

\$4000 A MONTH LOSS TO CITY BY SELLING POWER

Electrical Inspector Hinman in Report to Council Analyzes Proposal of Rogue River Public Service Corporation to Sell Electric Current to City at Wholesale.

The report ordered last spring by the city council from Electrical Inspector Hinman upon the proposal of the Rogue River Public Service Corporation to furnish power to the city for distribution to consumers has been accepted and filed. It shows that acceptance of the proposition will entail a \$4000 monthly loss to the city and bring little relief to consumers in the way of lower charges. The report reads as follows:

Hinman's Report
Medford, Or., May 1, 1915.
To the Honorable Mayor and City Council of the City of Medford: Gentlemen: I have the honor to present herewith a report outlining the results of my investigation of the proposal of the Rogue River Public Service corporation of Grants Pass, Or. and Chicago, Ill., with power sites at Grants Pass and Gold Hill, Or., to furnish the city of Medford electric current at wholesale rates, the city to distribute to the consumers.

There are several points in the proposition submitted by the Rogue River Public Service corporation which would be undesirable from the city's standpoint, but as this proposition was tentative only, I shall not discuss them here, as they could be corrected should the city deem it advisable to enter the field as a retailer of electric current to its citizens.

Details Considered
In this report I have not attempted to cover the details of power plant construction and equipment of the power sources of the above-named corporation, nor the reliability of the service supplied by them, nor their financial responsibility, for two reasons, viz.:

First—The power plants, equipment and transmission lines at this time are not completed.

Second—The question of greatest importance for the city to determine is, Will an investment of this kind be a profitable one for the municipality?

If, after investigation, it were considered profitable, the questions of service, reliability and financial responsibility should be carefully determined.

Below is given the estimated load data covering the various classes of service in the city of Medford.

Monthly Income
Residence lighting, 1542 customers, 30,000 k. w. hours, yielding \$2400.
Business lighting, 180 customers, 20,000 k. w. hours, \$1000.
Power, 72 customers, 35,000 k. w. hours, \$1050.
Electric air heating, 160 customers, 330,480 k. w. hours, \$760.10.
Electric cooking, 114 customers, 413,100 k. w. hours, \$1404.54.
Water heating, 110 customers, 117,360 k. w. hours, \$399.02.
City lighting, 18,000 k. w. hours, \$765.
Total, \$7,778.06.

Reproduction Cost
The reproduction cost now of the present distributing system, substation, equipment, etc., as given by the railroad commission of Oregon (see file, U-F-97) is as follows:

Substation, lot and equipment, \$17,767.61; distributing system (poles, lines, etc.), \$114,342.03; store, shop, office equipment and tools, \$28,894.91. Total, \$161,004.55.

I have taken the cost of reproduction to be \$100,000 (which I consider too low) as a basis for calculation, and the following statements based on this amount, give the estimated expenditures per month, to maintain a distributing system, adequate to meet the demands of the city of Medford.

Monthly Expenditures
The expenditures per month to maintain the distributing system would be approximately as follows:
963,940 k. w. hours of current at \$0.00775 per k. w. hour (see Rogue River Public Service corporation rate sheet), \$7470.53.
Interest on \$100,000 at 6 per cent per annum, \$500.
Depreciation at 6 per cent per annum, \$500.
Insurance at 2½ per cent per annum, \$208.33.
Sinking fund at 6 per cent per annum, \$500.
Operating costs: Superintendent, \$150; one line foreman, \$100; four linemen at \$85 each, \$340; repairs, materials, etc., not estimated; meter reading, \$75; postage, \$60; stationery, \$15.
Office help: One cashier, \$100; one

Biggest Battle of Skies Expected When England's Monster New Aeroplane Fleet Tries to Repel Threatened Zeppelin Raid by Germany



2500 Planes Now Buzz About London in Practice Flights—Dummy Bombs Hurlled at Make-Believe Zeppelins.

BY F. BARTRAM TOWLE
(Formerly of the royal flying corps of England.)

NEW YORK, July 9.—What the submarine has been to the dreadnaught the British aeroplanes may be to the Zeppelins.

For three months I have watched and helped in Great Britain's feverish preparations to win supremacy of the heavens. When I left Hounslow my brother fliers were confident that with their Avros, Sopwiths and Bleriets, making 100 to 120 miles an hour, they could in time sweep the Teuton sky dreadsnaughts from the heavens as effectively as the U-boats have chased old England's battleships to harbor.

A great white oval is painted in the middle of the flying field there at Hounslow. And to my brother fliers who soared daily in practice flights, that oval meant just one thing—Zeppelin!

From all heights and at all angles that target is being bombarded with dummy bombs. By such practice England's greatest aerial hero, Warneford, acquired the skill by which he bagged the first Zeppelin a few weeks ago.

