

## CITY SAVES ON AIRPORT LEVELING

Plowing, Grading and Other Preliminary Work Carried On By Local Labor—Runway and Drainage Will Also Be Handled By City Crew—Scheffel Makes Report.

The work of plowing, grading and leveling of the big new airport site, on which much progress has been made in the past week or so, with two weeks or more of such work yet ahead, is being done under the city council through its airport committee auspices with City Superintendent Fred Scheffel in charge, of local labor. Immediately that work is finished, it is the plan of the city administration to have Mr. Scheffel also construct the airport runway and drain it, with local labor.

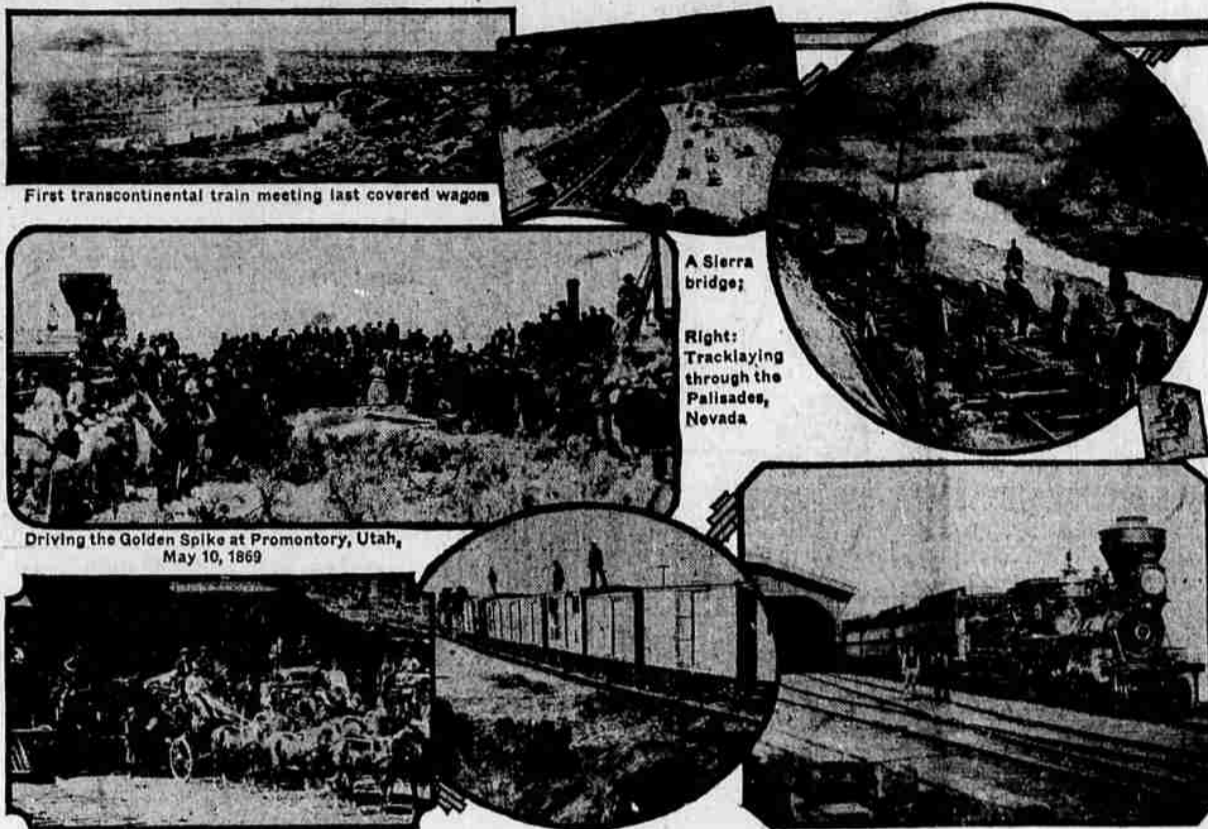
This field work already accomplished on the airport has been done with the city not spending a nickel of money for outside help.

Also, when the rough field work is completed, the city officials will go no further without seeking expert airport engineering or aeronautical advice on the laying out of the first unit in the way of location of buildings, runways and the like, with a view to future expansion by establishing other units from year to year as they are needed.

