

ARCHIE HOXEY AND MOISSANT FALL; KILLED

Holder of World's Altitude Record Plunges 800 Feet to His Death Before Horror-Stricken Crowd—Attempted Spiral Glide Too Often.

Moissant Is Killed in New Orleans—Falls 100 Feet After Machine Suddenly Became Unmanageable—Was Off on Long Trip.

Aviation Deaths in December
Cecil Grace, British, supposed drowned in North sea, on return flight across English channel, Calais to Dover.
Marquis Marie Paula, passenger, and Alexandre Laffon, instructor at Antoinette School of Aviation, killed in France when their machine dropped 200 feet as they started on a Paris-to-Brussels flight.
John B. Moissant, American, killed in New Orleans.
Arch Hoxsey, American, killed at Los Angeles.

DOMINGUEX AVIATION FIELD
Cal., Dec. 31.—Arch Hoxsey, holder of the world's altitude record, fell 800 feet this afternoon and was instantly killed.

Hoxsey had been flying at a height of 7500 feet. He had been in the air more than two hours.

Descending, he executed the spiral dip that has made the aviators of the Wright school famous.

Three times he turned and twisted in the air, while the thousands in the stands below gasped their wonder and fear.

When 800 feet from the ground the boy essayed another spiral. Once he went over successfully.

Wind Proves Fatal.

The second twist was almost completed when the wind lifted a tilting plane and the aeroplane shot toward the earth like a plummet. Twice before it struck the earth the biplane turned completely over.

Hoxsey did not lose his seat, but was beneath the plane when it struck the earth with a sickening crash. Scores of mechanics and spectators rushed toward the north end of the field, where the machine dropped. Police reserves drew their clubs and labored frantically to keep back the mob.

The young aviator lay in a pitiful, crumpled heap beneath the wings of the great bird in which he had sailed repeatedly for the entertainment of thousands.

Killed Instantly.

He was dead before the first trembling hand of his brother aviators touched him.

The crowded grandstands were in an uproar in a moment. Women screamed hysterically and several fainted.

The spiral dip, which Hoxsey was executing when he met his death, was the same that proved fatal to Ralph Johnstone, another Wright aviator, at the recent Denver meet.

The wind was blowing harder when Hoxsey made his fatal dip than at any time during the afternoon. It was estimated that its velocity on the ground was 30 miles an hour. At times it appeared almost to reach the proportions of a small gale. Great clouds of dust were whipped into the faces of the men and women in the stands.

When Hoxsey made his final spiral it became apparent that his machine was acting badly. Several times it veered sickeningly and tilted from side to side. The pilot could be seen working levers and apparently trying to tame it into submission. But so injured had the spectators become that they did not seem to realize that their idol was falling until he was rushing with awful speed toward the earth.

Hoxsey, during the days of the Los Angeles meet, had established

Work Will Start Soon on Erection of \$100,000 Page Hotel



PAGE HOTEL, MEDFORD, ORE. POWER & REEVE'S ARCHT'S.

The opening of the Page hotel to the traveling public and to the residents of Medford and vicinity early in the summer of 1911 will be an event worthy of note in the annals of Medford.

The Page hotel is being financed and erected by the Page Building &

Land company, a corporation, of which Dr. Frederick C. Page of Medford is president.

Dr. Page has for several years been gathering facts and ideas relative to hotel work, by travel, by correspondence and the study of publications on the subject. He has

been quietly, carefully, patiently and persistently working at his hotel problem, personally satisfying himself as to every detail and substantiating his conclusions by the expert opinions of leading hotel men, engineers and architects. He has not at any time been hasty or in the least

inclined to "mushroom" methods, and now, after several seasons of conservative thought and preparation, he is ready to present to Medford a hotel modern in every appointment and even anticipating

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HARDWARE USED NEAR \$500,000

Value of Hardware Used in 1910 Building Placed at \$450,000 in Conservative Estimate—Building Figures Beyond Possible Estimate.

The hardware to the value of \$450,000 was used in building construction alone in Medford during the year 1910, and that this figure represents only a very conservative estimate, is the opinion of H. C. Garnett, of the Garnett-Corey Hardware company.

"Our company alone," said Mr. Garnett, "imported 13 cars of nails during 1910, and it is safe to estimate that at least three additional carload lots were brought here besides.

Among the other articles of building hardware that can be estimated by the carload shipments are sash weights, of which we handled four cars; wall plaster, ten cars; sewer pipe, ten cars; roofing material, four cars, and plumbing supplies, eight cars."

These figures include only a portion of the materials necessary for the construction of buildings and give only a partial idea of the amount of money invested locally in the hardware and other incidentals necessary to make the homes and offices buildings habitable once out of the builders' hands.

An estimate of this may be gained from the fact that one hardware firm disposed of two carloads of stoves.

WINNIPEG STREET CAR STRIKE ENDS

WINNIPEG, Man., Dec. 31.—The streetcar strike which has been in progress in this city for the past fortnight, and which was submitted to a committee for arbitration, was ended late this afternoon. The men returned to work under the old conditions and only those who refrained from violence will be reinstated.

