

**MEDFORD MAIL TRIBUNE**

AN INDEPENDENT NEWSPAPER PUBLISHED EVERY BUSINESS DAY BY THE MEDFORD PRINTING CO.

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GEORGE PUTNAM, Editor and Manager



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Official Paper of the City of Medford.

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**SWORN CIRCULATION**  
 AVERAGE FOR YEAR 1910, 2485

**MEDFORD, OREGON.**

Metropolis of Southern Oregon and Northern California, and the fastest growing city in Oregon.

Population—U. S. census 1910: 8540; estimated in November, 1910, 10,000.

Five hundred thousand dollar Gravity Water System completed, giving finest supply pure mountain water and sixteen miles of street being paved and contracted for at a cost exceeding \$1,000,000, making a total of twenty miles of pavement.

Postoffice receipts for year ending November 30, 1910, show a gain of 51 per cent.

Bank deposits were \$2,376,582, a gain of 22 per cent.

Banner fruit city in Oregon—Rogue River Spitzenberg apples won sweepstakes prize and title of "Apple King of the World" at the National Apple Show, Spokane, 1909, and a car of Newtowns won First Prize in 1910 at Canadian International Apple Show, Vancouver, B. C.

Rogue River pears brought highest prices in all markets of the world during the past six years.

Write Commercial club, enclosing 6 cents for postage for the finest community pamphlet ever written.

**Fifty Years Ago Sunday**

Jan. 1.

Governor Sam Houston ("Old Sam Jacinto") warned the Texan people against southern radicalism, but while his auditors listened respectfully they rejected his argument.

**Twenty-five Years Ago Sunday**

Grover Cleveland's first New Year's in the White House and last in lonely bachelorhood.

**THE OLD YEAR.**

(Portland Spectator.)

Old year, just by the easement, here I stand.

And look without, on brightest moonlit night.

And listen to the rustle of the leaves That in fair happy summer were so bright.

Old year, those withered leaves that pass with you

Are hopes, ambitions, lost amid the strife.

As we rush with the torrent ever on, And find no peaceful current in this life.

Old year, kind words and friendships you did bring,

And these we cherish ever with the best.

Even amid life's striving and turmoil, As we grope on to find the light and rest.

Old year, we would not shun, but brave the path,

Yet, tho' it wound our tired and weary feet,

We deem you now a memory of the past.

While we, with brightest smiles, the New Year greet.

JUNE MAC MILLAN ORDWAY.

The principal disadvantage of duck shooting from an aeroplane, as shown by Aviator Latham's experience at Los Angeles, is that it is rather awkward to stop and pick birds up, particularly out at sea. If the aviator could contrive to catch the smitten ducks while they are falling, this difficulty would be obviated.

The sort of tariff commission the standpatters want is one that will serve to prevent any general tariff revision, and yet at the same time practically accomplish nothing and shelve the whole subject. It would be better to have no commission at all than one of the kind the standpatters desire.

The fact that Alaska has gained only 1 per cent in population in the last 10 years would seem to indicate that something needs developing up there.

There are now five states in which the women vote. In others they merely control the voters.

Colonel Roosevelt has found his voice. Malefactors of great wealth keep to the right.

This ends the open season for getting divorced from your coin.

**THE RECORD OF 1910.**

NINETEEN hundred and ten's record is briefly told in this issue. It is a record of enterprise, progress and development unparalleled in the history of Medford and the Rogue River valley.

No city of the world of its size has done such an amount of public and private improvement as has been crowded into the past two years in Medford—and yet rapid as the city's progress has been, it has scarcely kept pace with the valley.

Medford has spent \$377,615 for 8.43 miles of pavement, with as much more contracted for, \$74,006 for 18 miles of cement walk, \$116,412 for sewers, \$167,159 for 20.07 miles of cast iron water main, \$275,000 for a gravity water system, a grand total of nearly a million dollars.

A score of fine business blocks, a new depot and four hundred residences have been constructed in the past twelve months, and as many more are planned for the coming year—the total expenditures in improvements exceeding five millions.

Nineteen ten has seen Uncle Sam give Medford a population in May of 8842, an increase of 392 per cent in ten years, the greatest increase of any city in the Union save one. It has seen postal receipts reach a total of \$29,431, an increase of 54 per cent during the year. It has seen bank deposits totaling \$2,376,582, an increase of over 22 per cent. It has seen the number of school children increase to nearly 1700. It has seen the number of Bell phones increase from 650 to 1250 and an independent system established.

The dying year has witnessed James J. Hill acquire the Pacific and Eastern railroad, its completion to Butte Falls, and Medford made the terminus of Hill's Oregon Trunk line now under construction, affording another transcontinental line to the east. It has witnessed the beginning of an extension of the Rogue River Valley railroad from Jacksonville towards the Blue Ledge copper district, and other railroad development.

Nineteen hundred and ten has also seen the beginning of construction of the Crater Lake highway, designed to open up to tourist travel a scenic wonderland equal to the Yosemite, and the commencement of three fine hotels designed to accommodate the tourist travel. It has witnessed the passage of an initiative bill by the people closing the Rogue river to commercial fishing, adding to the tourist attractions of the region the finest angling stream in America.

