

# Ashland Tidings

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### CO-OPERATION WILL SECURE HARBOR AT CRESCENT CITY.

It is proposed to send a Jackson county representative to Washington to appear before the rivers and harbors committee and the board of army engineers in behalf of the construction of a harbor at Crescent City, says George Putnam in the Mail Tribune.

Army engineers, after exhaustive surveys and examinations, have reported favorably upon the construction of a harbor at Crescent City at an estimated cost of \$1,800,000, which will have an average depth of twenty-four feet at low tide. They have, however, refused to recommend its construction until assured that such a harbor is essential to the development of the country served, and convinced that a considerable area will be benefited thereby.

Capital, according to those who have spent considerable time and money in the effort, cannot be interested in the building of a railroad for this valley to the coast unless assured that such a harbor will be constructed. The railroad, therefore, depends upon the harbor and the harbor, to a certain extent, upon the railroad.

A harbor at Crescent City and a railroad connecting would be worth millions of dollars to Jackson county. In short, it would assure development of natural resources now impossible because of freight rates and the long overland haul. A short road to water, with the Panama canal opened, would revolutionize conditions throughout this region. It would make copper mining a possibility by providing smelter sites as well as transportation.

A few years ago the county sent Will G. Steel to Washington in behalf of Crater Lake. As a result nearly three-quarters of a million dollars are being expended there, all of which will indirectly benefit the community during future years.

### DOCTORS AND ADVERTISING.

A committee of the American Medical Association has just submitted to the national body certain questions as to whether physicians may properly advertise their business, also to what extent.

The strict rules of professional etiquette have heretofore cut out advertising by physicians, other than mere professional cards. It would seem that the present tradition prevents a physician from giving the public facts that it would like to know.

When a stranger comes into a town he would like to find out how long physicians have been practicing, in what diseases they make specialties or have had special experience, what medical education and hospital or other professional training they have had. It would well seem that some enlargement of the typical physician's advertising might be possible, without descending to the evils of so-called medical advertising. A little well-written publicity might tend to check the tendency to waste money on untrained men and useless or harmful drugs.

As President Wilson seems to catch cold easily, he should beware how he gets overheated shoveling the snow paths at the White House.

John D. Rockefeller may shovel his own snow, but a bank clerk could not do it without suffering some social obloquy.

### CITY ORDINANCE NO. 370.

An ordinance for regulating the speed, use, equipment, conducts, and operation of vehicles on the public streets and alleys within the corporate limits of the City of Ashland, Jackson County, Oregon, defining the term "vehicle," providing a penalty for the violation of this ordinance and repealing Ordinance No. 539, and all other ordinances and parts of ordinances in conflict herewith, and defining the term "motor vehicle."

The people of the City of Ashland do ordain as follows:

#### SECTION 1.

The term "vehicle" as used in this ordinance shall include each and every kind of mechanical device, other than a railway locomotive, whether drawn, moved or propelled by motor, muscular or other power.

#### SECTION 2.

The term "motor vehicle" as used in this ordinance shall include all vehicles propelled or moved by any power other than muscular power, excepting vehicles moved on railways.

#### SECTION 3.

The laws, rules and regulations governing travel with vehicles and upon the streets and alleys within the corporate limits of the city are declared to be as specified in the following subdivisions:

1. Vehicles proceeding in opposite directions shall pass to the right, giving one-half the street or alley to each.

2. Vehicles proceeding in the same direction overtake each other by passing to the left.

3. The overtaking vehicle shall maintain its speed until clear of the overtaken vehicle, and for such distance thereafter as shall prevent dust and mud throwing upon the overtaken vehicle.

4. The signal to pass shall be given by one blast or stroke of horn, bell, whistle, gong or other signalling device.

5. Should the overtaken vehicle then not give way, three such blasts or signals shall be given, and on failure to comply therewith the overtaking vehicle may at the next suitable place safe to both vehicles go by without further signal.

6. It shall be the duty of every overtaken vehicle to turn to the right, and give one-half of the street or alley to the overtaking vehicle.

7. Vehicles approaching an intersecting street, alley or other public way shall be under control so as to permit the vehicle on the right of the vehicle approaching to first cross the intersecting street, alley or public way.

8. At all intersections the vehicle approaching the intersection from the right of any other vehicle approaching the intersection shall have the right of way.

9. All vehicles approaching an intersection of a street, alley or other public way, with the intention of turning thereat, shall, in turning to the right, keep closely to the right, and in turning to the left shall run and beyond the center of the intersection; and shall also keep to the right of lines or spots in the streets or at the intersections placed therein by the city as a notice to drivers of vehicles.

