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**Synopsis of Motor Vehicle Regula-  
tions Enacted by Special  
Session**

Following is a resume of the Ore-  
gon state laws for the regulation of  
motor transportation companies en-  
acted by the special session of the  
legislature which convened Decem-  
ber 19-24:

Section 1. Motor vehicles, both  
passenger and freight, transporting  
persons or property for compensa-  
tion over any public highway in this  
state are declared to be common  
carriers (with minor exceptions).

Sec. 2. Common carrier motor  
vehicles are prohibited from operat-  
ing on highways except according to  
provisions of this act.

Sec. 3. Public service commis-  
sion is given authority over common  
carrier motor vehicles as follows:

To supervise and regulate such  
carriers;

To fix rates, fares, charges, etc.

To prescribe rules and regulations  
to govern operation.

To prescribe and require adequate  
facilities;

To regulate all other matters in  
relationship with the public;

To supervise service and safety of  
operation;

To supervise and regulate ac-  
counts;

To require reports, etc.

But cities and towns may enact  
and enforce reasonable regulatory  
ordinances including imposing of  
regulatory licenses not destructive  
of general purpose of this act.

Under this provision the city is  
given a free hand to regulate, con-  
trol and license these carriers in the  
same manner as before the enact-  
ment of the above bill.

Sec. 4. Prohibits operation of  
common carrier motor vehicles with-  
out a certificate from public service  
commission, such certificate to set  
forth terms of service and is not as-  
signable; neither does it, in any  
way, give an exclusive franchise on  
the highways.

Sec. 5. Commission has the right  
to revoke permits for cause.

Sec. 6. Provides that the public  
service commission will require from  
such carriers bond for surety or li-  
ability insurance, or other satisfac-  
tory security to protect both per-  
sons and property.

Sec. 8. Requires common car-  
rier motor vehicles to pay a license  
fee to cover the cost of regulation,  
but not to exceed \$10 per year per  
machine.

Sec. 9. Provides penalties for  
violations, etc.

Under a separate bill known as

house bill No. 4, passed at the same  
session, motor busses are required  
to pay a tax of \$4 per year per seat,  
according to carrying capacity of  
machine, allowing 20 inches of seat  
space for each passenger; that is to  
say, a five passenger car would pay  
\$4 for each seat exclusive of the  
driver, or \$16 per year.

Motor trucks, trailers and semi-  
trailers will pay for each inch or  
fraction thereof of total tire width,  
at the rate of 50 cents per inch.

The above nominal taxes are in  
addition to the regular state license  
fee for pleasure cars or trucks.

Under this arrangement a five-  
passenger car weighing 1700 pounds  
or less will pay the pleasure car li-  
cense fee of \$15 plus \$16 per year  
to cover seating capacity and not to  
exceed \$10 per year to cover the  
cost of regulation by the public ser-  
vice commission.

Larger cars pay in the same por-  
tion.

A motor truck with a total tire  
width of not over 14 inches would  
pay the usual annual license fee re-  
quired of any truck—\$35—and in  
addition will pay a tax for the pur-  
pose of doing common carrier busi-  
ness of 50 cents an inch of total tire  
width, or \$7, plus an amount not  
to exceed \$10 to cover regulation by  
the commission.

**Why Present Motor  
Law Is Invalid**

Attorney B. F. Landis, of Medford,  
who has started a suit to test the  
constitutionality of the motor ve-  
hicle law passed by the legislature,  
makes the following statement as to  
why the law is unconstitutional:

As a matter of simple justice the  
law could not stand. To take any-  
thing according to weight is the  
most unfair method of taxation that  
could have been conceived. Accord-  
ing to this method an old broken up  
car of antediluvian vintage, pays the  
same tax as the brand new Pierce-  
Arrow, and the car that you have  
been worrying along with for years  
pays the same as the one just pur-  
chased. In addition to that the law  
permits all electrically driven ve-  
hicles to run at a flat rate of \$35,  
regardless of their weight and  
makes the gas driven cars pay much  
larger amounts. An electrically  
driven car can go as fast as the speed  
limit will allow and will wear the  
roads the same as any other car.

Another thing, the weight of the  
car is only one factor in determin-  
ing the wear of the road; a light  
car driven constantly will do more  
damage to the road than a large car  
driven only occasionally. Then again,  
you can take a touring car, decide  
to use it to haul articles instead of  
people, put more weight into it, and  
get a cheaper tax than it carried as  
a pleasure vehicle.