Want-advertise when you want household help—for three-fourths of the competent servants secure situations by advertising or answering ads.

MINER THOUGHT FATALLY HURT

Placer Miner Caught in Snowslide Friday at Onion Creek—Suffered Terrible Injuries—Rescuers Work Hour to Reach Him.

As the result of a disastrous snowslide on Onion creek, 28 miles from Grants Pass, Friday, a placer miner named McDowell received injuries from which it is thought he will die.

McDowell, who was alone when the accident occurred, was working on his claim when, without any warning, the mass of earth, rocks and snow started from a point about 200 feet up the mountain from him.

Miners from a neighboring claim who heard the noise of the slide and who knew of McDowell's presence there immediately set to work to rescue him but despite their efforts the injured man was forced to lie in freezing cold water for over an hour before he could be reached.

Dr. Longbridge, who was summoned, was only able to drive within four miles of the injured man when he was forced to travel on foot to reach him.

McDowell's injuries consist of fractures to both collar bones, several crushed ribs and severe contusions to the flesh about the arms and legs. He was removed to the hospital at Grants Pass Saturday.

BREAKS ENGLISH DISTANCE RECORD

LONDON, Dec. 31.—Captain Cody, an English aviator, set a new English record for distance today by flying 195 miles in four hours and 50 minutes winning the prize offered for the longest flight in England in 1910.

James Ogilvie, flying a Wright biplane, met with an accident and smashed his machine while trying to outdo Cody's feat.

Aviator Sopwith, who flew 172 miles from England into Belgium, will be awarded the DeForest prize of \$20,000.

The contest was limited to Englishmen in English-built machines.

SCHOOL BOARD BUY NEW SITE

Twelve Lots in South Park Addition on Ivy Street Secured at Consideration of \$5000—Will Build a School Later.

Medford school board celebrated the death of the old year by purchasing from Judge W. E. Crews a site for a third new school to be erected in the near future. Twelve lots in South Park addition, comprising block 6, at Ivy and Monroe streets, were secured for \$5000.

The land in question was platted this last summer and was formerly a part of the John Whitman tract. This will give southwest Medford a new school along with northwest and east Medford, and settle the school problem for a year or two, at any rate.

LABOR COUNCIL TO LUNCH TODAY

For the Purpose of Installing the Central Labor Council of Medford Under the Charter of A. F. of L. and Also Oregon State F. of L.

The Central Labor Council of Medford has an elaborate program arranged for the public today at Angle opera house, where a bounteous luncheon will be spread and several prominent men of the city will speak.

The meeting has been arranged for the purpose of installing the council under the charter of the American Federation of Labor; also the Oregon State Federation of Labor.

The Central Labor Council of Medford is a delegate body, three members from each labor organization making up its active personnel. The new charter will be read by the state organizer, who has been in the field for some time.

Invitations have been spread broadcast and a huge gathering is expected.

L'ENFANT 1911 MAKES HIS BOW

Is Tumultuously Greeted by Medford—Sirens and Lusty Throats Fling News of Arrival Over City—Cafes Crowded With Merrymakers.

You write it "1911" now. One more year has departed into yesterday's ten thousand years to become one with the dust of centuries, and a brand-new year is here. The infant arrived on schedule time and was tumultuously greeted by Medford folk last night. Sirens and lusty throats fling their greeting to the youngster skyward at midnight and for five moments the midnight quietness was shattered.

Local cafes were crowded until the wee sma' hours by Medford's social set. House parties were numerous, while several of the churches held watch meetings.

Many a toast was drunk to the dying year, for he had been kind, indeed, to Medford; but his passing was turned from without regret, for the new year indeed promises much and brings with him assurances of greater things to be.

TROOPS PATROL BORDER LINE

HUACHUCA, Ariz., Dec. 31.—Troop G, federal cavalry, stationed at Fort Huachuca, Ariz., was ordered to the Sonora border at noon today upon receipt of advices that trouble was expected there between Mexican government troops and insurgents who have mobilized on the Arizona side.

The cavalry was given orders to patrol the border between Naco and Douglas. Although it could not be confirmed at the fort, it was reported that the commanders of the soldiers have been given authority to prevent the passage into Mexico of any large body of men, whether armed or otherwise.

For several days it has been reported here that Mexican rebels were mobilizing in the Huachuca hills preparatory to a sortie into Mexico.

CITY'S GROWTH 1910 TOLD IN VAST FIGURES

Postal Receipts Are 54 Per Cent Greater Than They Were One Year Ago—Gain in December Over Corresponding Month 57 Per Cent.

Bank Deposits Gain 22 Per Cent in Year, or Nearly a Half Million of Dollars—Prospects Are Bright for 1911.

In vast figures is told the growth made by Medford during 1910. It is the banner year so far in the history of the city, but 1911, which today is with us, is expected to surpass 1910 in as great a degree as 1910 did 1909. Medford is fairly on her way.

