operator out of business without reference to the length of time he has been engaged in it.

The bill regulates rates to be charged by the operators. This, it is claimed, would destroy the flexibility and special character of truck service. It is declared by the truck men that the bill is sponsored by railroad interests and is a body blow to the truck interests.

From the truck viewpoint the proposed bill emphasizes the "survival of the fittest" with odds in favor of the railroads already fully established in service and with powerful influence in congress. The railroads may or may not recognize this feeling of the truck interests but see in the proposition regulation not detrimental to themselves.

A request has been made by the objectors, for postponement of the hearing on the bill set for the seventeenth of this month at which time the truck representatives promise readiness for the fray.

The public's interests are of paramount importance in this matter and should be considered thoroughly.

The operation of trucks is here to stay and they should be required to pay their just share toward the maintenance of highways and should be given a fair chance at success with every other mode of transportation.

## COACH YOST SCORES BOOZE

"I have been a total abstainer all my life. During the past thirty years I have been connected, as player and coach, with college athletics. I know the evil effects of alcohol on the moral and physical life of anyone who uses it. I have never observed any good from the use of it. I would not waste time trying to train or develop one who uses alcohol. A boy or young man who drinks does not give himself a fair chance."—Fielding "Hurry-Up" Yost, football coach.

## MINING PROBLEMS DIFFERENT

A gold mine is not an everlasting proposition — nor is any other type of mining. The owners of a mining property are usually amply repaid on their investment before it is exhausted, but a new property must be developed or our metal supply falls off.

The impression that existing mines are everlasting is a dangerous idea. The hazards of mining are great and the rewards should be great.

The industry cannot be compared with manufacturing or farming from a production or valuation standpoint.

Legislation or taxation which tends to reduce the incentive for mining or its possible profits to the usual commercial rate of return would ruin mining, for no one would venture money on such a basis.

About the only thing the farmers aren't raising enough of now is farm hands.—El Dorado Tribune.

Supposing in 1917 we had said to Europe, "Sure, we'll come across — in about sixty-two years."—Detroit News.

# DEVELOPMENT OF LITHIA SPRINGS TO START SOON

The work of developing the springs properties of the Natural Lithia Springs company, near this city, will be carried out on the general plan given the public a few months ago, with the exception that no hotel will be constructed on the property, at present, according to an announcement made this morning by officials of the company. However, in the future, when a demand is felt for a hotel, such a structure will be erected, it was said.

The property of the company comprises 316 acres a few miles south of the city, and includes lands so located and adapted to the purpose, that one of the finest golf courses in the West will be a future certainty. Nine holes of this course will be put into shape for practice and play the coming season.

The proximity of this course to the springs will give it an unusual feature not to be had on any other golf grounds, and will attract a large number of tourists, a class of people to which the management will cater.

In the laying out of this course the future needs of a landing field for airplanes will be provided. The company lands bordering the highway will be made into a large park, and with the planting of trees and shrubs, the basic plan of having a large portion of nut trees, of all varieties, that grow in this region, will be adhered to. This will make it possible to have yearly nut gatherings in the future.

Financing of the project has been completed, the officials say, and the work on the pipe line will be started as soon as the weather permits. The other work will be carried on as rapidly as possible.

## STEWART'S WASHINGTON LETTER

WASHINGTON—Some day a book will be written entitled, "The Undesired Alien — or 'Passing the Human Buck.'" The author will be an ocean steamship company official. The book will deal with how to get rid of passengers that no country will allow to land. As a problem, this is no cinch. A passenger boards a ship and arrives, in due course of time, at his destination. But the immigration authorities at the port look him over and decide he can't enter. The steamship company then must take him back to the starting point. But the authorities at this port say, "We don't want him, either—he can't come in here." Result: He's on the steamship company's hands, scheduled for a life on the ocean wave and a home on the rolling deep—for an indefinite period, and at the steamship company's expense! A man comes to this country from Russia, lives here awhile,

## REPORT OF CONDITION OF THE FIRST NATIONAL BANK

At Ashland, in the STATE OF OREGON, at the close of business on December 31, 1925.

