

"BREWSTER'S MILLIONS" WEDNESDAY



EXCITING SCENE IN "BREWSTER'S MILLIONS" WEDNESDAY.

TO DO AWAY WITH GRADE CROSSING

Residents of Gold Hill Section Petition for New Crossing on Sardine Creek.

The worst grade crossing in Oregon, according to the testimony of all who have seen it, will be done away with if a petition addressed to the county court of Jackson county is heeded by that body. The petition will be considered at the March term, and as both Judge Neil and Commissioner Owen have viewed the crossing within the past two months, both agreeing that it was a peril to life and that a new road should be built to avoid it, it is confidently expected that the court will take favorable action. The necessity of the crossing is to be removed by building a new road from Gold Hill to the Sardine creek district that does not cross the railroad track after leaving town. Within the past few months Jesse Coffee and family and Doll Moore and family, William Morris and wife and Charles Kell have had rigs smashed at the crossing. J. H. Beeman and Mineral Inspector Cunningham had a similar experience, while Ernest Vroman had a narrow escape from death. These accidents have occurred by the frightening of horses and their plunging on the jagged rocks that skirt the narrow road. There is no room for teams to pass at this point. The reason for the crossing's being so dangerous is that it is located so that trains cannot be heard or seen until they are almost upon it, such is the topography of the vicinity. The approach to the crossing from the south, or going from town, is a short, steep declivity, making a pull that leaves horses at the limit of their strength just as they reach the track. A short turn just before the track is reached renders the crossing even more dangerous. A view of the track level is reached, while the roar of Rogue river near by drowns the noise of approaching trains entirely. The north approach is also very dangerous, as intervening piles of rock prevent a view of the track until directly upon it, but even with no train to frighten the horses and perhaps throw the occupants of rigs out on the sharp rocks, it is a difficult and dangerous piece of teaming either way, and the hauling of heavy loads, such as are required by the mines, mills and ranches on Sardine creek, is impossible.

HOTEL ARRIVALS.

At the Nash—Geo. T. Krantz, Seattle; B. Conner, Table Rock; B. G. West, Chicago; Arthur Wey, San Francisco; Jos. B. Franklin, San Francisco; R. M. Clark, Jacksonville; R. B. Dow, Jacksonville; N. A. Gardner, Bethel, Minn.; E. H. Westerfield, Goutherlin; Karl H. Vesper, San Francisco; Mrs. L. A. Rose, Phoenix; R. H. Joffe and wife, New York; I. B. and E. B. Hoke, Cordova, Ill.; A. H. Roberts, Los Angeles; H. B. Tronson, Eagle Point; J. C. Pendleton, Table Rock; Jas. McGougan and wife, Spokane; Thos. Slaper, San Francisco; C. M. Strans, Portland. At the Moore—C. W. Wilmerath and wife, Chicago; Thad Young, Portland; C. W. McKean, Eugene; C. Carding, Portland; J. A. McDonald and wife, Seattle; E. Stephens, San Francisco; R. Wall, San Francisco; F. F. Smith, Ashland; F. R. Roberts, Salem; L. Oldfield, Minnesota; F. M. Bovel, San Francisco; E. W. Anderson, Eileen; H. C. Veater, Pasadena; J. Greenwald, city.

ADJOURNED TERM OF CIRCUIT COURT OPENS

Judge Hanna Convenes Court in Jacksonville for the Last Time—New Judge in February.

Monday morning the adjourned session of the December term of court convened at Jacksonville. The next seven days will be the last wherein Judge Hanna will sit upon the bench of the first judicial district of Oregon, as his resignation will take effect February 1st and F. M. Calkins will take his place. An effort will be made to close up as nearly as possible all the odds and ends of litigation on the calendar, in order to leave the new judge something resembling a clean slate. The time will be devoted, however, to clearing up pending business—that is that which has advanced far enough so that a final settlement is possible or probable.

