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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.

NOMADIC CITY DWELLERS

About four million Americans cast off their moorings and sought new homes during the spring moving season. For this unwillingness to stay put another year they paid approximately \$68,000,000. Eye filling is the item of \$20,000,000 charged by truckmen for the transportation of household goods. And of course, the change of scene inspired the purchase of new furniture and new utensils, these two items accounting for \$40,000,000 in the total estimated amount of the bill. Plumbers and fitters got \$4,000,000 for their services, and restaurants prospered by another \$4,000,000 paid for meals while household cooking facilities were out of commission.

It is apparent that a good part of the population is always quite ready to break home ties and seek the balm of change—to know from year to year whether variety is really the spice of life, as it is advertised. The spring hegra is only a part of the annual moving, for October has its exodus no less renowned, and through the year are other minor movings. It seems worth while to note here that the first day of May is now made occasion for a tumultuous demonstration of intent to pay tribute to a new landlord, rather than to pay compliments to a new queen.

NEW LAWS INCREASE TAXES

Though the world's first great lawgiver codified all the regulations needed for civil and religious life into exactly ten rules, and a greater than Moses put His code in two rules, the law-makers of the United States in the year 1925 had before them 40,986 laws and succeeded in jamming through 13,018.

That total of 13,000 new laws was for one year only. If you figure as many laws are passed every year, for ten years we have 130,000 new regulations for contract and conduct from bootlegging whiskey to reading the risque, from eats and heats and ash pans and baseball fans to free speeches and legal leeches and radio waves and wage slaves and strike-breakers and strike-makers. These laws are solely state and federal, not municipal nor county regulations.

If all the bills proposed in one rich middle-western state in 1925 had passed, it would have added to the indebtedness of that state a billion dollars. Put the rate of interest at 4 per cent. Figure the tax for yourself.

At least 75 per cent of the surplus laws proposed are to extract and exact the dollar from thrift's pocket.

A UNITED PEOPLE GET RESULTS

A unified United States made possible the development and general use of automobiles, the telephone, electric lights and the radio. A long-distance 'phone line from New York to San Francisco is the same length as one would be from London to Bagdad. But the Bagdad line would cross a dozen hostile boundaries, where jealous, ignorant officialdom fights everything it cannot understand. The Bagdad line is still hardly a dream, of statesmen who despair over the selfish provincialism of petty monarchies. But the example of the American long-distance telephone must one day have its effect. It will help powerfully to civilize the world.

SAFETY VS. SPECULATION

W. H. Hodge, Chairman of the customer ownership committee of the National Electric Light Association, states that last year more than 236,000 customers purchased electric light and power company securities, making a total of 1,183,410 customer-owners of \$1,000,000,000 of these securities. He said that the committee long ago realized that this plan would be imitated by industries to which it was not suited and that this had to come to pass. "But," said Mr. Hodge, "the committee finds that utility companies have universally offered to the public only seasonal stocks with long dividend records for customer ownership purchases."

Local fans are going to pull for the Pear Pickers to the end of the league season, but if the pennant evades us we are all hoping it lights in Ashland — Jackson County News

Don't forget to learn the 986 new laws passed by the house. You know, ignorance of the law is no excuse.

The Grumble Seat



STEWART'S WASHINGTON LETTER

BY CHARLES P. STEWART

WASHINGTON — Pending before the Interstate Commerce Commission—it was argued recently and the commissioners are thinking it over now—is what looks like a very dinky little railroad case, which, nevertheless, involves considerably more money than the war debt all Europe owes to the United States.

The railroad is the St. Louis & O'Fallon, a 9-mile line running out of East St. Louis. The Interstate Commerce Commission has tentatively valued this road at \$850,000. The road's management contends that it is worth more than twice the amount of the commission's estimate.

Split With Government
The point is: According to law, a railroad

which earns more than 6 per cent net profit on its fair value must divide the excess evenly with the federal government. On an \$850,000 valuation the St. Louis & O'Fallon earns considerably more than 6 per cent and has something to divide with the government. On a basis of more than twice \$850,000 it makes nothing like 6 per cent and has nothing to divide. The question, obviously, is one of valuations. How should they be made? The President's Conference Committee, an organization of the executives of all the important railroads in the country, which really argued the St. Louis & O'Fallon's case before the Interstate Commerce Commission, contends that a railroad's original

cost has nothing to do with what it is worth today—that it is worth now as much as it would cost to reproduce it at present high prices.