The city officials spent hours in discussion of the new airport problem at last night's city council meeting, and it was finally decided that Mayor Pipes would within the next day or two appoint two members of the chamber of commerce airport committee to work in a cooperative capacity with the council's airport committee, and also appoint a new member on the latter committee to take the place of E. W. Janney, recently resigned from the council.

These two committees will then, as soon as possible, decide whether

## Building the First Transcontinental Railroad



First transcontinental train meeting last covered wagon

A Sierra bridge

Right: Tracklaying through the Palisades, Nevada

Driving the Golden Spike at Promontory, Utah, May 10, 1869

Stage Coach bridged gap between ends of track

Rounding "Cape Horn" on way to Summit

Leaving Oakland Pier, 1869

The sixtieth birthday of the Southern Pacific, first transcontinental railroad, is being celebrated May 10 by a radio broadcast from K P O San Francisco, over the Pacific Coast network of the National Broadcasting Company and from K S I, Salt Lake, Utah. The broad-

cast will be from 9:30 to 10:30 p. m., Pacific standard time.

Reinald Werrenrath, famous baritone, is coming from New York specially to take part in this entertainment. To a musical accompaniment of Construction day music

there will be told over the air the epic story of the conquest of Sierra and desert, which was probably the greatest of pioneer accomplishments.

Construction of the Southern Pacific's first unit, which was the

Western end of the first transcontinental railroad, cost \$61,000,000. The Southern Pacific, which has grown with the west, is still driving spades and has just completed, in the last 15 years construction to open up new territory at a cost of \$38,000,000.

it would be best to employ an expert airport engineer on a per diem basis, or at a flat stipulated sum to lay out the airport, and also whether the airport field should be circular in form, which form would save considerable money in the way of building, equipping and maintenance, and submit their decision to the whole council for approval.

The city officials also last night had a discussion as to the best

time to sell the \$120,000 airport bond issue so as to bring about the best sale obtainable in the bond market. Up to the present the cost has been borne by money borrowed from city funds temporarily until the bonds are sold, and it was decided to continue under this plan for several weeks yet, when the airport building expense will have approached the stage when money must be paid out in large chunks.

So far, or rather up to May 6, only a little less than \$30,000 has been paid out on airport expense, including the cost of the land.

Secley Hall, member of the chamber of commerce airport committee, met with the council and aided City Superintendent Scheffel in explaining matters pertaining to the work already done and that contemplated in the future.

The city administration has already saved much money in having the clearing up of the airport site and rough field work done under its own supervision with local labor and City Superintendent Scheffel in charge, over what would have been paid if an airport expert or airport building concern had been given this job. Of course, much practically free advice on this rough field work has been obtained so far from competent authorities.

The formal report of City Superintendent Scheffel to the city council of the progress of the work and the like, made to the council last night, was as follows:

**Airport Progress Outlined**  
We have had the use of the county equipment for scarifying the field, and to date have broken up 25 acres with the county equipment and 12 acres with a 20 horsepower Cletractor and three-way plow. This equipment was also used for pulling the trees. We

Perforated iron pipe..... \$24,000  
Excavation of trenches..... 6,000  
Gravel for trenches..... 5,100

Total estimated cost..... \$35,100  
We have figured the graveled course for the runway, which is as follows:  
\$300 cubic yards gravel at \$1.70..... \$510.00  
1,809 cubic yards of decomposed granite at \$3..... 5,427.00

Total cost of runway..... \$19,510  
The above would include 2 1/2 inches of aggregate averaging in size from 3 inches to 1 1/2 inches; 1 1/2 to 3/4 inches; and 1 inch of aggregate averaging in size from 3/4 inches to 1/4 inch and one inch top surface of decomposed granite.

We have computed the above estimates to give you an idea as to the probable cost, from which you can determine the estimate of the improvements you desire to undertake at this time.

The cost for the various items to date are as follows:  
Scarifying, per acre..... \$ 6.00  
Sprinkling, leveling and rolling, per acre..... 60.00  
Drainage, per acre..... 1200.00  
Graveling, per cubic yard..... 1.50

Attached hereto is the total expenditures to May 6.  
**Expenditures at Airport**  
For months February, March and April and May 1 to 6.