CORVALLIS AGRICULTURAL COLLEGE NEWS ITEMS

The schedule for the Oregon Agricultural college debating team has recently been announced. Two debates have been scheduled with the Washington state college, one to be held in Pullman and the other in Corvallis. The Pacific university has also accepted a challenge for a debate. The girls have shown exceptional activity and interest this year, and will debate in the Girls' State league, composed of McMinnville college, Albany college and O. A. C. The large number of students who are trying for positions on the teams and the enthusiasm which has been aroused seem to promise a very successful year. J. G. Arbutnot, who is now superintending the physical education work of the Portland Y. M. C. A., has been added to the faculty list of the Oregon Agricultural college as assistant to Director Angell. Mr. Arbutnot is a graduate of the Kansas State agricultural college and has had several years of practical experience in teaching physical education. He is considered an authority in the arts of boxing and wrestling. Fielder Jones, the well known White Sox star of the American league, will coach the O. A. C. baseball team during the coming season. This announcement has caused great excitement among the students. It will mean a big year in baseball for O. A. C.

WELLS PROVIDES FOR SPELLING CONTESTS

Acting in accordance with the decision of the county school superintendents' convention held at Salem last summer, to make "better spelling" one of the objective aims of the present school year, County Superintendent J. Percy Wells has inaugurated a series of spelling contests for the remainder of the year. Mr. Wells states that he earnestly hopes that all of the teachers of the county will avail themselves of this opportunity to increase the interest in spelling in their respective schools. The old-time spelling school was productive of much good and the schools of Jackson county will receive much benefit from this series of contests if the teachers will take hold of it in the right manner. The spirit of contest is born in every normal child and it is often by an appeal to this desire to excel others that we get the best results in school work.

Miss Case Marries.

SAN FRANCISCO, Cal., Jan. 24.—Miss Mary Adele Case of Portland, who was reported to have been engaged to Claus Spreckels, Jr., upon her return from Paris five months ago, today is the bride of Willard Metcalf Bean, nephew of former secretary of the navy Victor Metcalf. They were married last evening at Cavalry church by Rev. W. Rader.

CITY NOTICES.

ORDINANCE NO. 286.

An ordinance providing for the execution of a contract with the Medford Printing Company for the printing of all legal notices, ordinances, resolutions, etc.

The City of Medford doth ordain as follows: Section 1. The mayor and recorder of the City of Medford are hereby authorized and directed to enter into a contract on behalf of the City of Medford with the Medford Printing Company in words and figures following, to-wit:

Memorandum of agreement made and entered into this 19th day of January, 1910, by and between the Medford Printing Company, a corporation, party of the first part, and the City of Medford, a municipal corporation, party of the second part, witnesseth: That the party of the first part hereby covenants and agrees for a period of two years from this date to print in the daily edition of the Medford Mail Tribune, published and printed by it in the City of Medford, all legal notices, ordinances, resolutions and other reading matter which the City of Medford may require to have printed in any newspaper of said city, or which the council may direct, to be printed at the following prices, to-wit:

Two cents per line for each and every insertion thereof, said notices to be printed in the same type that has heretofore been used in printing notices for said city in said paper. In consideration of the premises said city hereby agrees to cause all notices, ordinances, resolutions and other reading matter which said city is required to print, or which the council at any time during said period may order to be printed to be printed in said paper. And further covenants and agrees to pay therefor the price above set forth.

Said first party agrees to print all such notices, resolutions, ordinances and other reading matter which it may be directed to print, and to do so with accuracy and dispatch. In consideration whereof said parties have caused these premises to be executed on their behalf by their respective officers, and their corporate seals to be hereto affixed.

CITY OF MEDFORD. By W. H. Canon, Mayor. Attest: ROBT. W. TELFER, City Recorder. MEDFORD PRINTING CO. (Seal) By G. Postnam, President. The foregoing ordinance was passed by the city council of the City of Medford, on the 18th day of January, 1910, by a full vote "aye."

