

LOCAL AND PERSONAL

TUESDAY'S NEWS

Miss Miriam Conover, little daughter of Mr. and Mrs. R. W. Conover of Laurel street, celebrated her 7th birthday Saturday by inviting seven of her little girl friends to spend the afternoon with her.

Missionary Society Meets

The Ladies' Missionary Society will meet Thursday afternoon at the home of Mrs. J. V. Wright on Mountain avenue.

Local Couple Marry

Charles C. Robertson and Lydia W. Loveland are trying to put one over on their Ashland friends. They have been very quiet about the transaction, but the publication of the official marriage record yesterday brought their secret to light.

Temporary Band Leader Appointed

At the band meeting last night at the city hall it was decided to employ L. L. Ledum as band leader temporarily during the absence of Band Leader Carl Loveland who is temporarily called back to Seattle where he has two music stores.

Trades Canadian Land

George Yockel has traded six quarter sections of Canadian land for the 70 acre Hunter ranch, two miles east of the city.

SCHOLARSHIP OFFERED HIGH SCHOOL STUDENT

Here is a chance for some senior in high school to win a cash scholarship of \$100 from Oregon Agricultural college this year. A new donation to the scholarship fund makes four of these \$100 awards possible.

Three separate contests will determine the winner. The first will feature competitive essay writing and will be judged on originality.

The first contest will be conducted in the various high schools of Oregon in the next two weeks. Any high school student who has been graduated within the last year may also enter the contest, provided he or she has never attended college.

Merchant Adventurers

New York Times

An English commercial agent recently returned from Finland with the story of an order which he was unable to accept. It was for \$500,000 worth of shoes. But payment? There was the rub. They offered him in exchange for shoes not money but timber.

His experience, with others like it, prompted a London financial writer to suggest the revival of an old institution—the Merchant Adventurers. It flourished before the days of foreign exchange and might be utilized at present when the demoralization of foreign exchange has put part of the world's trade again virtually

on the basis of barter. The plan would be to have what would amount to comparison with a locomotive, but if our ports and maris. Their purpose would be not to set off checks and drafts and bills of exchange against each other, but expertly to estimate the value of goods against goods. The foreign shipper might obtain for his manufactured articles an amount of raw materials which he could rate certified as meaning a reasonable profit to him on the transaction. This would be a rough instrument of commerce, compared with a precise measure by normal foreign exchange, but it might serve, pending restoration of the world's finances. A cart is a poor thing by comparison with a locomotive, but if the locomotive has broken down you can get on, even if slowly, in a cart.

Canadian Timber Laws

New York Herald

For the timber men of the United States who have been cutting under-sized trees for pulp wood there is a lesson in the statute by which the Dominion of Canada, with her great timber resources, makes it an illegal act to cut spruce having a diameter of one foot or less.

It is estimated that fully half of the pulp wood as well as great quantities of lumber used in the United States at present comes from Canada. With continuation of the conservation methods employed by our neighbor and the wasteful policy at home the result can be only permanent disadvantage to the United States. To save the situation laws to conserve our timber supply must not only be enacted; they must be enforced.

Some experts put a limit of twenty years on our supply of pulp wood unless reforestation is quickly and extensively practiced. Spruce is a quick growing wood. It renews itself rapidly under favorable conditions. That no tree less than a foot in diameter should be cut is granted by all who have a knowledge of forestry. A correspondent of this newspaper recently wrote that in central New York a patch of spruce half a mile square had been cut over in which none of the trees was more than six inches through and photographs were submitted in proof of this assertion. No attempt at replanting was made. This is the sort of lumbering that is hurrying the day when a wooden house will be a novelty.

TACOMA MAN BOOSTS ASHLAND BATHS

Among recent arrivals in Ashland is one Stephen D. Ludlow, erstwhile Tacoma, Wash., man in search of the "Fountain of Youth," as he aptly expressed it after the fashion of Ponce de Leon, and now battery man for the Murphy Electric company on Main street.

The high point of Mr. Ludlow's enthusiasm is reached when he talks of the mineral waters which he says Ashland is noted for, even in Tacoma. A year ago, Mr. Ludlow stated, his mother, 80 years old and suffering from rheumatism, came to this city on crutches, unable to stand alone. Mrs. Ludlow states that the curative effects of the hot sulphur baths and the Lithia water here improved her condition to such an extent that she was

able to return to Tacoma last summer without the aid of crutches. Mr. Ludlow advocated the gathering of data pertaining to people whose health had been benefited in a similar manner for the use of strangers who come to Ashland in the search of health. Lithia water was not the only thing boosted by Mr. Ludlow. He likes the city, the surrounding scenery, in fact, he likes Ashland as a whole.

ASHLAND CROWDING MEDFORD; FLYING SCHOOL LOCATES HERE

With the formation of the Rogue River Aircraft company by A. B. Mackenzie of this city and Clyde Pangborn of Yreka, Calif., both experienced army flyers, Ashland will have its first flying school within a week, according to information obtained from Mr. Mackenzie yesterday.