Owner	Acres	Cost Per Acre	Amount
W. H. Gore	206.00	\$ 80.00	\$16,480.00
J. W. Wakefield	25.77	77.91	2,000.00
Andrew Chatreau	14.00	214.28	3,000.00
Well Main	25.31	123.80	4,000.00
O. C. Boggs	29.54	81.25	2,400.00
Blanch Maul estate			
	301.62		\$27,900.00

found that in using a small tractor and three-way plow, we could not break the ground deep enough to be of much benefit, and therefore this equipment has been discontinued. In scarifying with the large county equipment, the ground is sufficiently broken so that by using the "tumblebug" scraper, very little additional plowing is necessary and we find in using the Killifer sub-soiler, we are able to break the hummocks.

A crew of men has been employed cutting up the trees and removing the brush. This is practically completed. We are sawing the trees into four-foot lengths, which can be sold, and have cut the butts of the large pines into 16-foot lengths which can be sold for logs.

One acre of ground has been rough graded with the light equipment, and we believe this is the most economical way to carry on the leveling. The estimated cost for rough grading is \$45 an acre plus \$15 for fine grading and rolling, which makes a total cost of \$60 an acre to place the land in proper shape for the hard surface.

Relative to the drainage system, we have followed the suggestions of Prof. Powers and designed the system for one inch of rainfall per hour. The estimated cost of drainage of the runway 200 feet wide and 2700 feet long is as follows:

Concrete drain tile..... \$ 3,500  
Excavation of trenches..... 6,000  
Gravel for trenches..... 5,100

Total cost of drainage..... \$14,600  
The above estimate is for concrete pipe, and using perforated iron culvert, the costs are as follows:

**Public Election**  
Publishing, printing, U. S. postage, judges, etc., \$73.14.

**Administration**  
March—Investigations, Oakland, Calif., etc..... \$146.83  
April and May—Superintendence and clerical..... 115.50  
\$262.83

**Engineering**  
March and April—Surveys, maps, drafting..... \$296.45  
Ground soundings..... 162.84  
May—Surveys and charting..... 25.50  
\$484.79

**Construction**  
(a) April—Erecting temporary office..... \$ 93.97  
(b) April—Tear down buildings, move fences and transporting old lumber..... 263.71  
(c) April—Grubbing and clearing..... 150.86  
May—Grubbing and clearing..... 454.24  
(d) April and May—Plowing..... 365.50  
(e) April and May—Leveling..... 67.00  
Equipment rental..... 64.90  
Small tools..... 7.25  
\$209,829.16

Dayton—Salina market river road under construction.

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## LADIES OF SOUTHERN OREGON Are Cordially Invited to Attend Free Demonstrations of Salads Frozen Desserts and Confections

— at the —  
**MEDFORD ELECTRIC CO.**

Classes Will Be Conducted  
Daily  
10:00 a. m. to 11:30 a. m.  
2:00 p. m. to 4:30 p. m.

Mrs. M. R. Hare  
Will Use Two of Our  
**General Electric Refrigerators**  
For All Demonstrations



MRS. M. R. HARE  
National Representative of the  
Charles B. Knox Gelatine Co.,  
Johnstown, N. Y.

Demonstrations will be with frozen desserts, chilled foods, salads, appetizers and breakfast suggestions. Mrs. Hare has had considerable experience in conducting demonstrations and giving lectures before women's organizations. Many health and table uses of gelatine will also be brought out in these demonstrations. Desserts will be served.

### Free Cook Books

Women are invited to bring notebook and pencil for notation of menus not appearing in cook book.

### Thursday's Menu

THURSDAY A. M.  
Frozen Pudding with Different Strawberry Sauce  
Bavarian Cream, French Pastry  
THURSDAY P. M.  
Orange Jelly with Cheese Dressing  
Grapefruit Appetizer



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BUILDING & LOAN  
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## CELEBRATE EGG WEEK

## By Using More Eggs and Poultry

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Our eggs are all produced under sanitary conditions and are graded and candled by expert candlers, assuring you of the best there is on the market.

**Farmers' Exchange Co-Operative**

CLAY D. PARKER, Manager