

SCHOOL FUNDS FOR JACKSON COUNTY

April Apportionment Shows Nearly Thirty Thousand Dollars Divided Among Schools of Various Districts—Over Five Thousand for Medford.

County Superintendent of Schools J. Percy Wells has apportioned April school money to the districts of Jackson county as follows:

Table with columns: District, Town, Pupils, Amount. Lists various districts like Jacksonville, Medford, etc., with their respective pupil counts and funding amounts.

TWENTY MILES OF STREETS TO BE OILED

PORTLAND, April 18.—Twenty miles of Portland's streets in the residential districts will be oiled this spring. Oil sprinklers have been purchased for this work and the first thoroughfare to be given a coating with the fluid will be East Stark street east.

It is also proposed to place oil on all the other leading suburban thoroughfares, and especially those which are used largely by automobiles. In their runs to and from the country. Among these are said to be Base Line road and Sandy boulevard.

By oiling the streets, the dust will be kept down all summer, without the necessity of sprinkling, it is said, and a much better roadway will be maintained and at less cost. Oiling of streets is in its experimental stage in this city, but it has proved a great success in other parts of the country, and adherents to this sort of improvement are confident that the plan will work as well in Portland as elsewhere.

ALL-STEEL PASSENGER CARS NOW THE FASHION

NEW YORK, April 18.—One of the 200 all-steel passenger cars ordered by the Pennsylvania last year and the first to be completed, is now in service between New York and Philadelphia. It is 70 feet long and the heaviest car of its kind which has been built. Aside from the mahogany window sash and seat frames, no wood whatever has been employed in its construction. It is as nearly fire and collision proof as

it can be made in the present state of the art. This car seats 88 persons. Its total weight is 116,000 pounds—73 tons—and it is hoped to reduce this figure in later designs. The standard modern coach weighs only 84,900 pounds. For every passenger carried, the new coach has 1300 pounds of open-hearth steel. Each truck weighs 12,500 pounds.

The feature of construction, the factor which secures the car against the dangers of collision, is the central box girder, 24 inches wide by 19 inches deep, extending throughout the length of the car. As a further insurance against collapsing, its frame structure has been built upon the principle of the cantilever bridge, suspended on the trucks at piers. It is equipped with a new type of coupler, stronger than anything used before, and specially designed to avoid any possibility of breakage, and the resulting parting of trains. The floor is of magnesium cement, laid on corrugated iron. The coach is lighted by electricity, derived from a train generator or storage batteries. The heating and ventilating are upon the most approved principles.

ORDINANCE NO. 149.

An ordinance providing the manner of constructing sidewalks in the City of Medford, Oregon, requiring notice of such construction to be given and providing penalties for the violation thereof.

The City of Medford doth ordain as follows:

Section 1. All sidewalks hereafter constructed in the City of Medford, Oregon, must be constructed under the direction and supervision of the City Engineer, and in the manner specified in this ordinance.

Artificial Stone Sidewalks. Section 2. By "Artificial Stone," as herein specified, is meant a composition of Portland cement, sand and crushed rock or gravel.

Cement. Section 3. All cement used in such construction must be artificial Portland cement of a quality which shall pass the following tests:

The cement shall stand a minimum tensile strain of four hundred and fifty (450) pounds to one (1) square inch section, neat, briquette one (1) day in air and six (6) days in water.

The cement shall stand a minimum tensile strain of one hundred and fifty (150) pounds to one (1) square inch section when mixed with three (3) parts sand to one (1) part cement (briquette one (1) day in air and six (6) days in water).

All cement must be received on the work in unbroken packages. Cement bags or packages not branded with the name of the maker must not be used. Samples for testing must be furnished at such times and in such manner as may be required by the City Engineer.

Sand. All sand used must be clean and sharp.

Rock and Gravel. The rock for making the concrete shall be a hard, sound basalt rock, granite or equally hard stone, broken in pieces of not greater diameter than two (2) inches nor smaller than one-half (1/2) inch. Gravel of similar size and quality may be used instead of rock.