It is the plan of the company, stated Mackenzie yesterday, to establish not only a training school with a course to extend over as long a period of time as necessary for the embryo flyer to master the art, but also engage in passenger carrying to any desired points. They will give exhibition flights and "joy rides" for those wanting the thrills of the air but not caring to learn air navigation.

The tentative flying course as outlined by Mr. Mackenzie calls for a thorough training in the ground school and a minimum of eight hours flying time in the air and a maximum of fourteen hours. A dual control in both planes make it comparatively safe for the students while in the air. Mr. Mackenzie states that the company has been appointed agents for southern Oregon and northern California, as sales agents for the Curtis planes.

Although the company will begin its initial operations in Ashland their is some question about remaining here in lieu of Medford which has a municipal flying field. The Chamber of Commerce here is making efforts to obtain a suitable field for their use. The company desires to lease such a field. Mackenzie frankly prefers Ashland to Medford and hopes to make the necessary arrangements here.

ASHLAND RESIDENTS GIVE PROMINENCE TO OREGON PRODUCTS

By JOHN H. FULLER (Secretary of the Chamber of Commerce.) Oregon Products Week has resulted in a splendid display by the merchants of Ashland, and while it would be impossible to give a complete resume of all these displays the attention of the public is directed to the fact that a study of the various articles raised or manufactured in Oregon shows that it would be possible to obtain almost everything necessary for the comfortable enjoyment of life in our own state.

The first store in Ashland on Main street beginning at the North end is the old established and popular Ideal Grocery, and the windows of this store are devoted to Olympic Flour, and Olympic Pancake Flour—when you enter the store, you will find a lady serving delicious products manufactured from this flour. Golden West Coffee and Nuraya Tea are featured in the other window of this store, and while these products are not among those grown in Oregon these popular brands are packed by one of the specialty houses of Portland, Clossett & Devers. Crossing over the street we come

to another of Ashland's old established stands, the H. P. Holmes Grocery, and the interesting thing about this display is the large number of products which Mr. Holmes window contains, which are strictly Oregon grown and manufactured; visit this window and count the number of different articles. First you will notice a cheese from Tillamook County, one of the most famous dairy sections of the United States—butter from our own Ashland creamery, potato chips made in Medford, syrup made in Portland, clams packed on the Oregon coast, tomatoes canned in the Rogue River Valley, crackers and fancy cakes made in Portland by the True Blue Biscuit Co., flour made right here in Ashland by our splendid Ashland Mill, also chicken feed with all the grains including also sunflower seeds, honey of the clearest, finest texture, the product of the valley's own manufacture, cider made from the apple of our own surrounding territory and canned by factories at Boy, both Talent and Medford, cat-dogs, pickles, etc., grown and manufactured in the Rogue River Valley by the Knight Packing Co., and a host of other things which you must count. Everybody counting is invited to register their guess, there's

a reason; call and see. Are you planning to paint your house this spring? Wouldn't Ashland look great if about 500 people took such a notion. Dickerson has a full line of paints, called Coaquero Brand, made in Oregon, that will drive the blues a thousand miles away from Ashland if only liberally applied.

Mrs. L. J. Heers window reveals a tempting array of pies, all made from tender, juicy pie-plant, and fruits grown right here in Ashland. No wonder this little place has the patronage of those who are looking for palatable food that tastes like home.

The Plaza Confectionery, operated by the popular proprietor, Trautfether, has a display of Oregon fruits in large glass jars that fairly makes one's mouth water. For the delicious drinks of the summer days that have now arrived. These goods are prepared by the Gray, McLean & Percy firm and surely display the superiority of the Oregon product in this particular line.

A strictly Ashland product is the display of paintings exhibited by that well known painter of the beauties which surround us, Miss Mable Russell, and these articles which are in the window of Bond & Atkins pool hall, will well repay a careful scrutiny. This is only a brief mention of a few of the stores approaching the Plaza and hastily written by the Chamber of Commerce scout. A continuation of this account will be made in tomorrow's issue of the Tidings. Judging of the exhibits will be made Thursday by an out-of-town committee and announcement will be made also handing over of the checks \$25.00, \$15.00 and \$10.00 by the Portland officers of the Associated Industries of Oregon on Thursday evening, at the banquet at the Elks Temple.

ALL ROADS LEAD TO ASHLAND AND OREGON

"With the nation wide improvement of highways, all roads lead to Ashland." V. O. N. Smith, cashier of the Citizens Bank of Ashland, said in an interview today. "The road improvement policy of the national government coupled with the efforts of the various states in encouraging more travel yearly. Because the best possible roads are made to lead to the scenic show places of the country, I say that all roads lead to Ashland. This city is on the main Pacific coast highway and possesses every possible advantage as a center point of interest for tourists."