|  |                |
|--|----------------|
| RESOURCES  |                |
| 1. Loans and discounts, including rediscounts, acceptances of other banks, and foreign bills of exchange or drafts, paid with indorsement of this bank | \$541,947.50   |
| 2. Total loans   | \$ 541,947.50  |
| 3. Overdrafts unsecured, \$106.81  | 106.81         |
| 4. U. S. Government securities owned: a. Deposited to secure circulation (U. S. bonds par value)   | \$100,000.00   |
| b. All other United States Government securities (including premiums, if any)  | \$121,611.37   |
| 5. Total   | 221,611.37     |
| 6. Other bonds, stocks, securities, etc.   | 435,913.03     |
| 7. Banking House, \$12,444.37; Furniture and fixtures, \$4,364.49  | 16,708.86      |
| 8. Real estate owned other than banking house  | 8,084.81       |
| 9. Lawful reserve with Federal Reserve Bank  | 64,030.06      |
| 10. Cash in vault and amount due from national banks   | 51,516.87      |
| 11. Amount due from State banks, bankers, and trust companies in the United States (other than included in items 8, 9, and 10)                         | 103,190.86     |
| 12. Checks on other banks in the same city or town as reporting bank other than item 11)   | 3,605.70       |
| Total of items 9, 10, 11, 12, and 13   | \$158,313.43   |
| 14. Miscellaneous cash items   | 338.46         |
| 15. Redemption fund with U. S. Treasurer and due from U. S. Treasurer  | 5,000.00       |
| Total  | \$1,480,054.33 |
| LIABILITIES  |                |
| 16. Capital stock paid in  | 100,000.00     |
| 17. Surplus fund   | 30,000.00      |
| 18. Undivided profits  | 21,286.02      |
| 19. Circulating notes outstanding  | 99,995.00      |
| 20. Certified checks outstanding   | 165.00         |
| 21. Cashier's checks outstanding   | 4,849.65       |
| Total of items 22, 23, 24, 25, and 26  | 5,014.65       |
| 22. Demand deposits (other than bank deposits) subject to Reserve (deposits payable within 30 days)  | 405,801.73     |
| 23. Individual deposits subject to check   | 22,160.70      |
| 24. Certificates of deposit due in less than 30 days (other than for money borrowed)   | 117,239.68     |
| 25. State, county, or other municipal deposits secured by pledge of assets of this bank or surety bond   | 5,000.00       |
| 26. Dividends unpaid   | 5,000.00       |
| Total of demand deposits (other than bank deposits) subject to Reserve, items 22, 23, 24, 25, and 26   | \$550,202.81   |
| 27. Time deposits subject to Reserve (payable after 30 days, or subject to 30 days or more notice, and postal savings)                                 | 89,074.92      |
| 28. Certificates of deposit (other than for money borrowed)  | 493,282.39     |
| 29. Other time deposits  | 3,718.44       |
| 30. Postal savings deposits  | 591,076.34     |
| Total of time deposits subject to Reserve, items 27, 28, 29, 30, and 31  | 1,177,274.05   |
| 31. United States deposits (other than postal savings), including War Loan deposit account and deposits of United States disbursing officers           | 52,500.00      |
| Total  | \$1,480,054.33 |

STATE OF OREGON, County of Jackson, ss.: J. W. McCoy, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

J. W. McCoy, Cashier  
Subscribed and sworn to before me this 4th day of January, 1926.

LUCILE GILMORE, Notary Public.

(Seal)  
Corrected—Attest:  
F. D. WAGNER  
W. H. MCNAIR,  
THOS. H. SIMPSON, Directors.

# SUCCESS MUST BE BUILT ON SOMETHING REAL



## Chesterfield has earned its present position among the world's cigarettes on taste alone

Lawson & Irvine Tobacco Co.

decides to return to his native land, and smuggled himself on board ship. Arriving at Liverpool, the British authorities ask for his papers. He hasn't any — so they pack him back to America. At Ellis Island, he can't prove he'd been here before, so the authorities return him to England. The British authorities say, "What, you back here again?" — of from one ship to another and send him to America on the same ship. He's due to be shift-country.

**WILD TO GO**  
RED CROWN  
GASOLINE

STANDARD OIL COMPANY  
NEW WINTER RED CROWN

World's Largest Stage Line  
From Ashland

|                  |         |
|------------------|---------|
| To Wood          | \$ 2.25 |
| To Redding       | 3.50    |
| To Sacramento    | 4.75    |
| To San Francisco | 12.19   |
| Round Trip       | 24.38   |
| To Los Angeles   | 24.38   |
| Round Trip       | 48.76   |

TWO SCHEDULES DAILY  
11:00 Noon — 5:45 P. M.

Get your stage from Fickwick Stage Agent  
Tavern Cafe—127 East Main St. Phone 24

**WINTER SCHEDULE OF STAGES**

Two Through Stages Daily  
To Portland, leaving Ashland at 7:00 A. M. and 10:30 A. M. A pleasant one day trip.

We take passengers for all way points. For further information and tickets call Ashland Hotel—Phone 47

Fare Ashland-Portland, \$8.20

Direct Connections at Roseburg for Coos Bay Points

**TRAVEL BY MOTOR STAGE**

Your Opportunity Will Soon Be

# LOST

to hear the Chariot Band in a few more days.

If its music you like, come and hear Mr. Edlund on his soliban harp.

**CHURCH OF THE NAZARENE**