The broken stone or gravel shall be screened free from dust, clay, loam and vegetable matter and to sizes specified above, and shall be thoroughly washed, if considered necessary by the City Engineer.

Foundation. Section 4. The surface upon which the walk is to be laid shall be excavated to the proper sub-grade, four (4) inches below which any unsuitable material shall be removed and the space filled up with gravel or sand. The finished sub-grade shall have been thoroughly compacted by rolling or tamping, and shall be parallel with the surface of the finished walk.

Forms. The forms of suitable dimensions, shall be securely staked and blocked in position so as not to be disturbed by the tamping of the concrete and shall remain in place until the cement has set sufficiently hard so that the edges of the walk shall not be damaged in removing them.

Concrete. Section 5. The concrete shall be three and one-fourth (3 1/4) inches thick and shall consist of one (1) part cement, three (3) parts sand and six (6) parts gravel or broken stone (to be measured, not estimated). The cement and sand shall be thoroughly mixed dry and then thoroughly mixed with the gravel or broken stone which shall have been previously drenched, all being thoroughly stirred with water being applied until the mixture has the consistency of moist brown sugar. The mixing of concrete shall be done in a proper box or upon a platform. It shall then be spread upon the foundation to the proper thickness and at once thoroughly tamped until free mortar flushes to the surface. The upper surface shall be made exactly parallel with and three-fourths (3/4) of an inch below the surface of the finished walk, being gauged by a properly made template drawn over the top of the forms. The mortar and the concrete shall not be mixed in greater quantities than is required for immediate use, and any remaining unused until having set shall not be used in any way.

Wearing Coat. Section 6. The wearing or surface coat shall consist of one (1) part cement (of same brand as used in concrete) and two (2) parts sand, mixed rather dry and placed upon the concrete base while the same is still soft and adhesive. The mortar shall then be brought up to a uniform thickness of three-fourths (3/4) of an inch by drawing a straight-edge longitudinally over the top of the forms, after which it shall be rubbed and compressed with a float (plasterers' wooden spreading trowel).

Just as the cement in the top coat begins to set, it shall be trowelled uniformly with sufficient pressure to force the top and bottom layers into close contact. The finished surface shall not show a greater space than one-eighth (1/8) of an inch under a three-foot straight-edge laid in any direction on

the wall. After plotting the trowelling the wearing surface shall be cut into slabs as nearly 2 1/2 feet square as possible, or of such other size as directed by the City Engineer; the joints and edges to be run smooth with the proper tools, after which the entire surface shall be brushed with a damp bristle brush and shall be protected from any harmful action of the sun, wind, rain and traffic until thoroughly set.

In closing work at night the concrete and wearing coat shall be finished at a joint with a square, straight end. Patching or retamping after the cement has begun to set shall not be allowed.

No artificial coloring shall be used.

Curb. Section 7. The curb shall be sixteen (16) inches deep, six (6) inches in width at top, and batter out at the rate of one (1) inch in one (1) foot, and shall be beveled or rounded on the upper and outer edge, which shall be protected with angle iron at such points and in such manner as the City Engineer shall direct. The upper and outer three-fourths (3/4) inch of curb shall be of the same material as the wearing coat hereinbefore described and subject to the same conditions. The core shall be composed of concrete mixed and laid similar to the concrete bed described for the walk.

Crossings for Teams. Section 8. Artificial stone crossings for teams shall be constructed as specified in this ordinance for artificial stone sidewalks, except that the concrete base shall be four (4) inches thick and the wearing or surface coat shall be one (1) inch thick. The surface shall be grooved longitudinally, the grooves to be V-shaped, one inch wide, one-fourth inch deep and four inches apart. The surface of the driveway, when complete, shall conform to the adjacent sidewalk, except "the apron" adjoining the gutter, which shall be sloped to connect with the gutter.

Inspection. Section 9. Inspection will be allowed at the rate of one inspection for one day for each 600 square feet of walk or 200 linear feet of curb. Any further inspection required shall be charged to the contractor and deducted from the contract price.

Width. Section 10. All artificial stone sidewalks hereafter constructed in the City of Medford shall have a width of five (5) feet, except as otherwise especially provided for.