ORDINANCE NO. 287.

An ordinance prohibiting minors from entering or being in any place where the sale of intoxicating liquor is being conducted in the City of Medford, and prohibiting such minors from making misrepresentations as to their age and providing penalties therefor.

The City of Medford doth ordain as follows: Section 1. It shall be unlawful for any minor to enter or be in any place within the City of Medford where the sale of intoxicating liquors in quantities of less than one gallon is or may any time hereafter be licensed. Section 2. Any person who shall violate the provisions of the foregoing section of this ordinance shall upon conviction thereof be fined not less than twenty (\$20) dollars, nor more than fifty (\$50) dollars, and shall be imprisoned at labor for a period of not more than ten days.

Section 3. It shall be unlawful for any minor to make any false statement to any person, now or at any time hereafter, licensed to sell intoxicating liquors in less than one gallon, or to any agent, representative or employee of any such person, for the purpose of securing from such person, or his agent, representative or employee, any intoxicating liquor. Any person who shall be guilty of violating the provisions of this section of this ordinance shall upon conviction thereof be fined not less than twenty (\$20) dollars or more than fifty (\$50) dollars, and shall be imprisoned at labor not less than five nor more than ten days.

Section 4. This ordinance shall be in force from and after the date of its passage. The foregoing ordinance was passed by the city council of the City of Medford, Oregon, on the 18th day of January, 1910, by the following vote: Welch, aye; Merrick, aye; Emerick, aye; Wortman, aye; Elfert, aye, and Demmer, aye.

Approved January 19th, 1910. W. H. CANON, Mayor. Attest: ROBT. W. TELFER, City Recorder.

ORDINANCE NO. 284.

An ordinance granting to John R. Allen, his heirs and assigns, the right to lay down, construct, acquire and use railways, poles and wires, and underground conduits and conductors in the City of Medford, Oregon, and to operate cars and locomotives, other than steam, to generate and transmit power, and to send and receive messages by telegraph and telephone over certain streets, alleys and public places in the City of Medford, Oregon, and to authorize the construction, installation and maintenance of equipment and power houses, stations and all other things necessary or convenient for the operation and maintenance thereof, and to prescribe and fix the extent, terms and conditions under which the particular streets and alleys of the City of Medford may be appropriated and used for railway purposes and for power, telegraph and telephone lines by the said John R. Allen, his heirs and assigns, and repealing Ordinance No. 252 of said city.

CITY NOTICES.

The city of Medford doth ordain as follows: Section 1. That there be and hereby is granted to John R. Allen, his heirs and assigns, the franchise right and privilege to erect, lay down, construct, reconstruct, purchase, acquire, lease, repair, maintain, equip, operate, have, hold, use and enjoy lines of railway and system of railways, either single track or double track, with power to change from one to the other, with convenient switches, turn-outs, turnables, cross-overs, connections and ways, and to run and operate thereon passenger cars and to carry passengers, to run and operate thereon freight, mail, bag, express and funeral cars, to carry freight, parcels, express packages and United States mail thereon, subject to the reasonable regulation of the council of said city, to do all acts and things necessary to the successful operation of said railways and systems of railways, operated within said city of Medford, either as a separate system of railways within the said city of Medford or as part of a system of railways operated within said city of Medford and elsewhere without the city of Medford, along and upon any and all of the streets of the said city of Medford as now or hereafter laid out and established, excepting Oakdale avenue, and within the corporate limits of said city of Medford as now established and as said corporate limits may hereafter be extended; provided, that this ordinance shall become void and of no effect at the expiration of one year from the date of its passage, unless said John R. Allen, his heirs and assigns, within said time, shall have commenced the actual construction of said system of railways within the said city of Medford; provided further, that the said John R. Allen, his heirs and assigns, shall within two years from date of passage of this ordinance file, or cause to be filed with the city recorder of said city of Medford, a map or plat of said city upon which shall be accurately indicated all streets and portions of streets and alleys which the said John R. Allen, his heirs or assigns, desire and intend to utilize in the construction of said railways, and at the expiration of said two years the franchise and right to construct a railway hereby granted shall be deemed to have lapsed as to all portions of the said streets and alleys which are not so indicated on the map or plat so filed, but such lapsing or the forfeiture of said franchise as to the street or portion of streets not so indicated thereon shall in no wise affect or impair the franchise and rights hereby granted as to the streets and portion of streets which are so indicated upon said map or plat; provided, however, that unless said John R. Allen, his heirs or assigns shall have actually constructed and have in operation at least two miles of street railway on the streets of said city within five years from the date hereof, then all rights hereby granted shall be forfeited and lost by the said John R. Allen, his heirs and assigns, except as to such streets or portion of street or streets on which he shall have actually constructed and have in operation such street railway at said time; and provided further, that all rights in and to all streets hereby granted shall lapse and become void at the expiration of seven years from date hereof, except as to such streets or street, or portion of street or streets, on and over which said John R. Allen, his heirs or assigns, shall have constructed and have in operation such street railway line or lines at said time.

