

PROGRESS IN MANY LINES MADE IN 1912

Medford and the Rogue River Valley Steadily Advanced During the Past Year—Coming Year Bright With Promise

MEDFORD MADE STEADY GROWTH IN PAST YEAR

Nineteen Hundred Thirteen Finds City Well in Advance of Year Ago—Growth Steady and Along Same Lines—Many Forward Steps Taken

Year Just Closing Was One Devoted to "Unfinished Business"—Future Is Bright.

Nineteen hundred thirteen finds Medford securely upon her way toward civic supremacy of the large area lying between Portland on the north and Sacramento on the south. In the year just closed she has made a steady and certain growth, possibly a more healthy one than that of three years ago when the city grew as if by magic. The year 1912 was one devoted to unfinished business and for the first time in five years her streets and alleys were cleared, lawns and parking undertaken—in short the jobs completed so that the city looked more substantial.

That progress during 1912 was marked. New buildings were erected, cross streets were paved to connect long avenues paved during the rush, water and sewer mains laid so as to round out a complete system, and many things neglected because of human limitation to do all things at once, attended to. Medford is a better, cleaner, more healthful and more comfortable place in which to live, because of 1912 and its attention to "unfinished business."

Summary Surprising
A retrospective view of the many events and milestones of progress which mark the year 1912 so far as Medford and the Rogue river valley are concerned, proves surprising. Progress has been made in every line of endeavor while the promise of future is brighter, more alluring than ever. Not once has Medford's faith in herself or the future of the valley which surrounds her been shaken and now as the pendulum of time swings back to its yearly starting point, an era of great advancement and prosperity, is seen at the very gates of the city.

The building activity in the city continued throughout the year with promise of many new structures during 1913, contracts being let for a number of them. Several business blocks were completed, while Medford especially rejoiced to see operations start on the erection of a handsome playhouse, to replace the barn like structure which served for so many years.

Improvements Continued
City improvements continued all through the year, streets being placed in good condition for traffic after having been demoralized for three years with the laying of service mains, pavements and the like. Work was started on a handsome new concrete bridge over Bear creek on Main street while a bridge spanned the creek at Jackson connecting the city's longest boulevard.

Medford's business houses report satisfaction at the manner in which trade was maintained. Lower rates promise to rebuild Medford as a jobbing center and new business houses are being opened and welcomed.

Now with the starting of a new year promises are made of interurban trolley lines and railroad construction.

The valley during the past year has harvested its largest fruit crop and orchardists fared well. Fruit trees indicate a bountiful yield in 1913.

Progress has been made in lines aside from business and development. More attention in 1912 was paid to education, culture and social advancement. In addition 1912 saw sanitary conditions in the city bettered and a decrease in the death rate. In fact, in all lines, 1912 saw progress in city and valley.

In fact, from every nook and corner of the county come stories of progress, of development, and these augur well for 1913.

BUILDING ERA FOR RAILROADS NOW AT HAND

Nineteen Hundred Thirteen Finds Railroad and Trolley Line Construction in This Section at Hand—Transportation Is Keynote.

Franchises Are Asked of City for Electric Lines and Railroad Building Is Assured.

The era of railroad and electric trolley line development is now upon Medford and southern Oregon. The opening of the year 1913 finds four railroads—with a fifth one rumored—and three interurban trolley lines with Medford as their center projected. In addition to these a third trolley line, the Oregon Electric, is expected to reach Medford by the end of the year.

Railroad construction talked of includes the extension of the Pacific & Eastern at present terminating at Butte Falls to the eastern side of the Cascades where it is to connect with the Oregon Trunk, now operated as far south as Bend; the building of the Medford and Crescent City railroad, which is now being surveyed; the Pacific Interior to be constructed between Grants Pass and Crescent City along the line of the Draper survey and which can connect with Medford by the construction of a 20 mile spur; and the Eagle Point-Bandon line which is now being surveyed and reported in a most hopeful condition. In addition to these a mysterious surveying party is in the hills south west of Medford headed for the Klamath River said to be a Gold outfit. Little is known, however, of the last named.

