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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.

DONATIONS

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

WE EAT LESS BREAD

Consumption of flour in the United States has declined 24 per cent since 1879, says the Department of Agriculture, and in seeking the reason it finds, for one thing, the increasing ability of the American people to have a more varied diet—Americans do not live by bread alone, and they are now eating less bread than they once did.

The department's figures show that in 1904 each American used 5.4 bushels of wheat, but that the average current consumption has shrunk to 4.3 bushels. The bare figures do not make clear that flour is now used more efficiently, and that the quality of wheat has been steadily improved, two circumstances to explain the baking of bread with less flour than "the kind that mother used to make." As the department puts it, other ingredients than flour may now form larger proportions in the composition of the commercial wheat loaf. On this point definite data are not available. It is worth noting however, that according to the census of 1923, the baking industry, besides consuming 31,000,000 barrels of flour valued at \$218,000,000, used other ingredients undoubtedly tended to satisfy wants which otherwise would have meant a larger draft on the flour supply.

There need be no misgivings about the place of bread in the American home, whatever the figures seem to suggest, for it still fortifies plain and fancy fare, and will continue to pass in any company.

MAKE ROAD INVESTMENT COUNT

The move to widen paved highways is well underway in many states. Contrasts have been let for widening portions of the paved road on the famous Pacific Highway, to 30 feet. This will give ample room for three lines of moving vehicles.

Ten years ago no one would have dreamed of the traffic that goes over the roads today. It is impossible to predict what it will be 10 years hence. If the railroads go into the motor truck and motor bus business on an extensive scale as now seems entirely probable, 30-foot highways will be entirely inadequate to handle the traffic. One-way roads will then be a necessity.

Oregon has an unexcelled road system in addition to its paved truck highways, it is building wonderful crushed rock macadam roads into every section of the state. These roads are established on a permanent grade. As rock is added and packed down, it produces a base which is almost equal to solid stone. As traffic requirements demand it, this base which carries the load, can be covered with a waterproof, shock absorbing surface of a bituminous character, at a minimum of expense, thereby utilizing every dollar taxpayers have expended for road purposes.

BEATING THEM TO IT

In the days of "super-regulation" of business and industry, it is interesting to note that private enterprise is quite often "beating the regulators to it," when it comes to giving the public service.

In its endeavor to render the best of service to its subscribers, the Chesapeake & Potomac Telephone Company does not wait for complaints, but sends its subscribers a card asking for information as to any unsatisfactory conditions.

This card is a masterpiece of courteous and intelligent consideration of the customer's side of telephone service. It is a model that could be used by any business which was interested in seeing that its patrons had no cause for complaint.

OILING UP THE INVESTIGATING MACHINE

The annual agitation for an investigation of gasoline prices, is on. The country is used to these investigations. Previous ones have failed to show any monopoly in the oil industry in restraint of trade. Generally, such an investigation discourages oil production, and the public pays a little higher price for gasoline.

The laws of supply and demand which rule the prices of wheat, potatoes and pork, also rule in the oil industry, and all the investigations in the world cannot change this economic fact.

Stewart's WASHINGTON LETTER

BY CHARLES F. STEWART
NEA Service Writer.

WASHINGTON — The District of Columbia government is to be investigated while Congress is in recess.
The House of Representatives left a special committee, before it adjourned, to attend to it—Congressmen McLeod of Michigan, Gibson of Vermont, Reid of Illinois, Houston, of Delaware, Gilbert of Kentucky, Hammer of North Carolina and Whithead of Virginia.

Indications are that an investigation is really needed. Perhaps there won't prove to be any fire but there's an awful lot of smoke.

Washington's city government is of more than local importance, and for the whole country governs the capital and is responsible for doing a good job.

What kind of a job is being done?

"The government of the District of Columbia," says Congressman Gilbert of the investigating committee, who already has spent five years looking into its affairs, "is approaching a scandal, and I warn all concerned that the situation can't be remedied by the passage of laws. It can only be done by a change in personnel."

"We need not pass laws and expect relief by having them administered by those now administering them. They are indifferent to all laws except appropriation bills."

The District government has been under heavy fire throughout most of the last session of Congress.

Representative Blanton fought it until he snapped under the stress of his campaign, and under his doctor's orders, had to go home.

A point of bitterness was reached where ink bottles and pitchers of water were hurled in committee rooms and b u m s were raised on congressional brows.

SAP AND SALT
BY BERT MOSES

It's the small men in office who make our taxes so big.

The stomach and head are partners; what hurts one hurts the other.

Sin used to be a liability, but the confession magazines have made it a profitable asset.

Give me the man who does his duty because he enjoys it and not because he does it to get more money.

Her Heck says: "Have you ever noticed how many good folks there is who don't seem to have no sense at all?"

TOON

Geodige is going fishing. He's so quiet. Set he catches a million.

Our radio wouldn't work so well. So we got \$25 on it.

Some men have winning ways. St. Louis girl stole \$175 to elope.

Rumor says a couple of movie stars may marry. Serves them right.

Doesn't matter, but wonder if shoe dealers ever walk to work?

Charleston dance is said to be healthy. So 's hurdle jumping.

If you are looking for a health builder, spend fifteen minutes a day in the water of the Ashland Nat.

MANY COYOTES ARE NOW BEING KILLED

SANTA ROSA, Cal., (AP)—Deer hunters and farmers of Sonoma county are rejoicing over the fact that this region is speedily being made unsafe for bobcats and coyotes.