Another thing, it is not a uniform  
tax because it permits a person to  
escape the tax by non-use. Put  
your car in the garage for six  
months and yet get by with half the  
tax. A tax should be assessed be-  
cause of ownership and not because  
of use. If that was legal, a law  
could be passed taking all the tax off  
vacant houses and unused lands.

There is another discriminatory  
feature of the law that also shows  
the injustice and discriminatory  
feature of the law. A truck with a  
wide wheel-base pays more than a  
truck with a narrow base. The re-

sult is a person owning a truck can  
change the size of his wheel, make  
it narrow instead of broad, get a  
cheaper tax and then tear up the  
road worse than ever.

It cannot be claimed that this law  
is a license as it expressly takes the  
place of all other taxes and raises  
money for a certain definite purpose.  
If it is a license it would still be un-  
constitutional, because it exempts  
cars from taxation contrary to the  
constitution of Oregon.

It is possible to secure a fair au-  
tomobile law, and one that will pro-  
vide the necessary revenue, but the  
present law is unjust; will not pro-  
vide the revenue expected because  
thousands of people will stop using  
their autos or keep them unused for  
six months; and does not give a com-  
prehensive method of raising the  
needed revenue, and finally, it vi-  
olates every known principle of tax-  
ation ever used in this or any other  
nation: to tax by weight and not by  
value.

**MAYOR GATES OF MEDFORD  
SUGGESTS UNITED ACTION**

PORTLAND, Or., Jan. 11.—"Re-  
gardless of what the legislature did  
at the Salem fiasco, we're going to  
have a fair in Oregon in 1925," said  
C. E. Gates, mayor of Medford and  
a member of the executive commit-  
tee for the 1925 fair, in an address  
before the members' forum of the  
Chamber of Commerce at noon the  
other day.

"We of the executive committee  
bungled and bungled badly," said  
Gates. "What we should have done  
was organize an educational cam-  
paign to show the state what it  
needs. Portland should find out the  
things the various sections of the  
state needs and tell those sections.

"But do not judge southern Ore-  
gon by the action of a few. Let us  
start in for a united Oregon. Port-  
land is so far advanced ahead of the  
rest of the state that it must lend a  
helping hand to the outlying com-  
munities. The various counties have  
long been suspicious of each other  
and this came to a climax at Salem  
and now we have plenty of time to  
work for a fair in 1925 since they  
have thrashed out their petty trou-  
bles."

**T. B. CATTLE TALK  
DRAWS A RECORD  
CROWD FARMERS**

MEDFORD, Jan. 12.—Animal  
husbandry day at the Farmers' Week  
sessions of Tuesday attracted a very  
large attendance. The main hall of  
the public library was crowded, and  
many stood out in the hallway. Yes-  
terday, irrigation day, drew another  
large attendance and valuable infor-  
mation on this subject was imparted  
by the several speakers. The Farm-  
ers' Week sessions continue until  
Saturday.

The tuberculosis demonstration in  
dairy cows and the meat cutting  
demonstration proved big drawing  
cards at Tuesday's sessions. The  
vital importance of the eradication  
of tuberculosis in livestock was firm-  
ly impressed upon the minds of 175  
Jackson county people. The visible  
results of this most dreaded disease  
will no doubt be the means of secur-  
ing concerted action in the matter  
of a thorough clean-up of tubercu-  
losis in all dairy cows in the county.

Prof. Pitts of O. A. C., showed in  
his best form in dealing with the  
many phases of dairying. H. A.  
Lindgren of O. A. C. gave some val-  
uable information in regard to hog  
feeding experiments that have been  
conducted during the past year in  
Jackson county. C. M. McAllister  
of the Portland Union stockyards,  
won the hearts of his listeners by  
the good "horse sense" advice rela-  
tive to pork production.

The moving picture, entitled "The  
Easier Way," made quite a hit and  
some good wives and mothers will  
no doubt be placing orders soon for  
certain home conveniences.

Miss Margery Smith of O. A. C.,  
gave some very valuable and inter-  
esting information in regard to se-  
lecting food for bone and teeth  
building properties and an outline  
of the knowledge necessary for best  
physical well-being. She asked the  
women to count their friends who

had not a single physical defect—a  
single filled tooth being a physical  
defect. In the afternoon she dis-  
cussed the first step in child feeding.

Today is horticultural day, and  
not only a good program is being  
offered the orchardists, but home  
conveniences are also being shown,  
and home building for men and  
women discussed. Forty slides on  
home building were shown by A. E.  
Brandt of O. A. C.

