

SPECIAL ELECTION FOR SEPTEMBER 14 ON PAVING BONDS

At the regular meeting of the city council held Tuesday night a resolution passed its first reading calling for the holding of a special election September 14, to vote upon the Medynski rebonding issue.

The council passed a vote of thanks to the committee for their labors. It is likely that the city will vote upon the police matron and city charter questions at the same time.

The claim of Mrs. C. H. Pierce who sustained injuries when she slipped on a rise in the pavement in front of the Economy meat market last spring, was discussed but no definite action taken.

The application of the Rogue River Public Service corporation for an electric light franchise was discussed but no action taken.

The regular monthly salaries and bills were allowed.

The report of the rebonding committee follows:

On the sixteenth of July, 1915, a mass meeting of the citizens of Medford was held, which passed a resolution instructing the chairman to appoint a citizens' committee to take up, investigate and report on a plan to rebond the city for the purpose of calling in and taking up the outstanding paving bonds issued under the Bancroft act, and to repay to property owners paving assessments and interest paid.

The chairman appointed the following members on that committee: Bert Anderson, Delroy Getchel, E. H. Fehl, J. A. Perry, and F. J. Newman. This committee has held daily sessions for the past two weeks. It has called before it a large number of property owners, representing every class of business, and has sought and received the advice of bankers and bond buyers. It has looked into the question from every conceivable standpoint, with the single thought and purpose of finding a plan that would be feasible and workable, and that would preserve and conserve the credit of the city; that would be just and equitable to the taxpayers; and which would meet the approval of a big majority of the voters.

We, therefore, beg leave to recommend, that the council take the necessary steps to issue approximately \$1,016,000 worth of bonds, running for ten to thirty years, at five per cent. These bonds to be sold to take up the following indebtedness, to-wit: \$565,250 worth of outstanding paving bonds, and to refund about \$450,750 paid by the property owners on paving assessments. We further recommend that if the entire \$1,016,000 worth of bonds can be readily sold at a satisfactory price, that those who own lots upon which paving assessments have been paid in full or in part, shall be reimbursed in cash. But if the city officials find that the selling price of the bonds would be affected or impaired by offering the total issue on the open market, then, and in that event, such property owners as have paid paving assessments shall receive in satisfaction for their indebtedness, bonds bearing the same rate of interest, and at the going market price of the bonds sold outside of the city, such refund, whether in cash or in bonds, to be given to the present owners of the property affected.

The most difficult problem that the committee has had to contend with, is the one of equalizing and adjusting the cost of paving. There are two propositions on which all classes agree. The first, that the property abutting on a paved street should pay a greater share of such improvement than the property located on an unpaved street. The second is that property on an unpaved street should pay some share of the cost of paving. The views as to what percentage each should pay are wide and divergent. Two general plans of adjustment have been discussed before the committee. The one plan is to sell long-time bonds and take up all our paving indebtedness which would free and unincumber all of the property on paved streets. Then re-value all of the real estate in the city for the purpose of taxation placing a higher valuation on lots located on pavement, than on lots not on paved streets.

The other plan discussed is one whereby the property abutting on paved streets would be made to pay a certain per cent of the cost of paving, by special tax under the Bancroft act plan, and the remainder of the paving cost be liquidated by selling long-time bonds and calling in the outstanding paving bonds. The principal objection that the committee finds to the last named plan is that it will be necessary for the city to collect the paving cost by two entirely different methods of taxation, and with one of the methods already discredited and unpopular. The committee does not hold that the last named plan is not as just and equitable as any other that can be devised, but it does believe that in a great measure it would leave the city in a good deal the same situation it is now in. We believe that the plan recommended by your committee will, if carried out, at once relieve the situation. It will remove a special, and to a certain extent, an unjust burden from a large portion of the property within the city. It will provide a direct, certain and equitable method of collecting the taxes instead of the present unequal and inadequate system; it will relieve the city from the necessity of starting a large number of foreclosure suits with the usual cost, delay and uncertainty that follows such procedure, thus saving to our citizens large sums of money which might otherwise be wasted in useless and expensive litigation, resulting in loss to all and good to none thereby increasing instead of decreasing the general burden, and in the meantime the city will not be collecting a dollar to meet the principle or interest on its paving bonds, its credit and standing will be impaired and its property and exchange values paralyzed.

COUNCIL MOVES TO PROTECT SOURCE OF WATER SUPPLY

At the meeting Tuesday evening, the city council adopted the following resolution to protect the city's water supply:

Be it resolved by the city council of the city of Medford, Oregon: Section 1. That from and after the taking effect of this resolution all boating, hunting and fishing by the public in and upon the waters known as Fish Lake, in Jackson county, Oregon, shall be prohibited; and no camping or living by the public within two hundred yards from high water mark of said lake shall be allowed.

Section 2. Inasmuch as the water of the said Fish Lake is the water supply of the city of Medford, and the matter and things which this resolution propose to regulate is of the utmost importance and threatens to injuriously disturb the peace, impair the health, and annoy the society of the city, and inasmuch as it is for such reason necessary that such matters should be regulated, and that this resolution should become operative, an emergency is hereby declared to exist, and this resolution shall be in full force and effect immediately after its passage.