Section 2. Any person who shall violate the provisions of the foregoing section of this ordinance shall upon conviction thereof be fined not less than twenty (\$20) dollars, nor more than fifty (\$50) dollars, and shall be imprisoned at labor for a period of not more than ten days.

Section 3. Said John R. Allen, his heirs and assigns, may operate and propel cars over and under railways constructed pursuant to the provisions of this ordinance by means of overhead or underground electric power, storage batteries, compressed air, cables or other mechanical power except only steam motors and steam locomotives, but steam motors and steam locomotives may be used in the operation of said railways for construction or temporary purposes, or in case of accidents or emergencies not longer than seven days at one time without the consent of the council, and for the purpose of operating railways and having convenient power and electrical current for his and their use, may put up, erect, maintain and use poles and overhead wires and lay down, construct, maintain and use underground slots and conduits and underground wires, conductors and cables in and along streets over which said railway are or may be laid down and in and along such other streets of the city of Medford as its common council may direct. The motive power and the mode of operating and propelling cars may at any time be

changed by the holder of this franchise to any more improved, economical, practical or desirable method, excepting steam motors and steam locomotives. Section 4. The track and tracks to be constructed under the provisions of this ordinance shall be laid flush with the grade of the street where said streets have an established grade, provided, that when the track is laid upon a street where no grade has been established the track shall be brought to grade whenever such grade shall be established by the city, and when any established grade shall be changed by the city the track shall be changed so as to conform with the grade so established, and provided further, that the said John R. Allen, his heirs and assigns, shall improve and keep in repair that portion of each street so occupied by him having between a point of 20 inches beyond the outside rail of his said track or tracks. The word "improve" as herein used being understood to mean the improving, including paving, of said street in the same manner as the remainder of said street is improved or paved by or under the authority of the city.

Section 5. Said John R. Allen, his heirs and assigns, may construct, operate, equip and maintain telegraph, telephone and power lines along all of the said streets upon which the said railways may be constructed for the purpose of transmitting messages or power over the said lines for the use in connection therewith.

Section 6. It shall be lawful for the said John R. Allen, his heirs and assigns, to make all needful and convenient excavations in any of said streets under the conditions heretofore named, for the purpose of establishing said railways, or system of railways, telegraph, telephone or power lines; provided, that whenever said John R. Allen, his heirs or assigns, shall disturb any of said streets he or they shall restore the same to good order and condition as soon as practicable and without unnecessary delay, and failing so to do the common council of said city shall have the right to fix, by resolution, a reasonable time within which said repairs or restoration of said streets shall be completed, and upon failure to complete said repairs or restoration within the time prescribed by said council, the street commissioner of said city shall place the same in good condition and repair at the expense of the then holder of the franchise granted by this ordinance.