The year now closed has seen the planting of an additional 20,000 acres of commercial orchard, which will make over 75,000 acres of planted orchards in the Rogue River valley. It has witnessed the organization of a central fruit growers' exchange to handle the business with profit to the producer. It has witnessed the establishment of brick and tile factories, the opening of granite and marble quarries, of lime deposits and a revival of the mining and lumber industries.

Not only Medford, but every town and hamlet in the valley has grown and improved. Expansion in all lines of business, development in all branches of industry, the opening up of countless latent resources is the order of the day.

Among the many movements initiated by the progressive citizens of Medford is the strenuous effort being made to secure for the city lower railroad freight rates to Medford and distributive rates out of the city. Actions are pending before the interstate commerce commission and the state railroad commission to secure rates that will enable the building up here of a jobbing center. A 20 per cent reduction from Portland has already been ordered and though appealed, will probably shortly go into effect.

The development of southern Oregon is not due to a boom, in any sense of the word, but to steady and systematic effort and energy on the part of its citizens, the fruit of whose enterprise is each year becoming more apparent. The progress is rapid only when compared with

**A New Medford Planing Mill**



**\$150,000 Saved on City Paving  
 By the Present Administration**

Prior to the present summer there had been for several years only two paving companies operating in Oregon. Between these two companies there appeared to be some sort of a gentleman's agreement. The city repeatedly advertised for bids on paving, but in reality this was a needless and useless formality. The council knew before the bids were opened what the price would be.

Last spring, when it became apparent that a large amount of paving would be demanded, Mayor Canon and the council determined to see if something could not be done to break this apparent combination and get the city's paving at lower prices by securing real competition. Accordingly Mayor Canon and Councilman Welch were sent as a committee to California, from whence had come many stories of cheaper paving. The knackers called it a junketing trip at the city's expense, but the present administration has never minded the knackers to any great extent.

The committee spent some time in California and talked with most of the responsible contractors there. Their work was looked over and they were told of the large amount of pavement to be done in Medford, and several of them were induced to come here and submit bids.

The Oregon contractors, when they saw that there was to be real competition, also got busy with their lead pencils and when the time came for opening bids there was some interest and excitement for the first time in the history of paving operations in Medford.

The bids were opened and it was found that on the work to be done a saving of \$85,000 had been effected. Quite a satisfactory profit on a junketing trip that had cost the city \$250! Most men would have been satisfied with this showing and would have let the contract to the lowest bidder.

But Mayor Canon and Councilman Welch were not yet satisfied. From what they had seen they were satisfied that Medford was entitled to still lower prices. The council relied on their judgment and stood behind them. All the bids were rejected and new ones called for. Again the lead pencils were sharpened and again there was some interest and excitement.

When the bids were again opened the wisdom of the course that had been pursued was apparent. The new bids showed a still further saving of \$65,000, or \$150,000 in all. This amount represents a sum equal to the total amount of taxes collected for running the city of Medford for the past five years, including the payment of interest on the city debt, and it was all saved on one contract by one trip costing the city \$250, and still the knackers knocked.

These same knackers will doubtless say at this time that this is nothing more than any set of officials would have done; yet the fact remains that every city in Oregon outside of Portland had for years been patiently paying the price demanded by the Oregon companies, and not one of them had ever attempted to better the situation. It remained for the present city administration of Medford to secure competition in Oregon on paving and beat down the price. Other Oregon cities have, however, profited by this trip, and should in all fairness pay Medford their share of that \$250. That trip of Mayor Canon and Councilman Welch has resulted in a saving of many thousands of dollars. Ashland, Grants Pass, Roseburg and other Oregon cities on their paving work during the past summer.

Nearly nine miles of pavement has been laid in Medford in the past two years, nearly four miles of bitulithic and over five of asphalt. As many more miles are contracted for the coming season, all of asphalt.

the lethargy so long prevailing in other parts of Oregon.

What does the future hold for Medford and the Rogue River valley? Just as rapid progress as the past five years. Development has only started. With the opportunity afforded by geographical location, with enterprise and industry and unity of action, no reasonable limit can be placed upon the growth of city and country. Nineteen eleven will see 12,500 population for Medford and 1915 should see 25,000.

God made the country—and expended His best efforts on the Rogue River valley. Man makes the town—and makes it just as big as he wills—and we of Medford have willed to make this a big city and are expending our best efforts to do it—and we will.

**MEDFORD, OREGON**  
 ROGUE RIVER VALLEY



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**JUST OUT  
 Medford Mail Tribune  
 Official Map of  
 Jackson County, Ore.**

Compiled especially for the Mail Tribune by the Jackson County Abstract Co. Approved and officially adopted by the county court, July, 1910.

Shows ownership of each parcel of property, township and section lines, county roads, forest reserves, railroad grant, city and town boundaries and all other necessary information.

The only convenient, handy, complete map of Jackson county published in many years. Size 29 by 49 inches, on heavy map paper, tinned at both ends.

No home complete without this map. It sells for \$2.50, but will be given away free to subscribers to the Medford Mail Tribune.

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 27 N. Fir Street  
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