10. In all passing and overtaking such assistance shall be given by the occupants of each vehicle respectively to the other as the circumstances shall demand and either request, and each of them exercise due care and caution to get clearance and avoid accidents. Every person having control or charge of any automobile, motor vehicle, or motor vehicle, or motorcycle, whenever upon any public street or way, and approaching any vehicle drawn by a horse or horses, or any horse upon which any person is riding, shall operate and manage and control such automobile, motor vehicle or motorcycle in such manner as to exercise every reasonable precaution to prevent the frightening of any such horse or horses and to insure the safety and protection of any person riding or driving the same. And if such horse or horses appear frightened the person in control of such motor vehicle shall reduce its speed, and if requested by signal or otherwise by the driver of such horse or horses, shall not proceed further towards such animal unless such movement be necessary to avoid accident or injury, or until such animal appears to be under the control of its rider or driver.

11. In passing railroad or motor cars operated on railroad tracks in this city, vehicles shall be so operated upon that side of said motor or railroad car with due care and caution that the safety of passengers boarding or alighting from such motor or railroad car shall be fully protected, and for that purpose said vehicle shall be brought to a stop, if necessary, but upon the other or left side of said motor or railroad car, should there be a clear passage, said vehicle shall be permitted to so increase its speed for the necessary distance to negotiate a safe clearance between said motor or railroad car and said vehicle so desiring to pass, and the rate of speed requisite and necessary so to do shall not be deemed to be an excessive rate of speed, having due regard to the speed of said railroad or motor car.

12. In parades, at theatres and all other occasions and places where traffic is congested, vehicles shall be operated with due care and caution,

and jockeying vehicles or running for position is prohibited by this ordinance. Each vehicle, upon embarking and discharging its load, shall immediately move out and away from the congested area, and the succeeding vehicles in consecutive order shall follow the same procedure.

13. Every vehicle shall be kept upon the right half of the street, alley or other public way traveled, when the view ahead is not clear for at least fifty yards.

14. Every motor vehicle when moving along the streets, alleys, roads or other public passway, within the corporate limits of this city, where the curvature of such street, road, alley or passway prevents a clear view for a distance of fifty yards ahead, shall be held under control, and shall in approaching all curves give the signal, with frequent blasts or strokes of horn, bell, whistle, gong or other signalling device of its approach, and upon all curves to the right shall keep closely to the inside of said curve, and upon all curves to the left shall keep well to the outside of said curve.

15. No motor vehicle, wagon, buggy or other vehicle, whether propelled by motor power, steam power or horse power, shall be stopped nearer than twenty feet of any fire hydrant of said city, nor nearer than twenty feet of the corner or apex of the cement sidewalk, which corner is the south or southwesterly corner of lot 5 of block 3 of the City of Ashland, Oregon, and situated on the easterly side of Main street at or near its intersection with the Plaza and on the opposite side of Main street from lot 5 of block 1 of said city, upon which lot 3 is now located the Plaza Grocery Store. It is further provided that all such vehicles shall be stopped on the right hand side of the street or alley within the curb or walk, said right hand to be determined from the way the vehicle is moving or is facing; and provided, further, that no vehicle shall be stopped immediately in front of the entrance leading into any fire station nor nearer than ten feet on either side of said entrance.

16. No vehicle shall be turned at any point on any of the streets and alleys of the city except at the intersections of such streets and alleys, the centers of which may be suitably designated and marked by the city, and in no event shall a vehicle be turned at a point where it is necessary to back the vehicle in making the turn, nor shall any vehicle be backed up and stopped at the curb or sidewalk except while loading or unloading the vehicle, nor shall any vehicle of any kind whatever be backed and stopped on either side of Main street from its intersection with Water street to its intersection with the Plaza.

17. It shall be unlawful for any and all owners and operators of automobiles, motorcycles, autotrucks, except the city fire truck, motorcycles and any other similar vehicle to use and operate the same on any paved street of the City of Ashland unless such owners or operators equip and use thereon a muffler sufficient to muffle and deaden the sound of the exhaust from the motor of such vehicle.

18. The driver or custodian of a vehicle shall be deemed to be the responsible party and liable to the penalty as provided in this ordinance for violation thereof.

19. No races or contests for speed shall be held upon any street, alley or public way in this city, without the permission of the authorities of the city having jurisdiction of said street, alley or public way, and unless the same is fully and efficiently patrolled for the entire distance over which said race or contest for speed is to be held.