Friday is Marketing day. The fore-  
noon program includes wool and mo-  
hair marketing, by a representative  
of the Oregon Wool and Mohair as-  
sociation; marketing activities of  
the Oregon State Farm bureau, by  
William Schulmerick of Portland;  
and poultry products marketed in  
Jackson county, by Mr. Johnson of  
the local farm bureau.

In the afternoon wheat and grain  
marketing will be discussed by a re-  
presentative of the Oregon Grain  
Growers association, and the mark-  
eting of pears, by Frank Swett of  
San Francisco, president of the Cali-  
fornia Pear Growers.

**"Lookie" Decidedly Yes!  
BUY NOW**

'21 DODGE TOURING  
—Hassler shocks, two bump-  
ers, motometer, new cord tires  
with extra. Couldn't be better  
\$275.00, balance to suit

VELIE SIX TOURING  
—New tires, new paint, bump-  
er, motometer, cutout, over-  
hauled.  
\$275.00, balance to suit

OVERLAND 4 TOURING  
—Good tires, overhauled, li-  
cense \$28.00. It's yours for  
\$100.00, balance easy.

FORD TOURING  
—Hassler shocks. Take it for  
\$125.00

—When you pay over \$1000.00  
for a new car you're entitled  
to  
STUDEBAKER LIGHT SIX  
Now \$1390.00 Here

Have those Gabriel Snubbers  
put on today

OPEN EVENINGS  
Hit the Trail for  
**HITTSO'S**  
MEDFORD, ORE.

After we got prohibition, then  
they raised the water rent.  
—G. E. M.

**Canned Goods Special**

Peaches in Syrup, 2 1/2 lb. tins	25c
Apricots in Syrup, 2 1/2 lb. tins	25c
Grapes, Cherries, Blackberries, No. 2 tins	20c
Monopole Pineapple, 2 1/2's—3 cans for	\$1.00
Sunkist Asparagus, round cans	25c
Standard Corn, 3 cans	25c
Minnesota Corn, 3 cans	50c
Tomatoes, 2 1/2, can	15c
Pumpkin, 2 1/2, can	15c
French Prunes, large, 3 lbs. for	25c
Clean, Bleached Raisins, per lb.	20c
Fancy Dried Apples, 2 lbs. for	25c
A few Yellow Newtown Apples, per box	65c
Macaroni, bulk, 4 lbs. for	25c
Best Rolled Oats, 4 lbs.	25c
Second grade Rolled Oats, 6 lbs.	25c
Ginger Snaps, per lb.	15c
Peanut Butter, 7 lbs. for	\$1.00

Fresh Cured Meats of Quality at Right Prices

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cents each week, which is all we charge for a  
safe deposit box in our fire and burglar proof  
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Tickets good until April 30—Stopovers allowed  
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THIS IS A HOT COAL

**You Will Like It**

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FORTY TIERS HARDWOOD

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Everything at LESS than cost. Best values in Velvet Pattern  
Hats ever offered in Medford

**10% to 25% Less Than Cost**

Hats formerly \$10.00 to \$25.00, now going for  
\$2.50 to \$8.50

Another lot of trimmed and tailored hats  
\$1.45, \$2.45, \$3.45

A few advance Silk Models at Wonderful Prices

Untrimmed frames and Children's Hats..... 50c, \$1.00, \$3.50

**BLOUSES**

—Crepe Black Satin Taffeta, Crepe de  
Chine and Georgette, in overblouse and  
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\$3.95 to \$10.95

Formerly \$12.50 to \$21.50

**WASH BLOUSES**

—Hand made and beautifully machine  
tailored Voiles and Batistes. Prices—  
\$1.45, \$2.45, \$3.45 and \$4.95

**PURSES  
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in all the newest leathers at cost

**NECKWEAR**

Real Lace and colors, at cost

**NOVELTIES**

Beads  
Handkerchiefs  
Candles  
Boutenieres  
Other Novelties

**SILK UNDERWEAR**

—Best quality Crepe de Chine, Wash  
Satin and Pongee Night Gowns  
\$ 6.50, now ..... \$4.00  
\$ 7.50, now ..... \$5.00  
\$12.50, now ..... \$7.50

**Combinations—Wash Satin and  
Crepe de Chine**

\$5.00, now ..... \$3.00  
\$8.00, now ..... \$5.00

Bloomers—Crepe de Chine, Jersey, Pongee  
and Wash Satin  
\$5.75, now ..... \$3.00

Petticoat Satin Bloomers in Lovely Colors  
\$11.50, now ..... \$8.00  
\$10.50, now ..... \$7.00

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