Section 7. Nothing in this ordinance shall be construed as to prevent the proper authorities of the city of Medford from sewerage, grading, paving, planking, improving, repairing or altering any of said streets, but all such work shall be done, if possible, so as not to disturb, injure or prevent the full operation of said railway or system of railways.

Section 8. Said John R. Allen, his heirs and assigns, may charge and collect from each passenger traveling upon railways constructed under authority of this ordinance, for each trip traveled by such passenger, in one general direction upon said railways, from any point in said city to any other point within the limits of the city of Medford, a fare of five cents and no more; excepting for riding in or the use of observation cars, funeral cars, mail cars, express cars, freight cars and other special cars, said John R. Allen, his heirs and assigns, may charge and collect such compensation, rates and fares as it or they may desire.

Section 9. All of the rights, privileges and franchises herein granted shall continue and be in full force and effect for fifty (50) years from the date of the acceptance of this ordinance.

Section 10. All of the provisions of this ordinance shall inure to, apply to and bind the heirs and assigns of the said John R. Allen.

Section 11. The failure of the said John R. Allen, his heirs or assigns, to operate any car line or lines which he shall at any time construct hereunder, as the term "operate" is hereinafter defined, for a period of more than ninety days at any one time, or for a period of more than six months in any calendar year, shall be taken and held to be an abandonment of the rights herein given as to the street or streets or portion of street or streets, upon which said line or lines shall have been constructed, and such failure shall without any action on the part of said city operate to cancel and annul all the rights of John R. Allen, his heirs or assigns, on or to any such street or streets.

Section 12. The said John R. Allen shall, within thirty days after the passage of this ordinance, file in the office of the recorder of the city of Medford, his written acceptance of this ordinance, and the franchise, rights and privileges by this ordinance granted to and conferred upon him, his heirs and assigns, subject to the terms and provisions in this ordinance contained. Failure of said John R. Allen to accept this ordinance within thirty days from the final passage thereof shall be deemed and held to be a rejection of this ordinance, and upon the expiration of the time allowed for the filing of said acceptance, the same not having been filed, this ordinance shall become and be wholly void, inoperative and of no effect.

Section 13. That ordinance No. 252 of the city of Medford be, and the same be hereby repealed, and the said John R. Allen shall include in his acceptance of this ordinance to be filed as required by section 12 hereof, his written consent to the repeal of said ordinance No. 252, and his release and waiver of all rights and privileges given or granted by said ordinance No. 252. The foregoing ordinance was passed by the city council of the city of Medford, Oregon, on the 18th day of January, 1910, by the following vote: Welch, aye; Merrick, aye; Emerick, aye; Wortman, aye; Elfert, aye and Demmer, aye.

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Section 2. Any person who shall violate the provisions of the foregoing section of this ordinance shall upon conviction thereof be fined not less than twenty (\$20) dollars, nor more than fifty (\$50) dollars, and shall be imprisoned at labor for a period of not more than ten days.

Section 3. Said John R. Allen, his heirs and assigns, may operate and propel cars over and under railways constructed pursuant to the provisions of this ordinance by means of overhead or underground electric power, storage batteries, compressed air, cables or other mechanical power except only steam motors and steam locomotives, but steam motors and steam locomotives may be used in the operation of said railways for construction or temporary purposes, or in case of accidents or emergencies not longer than seven days at one time without the consent of the council, and for the purpose of operating railways and having convenient power and electrical current for his and their use, may put up, erect, maintain and use poles and overhead wires and lay down, construct, maintain and use underground slots and conduits and underground wires, conductors and cables in and along streets over which said railway are or may be laid down and in and along such other streets of the city of Medford as its common council may direct. The motive power and the mode of operating and propelling cars may at any time be