20. Every vehicle shall be run at a rate of speed at no time greater than is reasonable and proper, having regard to the safety of the public, the traffic, and the use of the street, alley or public way then being traveled.

21. Vehicles shall not be permitted to travel or move two or more abreast in any of the public streets, ways or alleys of this city, nor to stop therein in such position, nor shall any such vehicle be stopped overlapping one another or each other in such a way that other vehicles will be needlessly inconvenienced by such overlapping.

22. The rate of speed for all motor vehicles and bicycles used run or operated upon the streets, alleys and public ways of this city shall be a reasonable speed, up to and not exceeding fifteen miles an hour, but any speed in excess of fifteen miles an hour upon such street, alley or public way shall be an unreasonable speed and is prohibited by this ordinance. Provided, further, that the city authorities shall erect and maintain in conspicuous locations, signs of sufficient size to be easily readable by persons passing the same, at the following designated places: At the intersection of north boundary line of said city with the railroad right-of-way, which sign shall bear the words "Slow down to fifteen miles," with an arrow pointing southeasterly along North Main street; at the intersection of the Boulevard with the east boundary line of the city a like sign shall be erected and maintained by the city, bearing the words, "Slow down to fifteen miles," with an arrow pointing northwesterly along said Boulevard; at the intersection of East Main street with the east boundary line of the city a like sign shall be erected and maintained by the city authorities, bearing the words, "Slow down to fifteen miles," with an arrow pointing westerly along said East Main street; and at the intersection of Oak street with Nevada street another like sign shall be erected and maintained, bearing the words, "Slow down to fifteen miles," and an arrow pointing southerly along said Oak street.

It is further provided that the rate of speed for vehicles, including all wagons, buggies and carriages, driven, drawn or propelled along the streets, alleys and public ways of this city by muscular power, and the speed of all horsebackmen, riding along any of said streets, alleys or

public ways, shall not exceed twelve miles per hour.

23. Upon all narrow ways, in parks, passes and defiles not otherwise herein provided for, all vehicles shall proceed in one direction only as the signboards and conspicuously displayed regulations upon such narrow way, in parks, passes and defiles so located, shall then define. The direction in which all vehicles shall so proceed may be declared by the park commissioners of this city, with respect to narrow passes and defiles within any of the parks of the City of Ashland; and when declared shall be so conspicuously marked with signs as to indicate the rules and regulations in regard thereto, and the direction in which all vehicles shall so travel.

24. No vehicle shall be moved, run or operated on the streets, alleys or public ways of this city by any person unable or incapable to control the same, with due regard to the safety of the public and other vehicles; provided, that in all cases any person in a state of intoxication is deemed conclusively incapable and unable to operate and control the same.

25. No vehicle used upon the streets, alleys or public ways of this city shall be left standing unsecured; and however it may be moved, its motive power shall be so secured that the same cannot operate or move the vehicle without some action on the part of the owner or operator so to do; neither shall any horse or horses be left standing in any of the said streets, alleys or public ways, alone and unsecured by tying or otherwise.

26. No vehicle shall be operated with an excessive smoking exhaust upon any street, alley or public way in this city.

27. Ambulances, while being operated as such, and vehicles for the use of doctors, physicians and surgeons, shall, while operated upon their respective businesses, if urgent, be exempted from the provisions of this ordinance as to speed and traffic regulations, where preference for right of way can be given them with due regard to the safety of the public; provided, that each of the same shall bear a red cross.

28. Patrol wagons, public conveyances, fire patrols and fire engines, and fire apparatus shall in all cases, with due regard for the safety of the public, have right of way, all provisions of this ordinance to the contrary notwithstanding, but this shall not protect the driver of any such vehicle from consequences in the arbitrary exercise of this right or for injuries willfully or negligently inflicted.

29. In all localities where an authorized officer, marshal, constable or policeman, conspicuously displaying his star, and then and there discharging the duties of regulating and directing traffic in his locality, shall signal any vehicle to take a direction or to stop or otherwise to proceed for the safety of the public, it shall be the duty of the driver or operator of such vehicle to obey said direction, and to comply with the orders of said authorized officer in that behalf.