The bomb-sighter is operated by the observer, who accompanies the pilot on all but the racing scout planes. The sighter is composed of two delicate instruments. With one of them the observer determines the

ground speed, or time it takes a stationary object on the ground to pass two given points on the sighter. The other is adjusted to this, to the elevation and to the speed, and then the trigger is pulled when the object aimed at is in line with the delicate sights. Pulling the trigger releases the bombs carried on a rack alongside.

The bombs used by the English weigh about 100 pounds, and are loaded either with shrapnel or with petrol for incendiary purposes. Dummy bombs made of wood and weighted are used in practice.

It is not generally known that some of the armed aeroplanes are also using a wonderful rapid-fire gun which is made in America—the Lewis gun, which is so light that it can be lifted in one hand. It fires forty-nine cartridges a minute. The cartridges rest on a revolving plate or disc, and drop one after another into the chamber.

Guarded by at least 150 aeroplanes thus armed and stationed, ready for instant flight at five different fields within a radius of 100 miles from the metropolis, London is considered perfectly safe from daylight attack.

London will still suffer from night and early morning attacks, however, and I know positively that one tremendous raid, attempted with a fleet of Zeppelins, accompanied by Taubes is considered inevitable by the military authorities.

Amusing tricks are resorted to to protect the city from such night raids. In my uniform of the royal flying corps (which, with its French cap, long overcoat and the "swank" stick we picked up, made us look so much like officers that the recruits used to salute us), I was able to go without challenge where civilians were excluded.

In night rambles I found stretches of deserted country road brilliantly lighted with rows of aer lights; I found a great vacant field illumined brightly; while Buckingham palace, near at hand, was in darkness.

This was so that the Zeppelins would sail harmlessly over the unlighted towns and public buildings and drop their bombs on the vacant lots.

My introduction to the service was at South Farnborough, where the royal aircraft factory covers several acres of ground. Its shops are general full blast twenty-four hours a day, and every day three or four new machines are trundled out ready for use.

At Hendon, Curtiss has a factory at work turning out planes for the naval branch.

It was said when I left that Great

Terrible battle of the air between British aeroplanes and Zeppelins sent to destroy London, as pictured by Artist Higgins.

Britain had fully 2500 aeroplanes ready for active service.

Know that Great Britain is forming fifty air squadrons. An air squadron consists of four "flights," and in each flight there are eight machines. This would give a total of 1600 aeroplanes. But on an average two machines in each flight are always laid up for repairs.

Each squadron has attached to it two motorcycleists for dispatch carrying, four motor transports, a workshop in a big motor truck, two copper-smiths and various signal men. To each plane there is a motor fitter, two riggers and the pilot. There are at least fifteen men to a flight, all told, four of them being armed with rifles, the rest with revolvers.

At Hounslow I had a real taste of the strenuous life Britain's airmen are leading.

At 4:30 in the morning the orderly shouts, "Show a leg there, boys." We tumble out and assist at "early morning flying."

This early morning flight is practically a patrol of the skies, in search of Zeppelins, for it is figured that the raiders, after an all-night flight, would be in the vicinity at about day-break.

Throughout the rest of the day there is not a moment when machines are not buzzing about in the air.

At night there is always one fast-armed machine trundled out ready for an alarm, with a crew of mechanics and the pilot sleeping in the hangar, and at least one sentinel on guard.

The night flying is the hardest of all. The machines usually go up with a "wireless" man aboard. He has a brilliant little searchlight fastened to the plane, and carries on his back batteries and a telegrapher's key. By means of flashes he talks with his home field or with other distant planes, in the Morse code.

When the night fliers signal that they are returning the mechanics on the ground arrange two great rows of flares, one running with the wind, the other down wind and at right angles to the first. The descending pilot circles lower and lower, and finally heads into the wind and tries to settle into the angle formed by the flares.

Were it not for this aid he would surely come to grief by a bad landing. Even then, he usually smashes his undercarriage, and we mechanics go to bed after our long day's work with the thought, "there's another darn machine to repair tomorrow morning."

Deafness Cannot Be Cured

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constituting Al remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed, you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever, since cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surface.

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C. E. GATES

Respectfully submitted,
LAURIN E. HINMAN,
City electrical inspector.



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COURT HALL, Manager

CHAUTAUQUA ASHLAND

Saturday July 10th

7:30 p. m.--Nels Darling, the Town Expert and Community Builder; and Schumann Quintet (nothing better on the road.)

Monday, July 12th
Medford Day

2:30 p. m.--Concert, Ciricillo's Italian Band.

7:30 p. m.--"Il Trovatore" by Grand Opera Co. and Concert by Ciricillo's Band.

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