Disagree on Basis

The National Conference of Valuation, an organization of railroad workers, shippers and communities served by railroads, which appeared before the President's Committee, maintains that the railroads are entitled to an undivided 6 per cent only on "the amount reasonably and honestly

invested in them. The final decision on this question, incidentally, is the St. Louis & O'Fallon case will set a precedent for all the railroads in the United States, which immediately explains why all of them are so much interested.

WASHINGTON — Over at Fort Meyer, Va., a platoon of cavalry was drilling the other day.

It was a lovely sight. Beautiful horses. Magnificent horsemen. Perfect teamwork. The most intricate maneuvers executed with an ease that made them look simplicity itself. Riaks taken that would make a circus rider's hair stand on end but never an accident, never a hitch.

What a sad thought that cavalry is virtually obsolete.

They say it was used only two or three times on the west front. Done to death by the auto and the plane!

Then it occurred to me, "If cavalry is obsolete, why do they keep this up?" Is it, in fact, obsolete?"

So I investigated.

Here's what I found out:

Cavalry isn't obsolete. The auto and the plane have cut in on its usefulness, but there still are things a man on horseback can do that can't be done by a man in an auto or the cockpit of a plane. When those things have to be done, cavalry's needed the worst way.

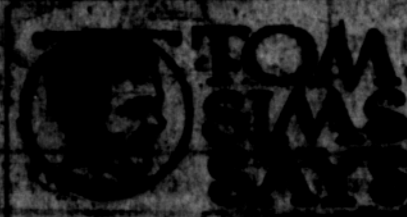
The horse isn't obsolete in the artillery service, much less cavalry.

True, cavalry didn't figure much on the west front during the world war but it was used to good effect on the east front and in Palestine.

Filling stations are few and far between on the Russo-German and Austro-Russian borders, in the Balkans and Mesopotamia. A country must be industrialized to support automobiles. A horse can find forage almost anywhere.

Bringing gas up to a front is slow work, in a region where there isn't any. A horse can make it in big time. Time counts in war.

Never count your socks before they are matched.



Winkles don't count.
A horse with a tin nose makes an excellent alarm clock.
Everything's impossible until someone does it.

Women are so brave. They marry gophers.
Your luck may be bad, but a Texas man has been farming 42 years.
Ten thousand seals in Bering Sea will get a hair out this summer. Why not? Seals were our first flappers.
The sky makes a lovely covering for warm nights. But it leaks.

Shep Finds His Master Again



Shep, good-natured dog shown above, was "expelled" from the Printer's Home at Colorado Springs, Colo., recently because he ran across the lower belt. The printer in the home took up a fund and shipped him to Frank Morrow, owner, at Greenville, S. C. Union trainees all along the route gave Shep a helping hand, and now he's a mascot of the Greenville Trade Union.

They Star at Scioto Meet



One of the surprises of the early play in the national open golf tournament at Scioto was furnished by Joe Turnesa of New York. Turnesa negotiated the initial 18 holes in 71 and then came back with a 74 on the second. His total of 145 placed him two strokes behind "Wild Bill" Mehlhorn, the leader. Bobby Jones, fresh from his sensational triumph in the British open, shot a 70-79-149 for the first two day's play. In the above picture Turnesa is shown about to plough into the little ball with Jones in the inset.

"\$14.98, as advertised"

"How do you spell 'financially'?" asked a college student of his roommate.

"F-i-n-a-n-c-i-a-l-l-y," said the room-mate, spelling out the word slowly. As an afterthought, he added: "And 'embarrassed' has two r's and two s's."

How often have you said to a salesman, "That's more than I care to pay"? If you had known the price in advance, you would have been spared this little embarrassment. That's one of the great services rendered by newspaper advertising.

By reading the advertisements before going to the stores, you know what you will have to pay for an article. You need not reveal your financial status to a salesman. You perhaps do not like to ask the price of goods anyhow. If the merchant has told you the price in his advertisement, you do not have to ask.

Any way you figure it out, it pays you to read the advertisements. Regularly! The one advertisement you skip may contain just the news you would have welcomed. Read all the advertisements you can. Keep informed.

The intelligent way to shop is to read the advertisements and then go to the stores that offer the best values. Make notes beforehand of the articles that interest you. That's the way to get the most for your money. That's the way to save time.

When you know the price in advance, you can ask to be shown the goods "as advertised!"