30. Should any pedestrian or other object, through want or care or other cause, come in contact with a moving vehicle in the streets, alleys or public ways of this city, it shall be the duty of the driver of such vehicle to stop and to ascertain the name of the person or the object and to render such aid and assistance as may be required; and in case of collision or other accident to render like assistance to the colliding vehicle or the vehicle struck, as the case may be, and to the occupants thereof, as may be necessary, and taking the name of the vehicle, its number, and the time, the place and other data concerning the accident or event, with the names of the witnesses present, and likewise giving his own name and number for identification. Each and all of said information, however, shall not be construed or determined as fixing liability in either case for fault or negligence of either party, but shall be a means of identification of the facts and circumstances only; and neither party to a collision or a consequence resulting from mistakes in judgment or arising from accident, shall move away from the place of its occurrence without complying with this section, and if this complying with this section, however, is not done, it shall be a violation of this ordinance, and punished accordingly as herein provided, and shall be construed as evidence of fault.

#### SECTION 4.

Every motor vehicle shall be provided with adequate brakes sufficient to control the vehicle at all times, and a suitable and adequate bell, horn, whistle or other signaling device, and shall, during the period from one hour after sunset to one hour before sunrise, display at least two white lights in lamps on the front and one red light on the rear of such vehicle. Said rear lamp shall show a white light across the rear of the vehicle.

The white rays of such rear lamp shall shine upon the number plate carried on the rear of such vehicle, as provided for by the laws of the state of Oregon, as shown by Chapter 174, Laws of 1911. The light of the front lamps shall be visible at least 200 feet in the direction in which the vehicle is proceeding, provided that motorcycles shall each be required to display but one lighted lamp, such lamp to be placed on the front of the vehicle, so that it shall be visible 100 feet in the direction in which the vehicle is proceeding, and show a red light to the rear. There shall be displayed on the face of the lamps showing white lights the registration number required by Chapter 174, Oregon Laws of 1911, in figures not less than one inch in height, and placed thereon in such manner so that when the lamp is lighted the number may be read at a distance of at least fifty feet by a person possessing proper eyesight, and all automobiles shall conspicuously display number plates as provided in Chapter 174, Oregon Laws, 1911; provided, that vehicles propelled or drawn by muscular power shall be required to display but one lighted lamp so placed that it shall

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be visible one hundred (100) feet distant therefrom; provided, further, that any vehicle standing on any street, alley or public place one hour after sunset and one hour before sunrise, shall expose one light, and in motor vehicles shall expose the red light behind and at least one white light in front; provided, further, that no motor vehicle shall be left standing on any street, alley or public way with the engine running. Provided, further, that no vehicle other than a motor vehicle shall be permitted to coast on any street, alley or public way in this city.

**SECTION 5.**

Any person violating any of the provisions of this ordinance and who shall be convicted thereof, or who shall plead guilty to any complaint for the violation thereof, shall be punished by a fine not exceeding Twenty (\$20.00) Dollars and costs of prosecution; or if such fine be not paid, then by imprisonment in the city jail for not exceeding ten (10) days; for the second offence he shall be punished by a fine not exceeding Thirty (\$30.00) Dollars and costs of prosecution; or if such fine be not paid, then by imprisonment in the city jail for not exceeding fifteen (15) days; and for a third or any subsequent offence he shall be punished by a fine not exceeding Fifty (\$50.00) Dollars and costs of prosecution, or by imprisonment in the city jail not exceeding twenty-five days, or by both such fine and imprisonment, in the discretion of the City Recorder, or such other officer as may hereafter be by charter amendment or ordinance vested with judicial powers in and for the City of Ashland, Oregon.

**SECTION 6.**

All ordinances and parts of ordinances in conflict with this ordinance,

and especially those certain City Ordinances Nos. 358, 539 and 539½, are hereby expressly repealed.

**SECTION 7.**

This ordinance shall take effect and be in full force upon the expiration of ten days from and after its adoption by the Common Council of the City of Ashland and its approval by the Mayor.

The foregoing ordinance was adopted at a regular meeting of the Common Council of the City of Ashland, Oregon, under a suspension of the rules, two-thirds voting in favor thereof, on the 3rd day of March, 1914, by a vote of five in favor thereof and none against the same.

To all of which I hereby certify.  
C. H. GILLETTE,  
City Recorder.

I hereby approve the foregoing ordinance this 3rd day of March, 1914.  
O. H. JOHNSON,  
Mayor of Ashland, Oregon.

The boy upon whom the Russian Jews were accused of perpetrating ritual murder turned out not to be dead, but that would not be considered an important detail in that country.

Many towns are getting tired of the street loafers and "mashers" who think that anything in skirts is a "chippie" who comes down town to admire them.

From the way President Wilson suffers from bad colds it would seem that a dozen handkerchiefs would be about the most suitable gift admiring friends could make him.

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