When asked what effect he thought women's vote had on obtaining the good roads throughout the state, Mr. Smith said, "Because the votes of women in other states of the nation have been instrumental in obtaining the fine highways that this country is becoming noted for, I have, from that personal observation, reason to believe that the women of Oregon and Ashland have played a big part in putting over the road bond issues of this state. I find that they are enthusiastic good roads boosters."

When women won the right to vote, the good roads forces of the country received "en bloc" its biggest army of supporters in history. Since equal suffrage has been in effect the better highways cause has been enriched by \$356,000,000—this amount being voted for road improvement by the electors of eight states at the recent elections. The travel and transport bureau of the B. F. Goodrich Rubber Company believes that "votes for women" is the biggest single forward stride for highway building since the advent of the motor vehicle. It points out that highway bond issues

carried by large majorities in most of the states and that in the various state campaigns women took active and aggressive parts. The issues carried were Minnesota, \$100,000,000; Missouri, \$60,000,000; West Virginia, \$50,000,000; Colorado, \$5,000,000; Idaho, \$2,000,000; Virginia, \$50,000,000; New Jersey, \$29,000,000 and Kansas, \$60,000,000.

This sum—\$356,000,000—added to the \$650,487,000 already available in federal aid appropriations and state and county tax funds and bond issues, makes a grand total of \$1,006,487,000 now available for good roads construction in the United States.

"Reports from various sections throughout the United States show that women voters in general lined up on the side of highway improvement," says the Goodrich bureau. "For example, in St. Louis just before the close of the campaign to 'Lift Missouri Out of the Mud' the women of the city made a big final public demonstration in support of the bond issue."

"That women are real good roads enthusiasts is attested by the fact that they will not confine their activity to pre-campaign time. In Pennsylvania the state federation of women's clubs and other women's organizations, numbering thousands of the most influential and public-spirited women in the state, have organized to deal with highway commissioners of ever county individually. Moreover they have pledged their support to good roads bond issues. "It is entirely natural that women should be interested in good roads. Women are vitally interested in measures such as centralized rural schools, healthful motorized recreation in the open air, and transportation of foodstuffs to market, all of which are attainable only

through adequate highway systems. Women may be counted on to heartily support any move where the welfare of their community, their state or their country is in the balance.

"The good roads forces of the United States have been swelling slowly, gradually and surely for the past 100 years. At first the advocates for better highways were few and far between and were considered by their fellowmen as fanatics and cranks. Since the advent of the automobile, good roads enthusiasts have multiplied more than during any other period in American history. Unquestionably the next most powerful step was when women were given the right to vote for good roads."

GOOD PACKING HELPS SELL PACIFIC NORTHWEST APPLES

Apples shipped from the Pacific Northwest have a wider distribution than any other commodity shipped from one section. Reports to the United States department of agriculture from public carriers for the last five years show that 2,567 cities were used as primary destinations.

Telegraphic reports from railroads during the season of 1919-20 showed that about 1,400 cities received carload shipments from the Pacific Northwest. Pacific Northwest apples have been exported to many countries of Europe, Asia, Africa, Australasia, South America, and to the Dominion of Canada and Cuba.

TOO LATE TO CLASSIFY.

FOR SALE—Second hand 4-A Sharpless Cream Separator in excellent condition. May be seen at 92-96 N. Main Street. 35-2

NOTICE OF FINAL SETTLEMENT

Notice is hereby given that the undersigned, administrator of the Estate of William Powell, deceased, has filed in the County Court of Jackson County, State of Oregon, his final account as such administrator of said estate and that Saturday, June 11th, 1921 at the hour of 11 o'clock a. m. has been fixed by the Court as the time for hearing of objections to said report, and the settlement thereof.

T. L. POWELL, Administrator of the Estate of William Powell, deceased. 35-2

NOTICE TO OUR CUSTOMERS Merchandise Has Taken Another Drop You will find new prices in many lines at Our Store See our new all wool suits for men at - - \$18.00 PERRINE'S BANKRUPT STORE

A FORD One-Ton Truck Does It! An Every Day Performance Two Ashland young men, James Huckins and Wm. Huckins, with a Ford Truck make four round-trips every day with fuel wood from near Steinman to Ashland, over eighty miles total per day, on an average of four gallons gasoline. Harrison Brothers FORD and FORDSON DEALERS ASHLAND, OREGON

"THE ELHART WAY" We Keep Our Windows Talking. Listen when you pass. NEW BATHING CAPS All New Stock Every Cap a good one or your money back. Bright Colored Pleasing Variety Popular Prices 25c, 35c, 50c, 65c, 75c Elhart's DRUGS, BOOKS, STATIONERY.

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Open Sundays and evenings SPRING SALE OF USED CARS Open Sundays and evenings Fords Cheverolets Bugs Dodges Saxon Six All Sizes Prices \$150 - up ALL MAKES These Cars can be seen at the FORD GARAGE May 4 to 8 inclusive. Your opportunity to "Prepare for the Open Road" at the right time and the right price HARRISON BROS. Liberal Terms ASHLAND, OREGON Liberal Terms