Plank Sidewalks. Section 11. All wooden sidewalks hereafter constructed in the City of Medford shall be constructed according to the standard general plans and specifications approved by the City Council in regular session on the 11th day of 1908, and now on file in the office of the City Recorder.

General. Section 12. When the sidewalk does not occupy the entire width from property line to curb, the space not covered shall, if so ordered by the City Engineer, be filled in with earth or graded down to an even surface with the top of the walk.

Section 13. When the walk is complete, the contractor must immediately remove all surplus material, whether old or new, and leave the sidewalk, gutter and roadway free and unobstructed. The cost of such work, including the removing of old walks and other obstacles, shall be included in price of new work.

Section 14. The contractor shall notify the City Engineer before beginning work upon any sidewalk ordered.

Section 15. The contractor shall have charge of and be responsible for the entire work until its completion and acceptance. The contractor must not make

any assignment of any contract made under this ordinance. The contractor shall at all times either be on the work himself, or have a competent foreman there, who must have full authority and to whom orders, instructions and directions may be given.

Section 16. The City Engineer shall have power to condemn any material or work not in accordance with this ordinance, and any such material or work so condemned shall be at once removed by the contractor at his own expense.

Section 17. All excavating and filling necessary to bring the foundation to the sub-grade must be done by the contractor and included in the contract price. All of the above work and materials to be done and furnished by the contractor shall be done and furnished to the satisfaction of the City Engineer, whose decision in that respect shall be final and conclusive.

By "the contractor," as herein specified, is meant any person or persons engaged in the construction of sidewalks on any of the public thoroughfares or public grounds in the City of Medford.

Section 18. Properly skilled workmen only shall be employed on the work, and the contractor shall dismiss any employe who may, in the opinion of the City Engineer, be negligent of his duties or perform his work in any improper manner.

Damages and Obstructions. Section 19. All loss or damage arising out of the nature of the work to be done or from any detention or other unusual obstacle or difficulty which may be encountered in the prosecution of the work, or from the action of the elements, shall be sustained by the contractor or contractors, who will be required to replace all sidewalks and other structures so damaged or destroyed, without cost to the City of Medford. During the progress of such work the contractor shall erect and maintain suitable barriers around such work, and during the night time must display suitable lights such as will effectively prevent any accident or harm to life in consequence of the digging up, use or occupancy of any street, alley, highway or public grounds which may become necessary in the construction of such sidewalks, and the contractor or contractors must sustain all damages occasioned by the construction of such sidewalk or use or occupancy of such street, alley, highway or public grounds, or which may result therefrom, or which may result from the carelessness or negligence of such contractor or contractors or of his or their agents, employes or assigns.

Section 20. No person shall ride, drive or lead any horse, mule or cattle across or upon any sidewalk in the City of Medford, except to cross said sidewalk over driveway crossings, unless it be to cross the same to go into or out of a lot, yard or building where no other suitable crossing or means of access is provided.

Section 21. Any person, firm or corporation who shall be convicted of violating any of the provisions of this ordinance shall be punished by a fine of not less than \$5 nor more than \$25, and shall pay the costs of prosecution, and in default of payment of such fine or costs, or both, shall be imprisoned in the city jail one day for each \$2 of said fine and costs remaining unpaid.

Section 22. All ordinances and parts of ordinances in conflict herewith are hereby repealed insofar as they conflict herewith, but no farther.

The foregoing ordinance was passed by the City Council April 7, 1908, Trowbridge voting aye, Eifort aye, Wortman aye, Merrick aye, Olwell absent, Hafer absent.

Approved April 7, 1908 BEN. J. TROWBRIDGE, Acting Mayor.

Attest: BENJ. M. COLLINS, City Recorder. 10

To Make an Appetite One glass of Celestin Natural Mineral Water before meals. DR. DO. None other such.

Something New In Rubber Tires that it will pay you to investigate. COMPLETE STOCK, prompt work, satisfaction guaranteed. Mitchell & Roeck GENERAL WAGONERS. East 7th Street, rear of Merriman's Blacksmith Shop. Medford, Or.

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