Following an intensive police campaign by the United States biological survey and the California department of agriculture, the ranchers in the Mark

West creek section, long known for its predatory animals, report a marked increase in deer and quail during the last three years, and virtually no losses among sheep and poultry.

The campaign is to be continued the coming year, and as soon as the weather permits, several men with packs of trained dogs are to continue the war on the bobcat.

Opportunity does go knocking at the door behind which a peker game is going on.

SEE THE NEW REMINGTON SPORT RIFLE

30-06 in our window

ARMY GOODS STORE

Biggest Little Store in Town
Opposite New Hotel — Open Evenings

"SOMETHING IS HAPPENING IN THE AUTOMOTIVE WORLD"

OLDSMOBILE ANNOUNCES

ADDED POWER: LONGER LIFE: SMOOTHER PERFORMANCE:
ADDED DRIVING EASE AND SECURITY: GREATER ECONOMY: FINER APPOINTMENTS: ADDED BEAUTY: AT NO INCREASE IN STANDARD PRICES

"... that the American family may have, at a moderate investment, a car which gratifies their finer tastes as well as satisfies their every need..."

Today Oldsmobile keeps faith with its public trust—

... confirms its declaration of principles published a week ago—

... returns to you the benefits of manufacturing advantages and economies created by the greatest year in Oldsmobile history!

Today Oldsmobile presents brilliant progress without basic change in the car which has won its way to public preference by sheer surpassing merit—

... new features of known value—

... improvements of demonstrated worth—proved in tests on the General Motors Proving Ground to provide even livelier, smoother performance, even longer life, even greater operating economy, than already characterize Oldsmobile Six!

ing economy, than already characterize Oldsmobile Six!

Today this even finer Oldsmobile goes on display, and you are invited to see it—

... to view the beauty and luxurious new appointments of its Fisher Body—

... to go over the car, point by point, feature by feature—

... to know, as only seeing can tell you, what a truly great car this is!

Today, more than ever before... no matter what car you now favor or what price you are willing to pay... you owe it to yourself, your pocketbook and your sense of satisfaction to see the Oldsmobile Six.

First Public Showing: See It Monday

The Park Garage

Ashland, Oregon

OLDSMOBILE

ADDED EASE AND SECURITY

Thermostatic Charging Control Oldsmobile now has thermostatic control on the generator that automatically increases the charging rate when the engine is cold and decreases the charging rate as the temperature rises. The spark control is full automatic.

Twin-Beam Light Control Head lamps have double-filament bulbs, one filament for "bright" and one for "dim action". On "dim action" the light is bright but thrown at a downward angle that protects the oncoming driver and gives ample vision to the Oldsmobile driver.

Steering Wheel Light Control The twin-beam Oldsmobile headlights are operated without the driver shifting his position, as the light control switch is a quest lever, exactly like the hand throttle, centered on the steering wheel.

Instruments From behind the glass face of each instrument in the unit-grouped dash panel, an indirect light glows whenever any of the lights are lighted, illuminating each instrument without glare or reflection in the driver's eyes.

Instrument Panel A reliable instrument board fuel gauge, now standard on all Oldsmobile body types, accurately indicates the supply of gasoline.

Thief-Proof Car Lock A new design in thief-proof car locks is a feature of this Oldsmobile. With this thief-proof control the engine cannot be started when the key is left in the lock. Turning off the ignition positively locks the car and reduces the hazard of thieves who commonly "cut over" on other types of locks, for switch and coil are built integral in a vault-like steel housing. The ignition key also operates the door locks.

NEW BEAUTY AND APPOINTMENTS

Fisher Two-Tone Duo Bodies Only seeing can give you a real appreciation of this truly fine car. Large upholstery—new satin nickel fittings of refined design.

Interior door handles, V. V. windshield instruments unit grouped in a walnut panel centered on the satin finished black instrument board, without steering wheel, heavy rug and rubber mat floor coverings, deep spring-cushioned seats, at angles of greatest comfort. The hood line has been raised slightly, producing a longer and larger appearance. The radiator, finished in the new permanent-lustre chromium that is exclusively Oldsmobile's, retains its familiar beauty with a slight change in the sweep of the symmetrical side lines. The fenders are now full-crown type, with additional dust shields in black enamel.

NO STANDARD PRICE INCREASE

You Gain By The Benefits of Success All these features of greater value and all those others that will impress you as you go over this Oldsmobile, point by point—are yours at no increase in Oldsmobile's low standard prices. The quality advances—but the low prices remain unchanged, with the exception of a ten dollar addition to the price of the DeLuxe Coach and the DeLuxe Sedan. And if you please, you may drive an Oldsmobile Series "6" for your income—on the G. M. A. C. plan of deferred payments. The Oldsmobile Series "6" may be had in ten body styles: the Standard Touring, 1973; the DeLuxe Touring, 1988; the DeLuxe Sedan, 1978; the Standard Coach, 1924; the DeLuxe Coach, 1939; the Standard Coach, 1969; the DeLuxe Coach, 1969; the Standard Sedan, 1925; the DeLuxe Sedan, 1939; and the Landau, 1910; all prices F. O. B. Lansing, Michigan. The DeLuxe types include special equipment attractive both in appearance and utility.

THE NEW LANDAU

Built for the Man Who Could Fly More It has long been a fact that a certain number of people have recognized that all the qualities of luxury, which they instinctively prize, may be enjoyed in a car moderate in size and moderate in price. To meet this demand Oldsmobile now introduces the new Landau—complete, tasteful and beautiful.