changed by the holder of this franchise to any more improved, economical, practical or desirable method, excepting steam motors and steam locomotives. Section 4. The track and tracks to be constructed under the provisions of this ordinance shall be laid flush with the grade of the street where said streets have an established grade, provided, that when the track is laid upon a street where no grade has been established the track shall be brought to grade whenever such grade shall be established by the city, and when any established grade shall be changed by the city the track shall be changed so as to conform with the grade so established, and provided further, that the said John R. Allen, his heirs and assigns, shall improve and keep in repair that portion of each street so occupied by him having between a point of 20 inches beyond the outside rail of his said track or tracks. The word "improve" as herein used being understood to mean the improving, including paving, of said street in the same manner as the remainder of said street is improved or paved by or under the authority of the city.

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Section 11. The failure of the said John R. Allen, his heirs or assigns, to operate any car line or lines which he shall at any time construct hereunder, as the term "operate" is hereinafter defined, for a period of more than ninety days at any one time, or for a period of more than six months in any calendar year, shall be taken and held to be an abandonment of the rights herein given as to the street or streets or portion of street or streets, upon which said line or lines shall have been constructed, and such failure shall without any action on the part of said city operate to cancel and annul all the rights of John R. Allen, his heirs or assigns, on or to any such street or streets.

Section 12. The said John R. Allen shall, within thirty days after the passage of this ordinance, file in the office of the recorder of the city of Medford, his written acceptance of this ordinance, and the franchise, rights and privileges by this ordinance granted to and conferred upon him, his heirs and assigns, subject to the terms and provisions in this ordinance contained. Failure of said John R. Allen to accept this ordinance within thirty days from the final passage thereof shall be deemed and held to be a rejection of this ordinance, and upon the expiration of the time allowed for the filing of said acceptance, the same not having been filed, this ordinance shall become and be wholly void, inoperative and of no effect.

Section 13. That ordinance No. 252 of the city of Medford be, and the same be hereby repealed, and the said John R. Allen shall include in his acceptance of this ordinance to be filed as required by section 12 hereof, his written consent to the repeal of said ordinance No. 252, and his release and waiver of all rights and privileges given or granted by said ordinance No. 252. The foregoing ordinance was passed by the city council of the city of Medford, Oregon, on the 18th day of January, 1910, by the following vote: Welch, aye; Merrick, aye; Emerick, aye; Wortman, aye; Elfert, aye and Demmer, aye.

Approved January 19th, 1910. W. H. CANON, Mayor. Attest: ROBT. W. TELFER, City Recorder.

Baker's

vs.

Home Made Bread

We have home-made bread. Which would you rather eat, home-made or baker's? A foolish question to ask, for most people would be willing to pay twice the price for home-made bread they pay for baker's, but you can buy the good old-fashioned home-made bread at the Rex Grocery for the same price as baker's. Large, well browned loaves, both nourishing and palatable, and baked from the best flour in the city.

"Yakima Best"

Take a loaf home with you and be convinced.

Rex Grocery Co.

Best Groceries

At Prices Strictly in Keeping with the Quality of Our Stock which is Unexcelled A Trial will Convince You

Allen & Reagan The Square Deal Grocers

Wm. E. STACY & CO. REAL ESTATE AND EMPLOYMENT.

District Agent for ALADDIN LAMP—Local agents wanted. Office 8 South Central Ave. MEDFORD, OR.

SEE US FIRST

When in need of Electric Wiring, or Fixtures, and save money by getting best workmanship. Dynamo Repairing a specialty.

FLYNN BROS.

MEDFORD'S PREMIER ELECTRICIANS. 137 MAIN STREET

PLUMBING

Steam and Hot Water Heating.

All work guaranteed. Prices reasonable.

I. F. MOORE AND E. E. SMITH

Old Tribune Building. Phone 331.

Do You Want to Sell?

If you want to sell your business of any kind, or if you want to sell your property, and will make the price right, I would like to hear from you. Give description and price. Address J. E. SMITH, 513 Chamber Commerce, Portland, Oregon.