NEW ZEALAND FORMS NATIONAL MINISTRY

LONDON, Aug. 4.—A national ministry has been formed in New Zealand consisting of five government and five opposition members, according to a Reuter's despatch from Wellington.

DIED

D. B. Reame, age 82 years, 10 months, and 22 days died at his home in this city, Tuesday, August 3, 1915, of ailments common to old age. For 18 years he lived in this city, and was a familiar figure, known to many as a house canvasser and salesman of small articles. Funeral at 2 p. m. Thursday Aug. 5, Wm. Breeze of Talent officiating, at Weeks & McGowan's chapel.

D. B. Reame was born in Center county, Pennsylvania, Sept. 12th, 1832. He was married to Harriet Caldwell in his early twenties in Clearfield, Penn. After fifteen years she died. In 1875 he was married to Lizzie L. Johnston. To this union was born three children, two girls and a boy. The son, Robert, now resides in Medford. He leaves a wife and son to mourn his loss.

It is believed that the property owners on Reddy avenue be reimbursed for the cost of paving paid by them for paving between Roosevelt and McAndrews street on Reddy avenue, the amount of which paving is approximately \$22350 and is included in the \$1,016,000 estimate above set forth as these parties caused such paving to be laid at their own expense and paid therefor out of their individual funds.

BERT ANDERSON, DELROY GETCHEL, EARL H. FEHL, J. A. PERRY, F. J. NEWMAN, Committee.

Your committee further recom-

KITTREDGE GOES TO SUPERINTEND CONVICT LABOR

F. A. Kittredge, division engineer for the state highway commission, in charge of the Siskiyou section, who laid out the Siskiyou grade and superintended its construction as well as the paved highway through the county, has resigned his position to accept appointment as superintendent of convict labor organization for the California highway commission with headquarters at Willets. He will probably be succeeded by T. M. Davis his present assistant.

The position taken by Mr. Kittredge was created by the last legislature and carries with it a substantial increase in salary over his present position, as well as a permanent position. The convicts will be worked on the state highway and Mr. Kittredge will have charge of the engineering, construction and organization.

The announcement of Mr. Kittredge's departure, although in the nature of a promotion, was received with regret by Highway Engineer Cantine and by citizens of Jackson county generally. The Siskiyou grade stands as a monument of his engineering ability as a road builder and his great regret upon leaving, is that he cannot remain to finish its paving. Rapid progress is now being made in paving the road, 450 feet of pavement being laid Tuesday and three-quarters of a mile having been finished. About half the crew employed last year in paving operations is employed.

NEW YORK CITY FLOOD BY STORM

NEW YORK, Aug. 4.—Streets in New York city and its suburbs were turned into yellow rivers, surface and elevated traffic was badly crippled, wires were blown into a tangled network, trees were uprooted and hundreds of cellars were flooded in a torrential downpour that broke over the Metropolitan section this forenoon to the accompaniment of a sixty mile gale.

In the height of the gale a small schooner went to the bottom. Her captain and a sailor were drowned in a small boat. Along the northern coast of New Jersey, the gale wreaked damage difficult to estimate. Seabright, swept by the ocean three times within 18 months, was battered again. In many parts of New York city and Brooklyn, the streets lay under water from two to three feet deep. For more than 30 hours New York had been water soaked when the heavy rain began about 5 a. m. today. Within four hours thereafter, the rainfall totalled one and a half inches in the city. At Sandy Hook the total was 2.72 inches. Shortly after 9 a. m. the storm tapered off, the heavy rainfall ceased and in its stead there came a steamy drizzle.

Rummage Sale

Too busy to write ads
Crowded to capacity from the time the doors opened
The radical reductions count for the rush
All Summer Goods to be closed out
It's a chance to save on materials good for children's school wear

Ginghams, Lawns, Mulls and 7c
Voiles worth to 65c, now

Other like reductions

THE MAY CO.

STORM TIES UP EASTERN TRAFFIC

BUFFALO N. Y., Aug. 4.—Traffic between the east and the west over both the Lake Shore and Nickel Plate railroads, was completely tied up from the time the cloudburst let go over Erie last night, until 8 o'clock this morning. Washouts were unprecedented in depth and extent.

The rain storm which culminated in the cloudburst at Erie, covered all of Northern Pennsylvania and Western New York. It began with a terrific downpour yesterday afternoon and continued practically without cessation all through the night. In no place except in the immediate vicinity of Erie, however, did it approach the cloudburst stage.

Philadelphia Flooded
PHILADELPHIA, Aug. 4.—Considerable minor damage was done in this section early today by a heavy rain-storm which was accompanied by a high wind. Nearly three inches of rain fell and the wind reached a maximum velocity of 40 miles an hour. Much damage to crops and fruit trees was reported.

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Double S. & H. Stamps with this sale if you bring this ad.
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ALL GOODS CASH ON DELIVERY. "SERVICE" IS OUR MOTTO

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And prepare yourself to meet the demands of Business Men.
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Day and Night School now in session at 31, N. Grape Street, Medford, Or.

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Concrete Sand
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Investigate our products. You can't go wrong if you use them.
Plans and Estimates Furnished Free on your Irrigation, Drainage and Road Construction Work.
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and
IRRIGATING PIPE
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