During 1910 postal receipts gained 54 per cent over 1909. Bank deposits gained 22 per cent over 1909. Every line of business, every channel of human endeavor in Medford shows an increase—healthy, steady, certain.

According to the official figures compiled by Assistant Postmaster Ralph Woodford for the business transacted by the local office for the year 1910, an increase of \$10,338.23, or 54 per cent, over the business of the same office during 1909 is shown.

The total for 1910 shows that \$29,431.71 was taken in, as against \$19,192.42 in 1909.

The receipts this December were \$3800, an increase of \$1400, or 57 per cent, over December, 1909.

The increase shown by the figures of 1909, compared with the year 1908, showed, for the month of December, an increase of 38 per cent.

The figures for 1908, 1909 and 1910, when compared show, besides great gains over each other, the fact that the postoffice during 1910 made an increase 16 per cent greater than its increase during 1909, which was 38 per cent.

Bank deposits show a gain of \$415,000 over January 1, 1910, an increase of 22 per cent.

BIG BANKING BUSINESS DONE

Over \$3,000,000 Business Is Handled by Local Banks During Quarter Ending December 31, 1910—Clearings Show Size of Business.

Bank Clearings.
December 31, \$42,468.80;
week ending December 31, \$313,501.57; total month of December, \$1,180,520.21; total month November, \$1,060,348.61; total month October, \$1,182,264.70; total quarter ending December 31, 1910, \$3,242,133.52.

Business to the extent of over \$3,000,000 has been handled by the local banks and the postoffice during the quarter ending December 31, 1910.

To keep pace with growing needs and to facilitate the handling of the city's increased business, the four local banks and the postoffice formed a clearing-house association last August, agreeing to divide the additional duties that such an institution required by handling it in turn for a week apiece.

The figures arrived at every day, showing the extent of business transacted for that period, constitute the greatest "boost" that Medford could be given and provide an ever up-to-date and concrete foundation upon which to base assertions relating to the city's standing.

\$1,000,000 IN TWO YEARS FOR PUBLIC WORK

City Engineer Foster Completes His Annual Statement Showing Vast Strides Made by Medford in Past Two Years in Improvements.

Nearly \$400,000 Spent for Paving—\$116,412 for Sewers, \$90,000 for Water Mains, \$74,000 for Sidewalks—Cost of Engineering Low.

During the past two years Medford has expended \$924,789 for public improvements. This amount has been distributed as follows:
Street paving \$577,615
Sidewalks 74,000
Sewers 116,412
Water Mains 90,159
Macadam roads 1,597
Gravity water system 275,000
Total \$934,789

(By Harry E. Foster, City Engineer.)
In compliance with your request that I prepare a statement setting forth the amount of municipal improvements that have been done by the city during the last two years, herewith find the following:

I.—Street Paving.

Before the completion of our bitulithic contract in June this year, the city advertised for bids covering about nine miles of street improvements. In March of this year five competitive concerns submitted their respective bids for this work, and it might be added, that the contractors were obliged to bid on this work without having plans showing the quantities, etc. After due consideration by the council the contract was awarded to the Clark & Henry Construction Co., of Sacramento, Cal. This company has completed this year 104,549.63 square yards, covering 3.16 miles at a total cost of \$234,699.00.

In June of this year the Warren Construction company completed their last contract for bitulithic pavements on West Main street, which completed 52,475.41 square yards, covering 3.16 miles at a total cost of \$142,916.08.

Recapitulation street improvements:
Bitulithic pavement 3.16 miles, cost \$142,916.08; asphaltic pavement 5.28 miles, cost \$234,699. Total 8.43 miles, cost \$377,615.08.

II.—Sidewalks.
During the two years above mentioned there have been constructed 18 miles of cement sidewalks and 2.58 miles of board sidewalks at a total cost of \$74,000.60.

III.—Sewers.
There has been constructed in the past two years by the contracting firm of Jacobson-Bade & Co., 14.82 miles of 6, 8, 10, 12, 14, 16, 20 and 24 inch sewers, at a total cost of \$116,412.00.

Of this amount there are 1299 feet of 20 inch storm sewer laid from the creek at the intersection of Eighth and Riverside to the Southern Pacific right of way on South D'Anjou street. This storm sewer is designed to extend west to drain a part of the southwest portion of the city's storm water. Leading from the intersection of West Main and Laurel streets to the creek, there has been completed 3959.30 feet of 24-inch storm sewer. Through the business section of the city, this sewer is laid approximately 15 feet deep, in order to serve basement drainage purposes. This sewer will also be extended for the further drainage of storm waters.

The combined capacity of these two cross town storm sewers is about 25 sec. feet, or 1000 miners inches.

IV.—Water Mains.
The present administration has laid 13.24 miles of 4, 6 and 8 inch water mains through the two con-

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rod of 12 months, it will be possible to show in figures exactly the proportion of business being transacted then to a similar date one year previous.