Eastern Connection
The Pacific & Eastern railroad is now constructed northeast from Medford to Butte Falls, its present terminal. It is projected and surveyed to cross the mountains to connect with the Oregon Trunk which will give Medford an eastern continental road. Work is expected to begin on the closing of this gap in the spring.

During the summer agitation started in Medford for a railroad to the Blue Ledge copper mine—the greatest in the west. This agitation culminated in the organization of a local railroad company known as the Medford and Crescent City railroad company and a line planned to tide-water from Medford. Money was subscribed for a survey and a crew is now in the field locating the line. The outlook is bright for its construction.

Another line to the coast is planned by Grants Pass along the line of the Draper survey. A branch road 30 miles in length will connect Medford with this line should it be built. The Eagle-Point-Bandon road is now being surveyed. This is said to be an extension of the Pacific & Eastern to the coast. This line now connects with Medford.

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Many New Business Houses Planned

With splendid progress made during the year 1912, which came to an end last evening, in all lines of development and business in Medford and the Rogue river valley, residents of city and valley are today ready to take up the work brought to hand by 1912 and with renewed vigor and courage, based on the past, continue to build a city where a few short years ago grew chaparral unmolested by the pioneer's axe, and develop latent resources, so abundant in valley and on hill.

The year 1912 was satisfactory in many respects although it was a year devoted to the completion of "unfinished business." The year saw city streets long blocked with mortar and brick cleared and more attention given to completing work started. In consequence Medford took time to catch her breath and now

Mutt and Jeff Wish Everybody a Happy New Year

By "Bud" Fisher

WE AIN'T GOT NOTHIN' BUT WE'LL GIVE YOU ALL HALF OF THAT



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1913 HEARTILY GREETED OVER ENTIRE WORLD

Celebrators at New York Linger in Restaurants Until Long After Daylight—Thousands of Dollars Worth of Plate Glass is Shattered.

Chicago's Celebration Is Wildest Held in Years—Portland Has Successful Celebration.

NEW YORK, Jan. 1.—Celebrators of the incoming 1913 still thronged the restaurants of the upper tenement an hour after daylight this morning. It is estimated that 3,000,000 New Yorkers welcomed the year in the streets, theaters and restaurants of the metropolis, of whom eighty thousand sang in the parks and squares.

Five stabbings, four shootings, one fatality, thirty cases of acute alcoholism and 300 arrests were the contribution of hoodlums to the festivities. Thousands of dollars worth of plate glass was broken as the enormous crowds surged up and down Broadway.

Noblemen Created
LONDON, Jan. 1.—New Year's gifts in the shape of two peerages, seven baronetcies and eighteen knight hoods are conferred here today, according to custom, the rewards being monopolized by government officials, manufacturers and merchants. The arts, literature and the sciences were ignored entirely.

Go Wild in Chicago
CHICAGO, Jan. 1.—The New Year's celebration here was the wildest in years, more than 100,000 celebrators staying in the downtown cafes until daylight. There was much rosyism and 500 reform investigators secured evidence of many a too-gay scene, which will be used in an effort to impeach city officials.

Success at Portland
PORTLAND, Jan. 1.—The city is today emerging from the afterglow of the most successful New Year's eve celebration it has ever witnessed. By 10 o'clock there was not a vacant seat in the principal cafes, while every available hall in town was filled with dancers and merry-makers throughout the evening.

With David Bispham as soloist, a choir of one thousand voices, started a concert at 10 o'clock in the business district and this was hugely enjoyed by thousands who joined in the songs.

UNION MEN RECEIVED AT U. S. PENITENTIARY

FORT LEAVENWORTH, Kans., Jan. 1.—The thirty-three union men convicted at Indianapolis of unlawfully transporting dynamite, arrived at the federal penitentiary here at 7 o'clock this morning on the "dynamite special." The trip was without incident. The men immediately began serving their sentences.

BRIDGE FALLS; TRAIN PLUNGES INTO STREAM

HUNTINGTON, W. Va., Jan. 1.—Collapsing under pressure of high water, a temporary bridge precipitated a freight train on the Chesapeake and Ohio railroad into the Guyan river near here early today, killing Engineer S. Webber and injuring four others. Four persons are also missing.

FLEET LEAVES TO MEET BRITISH CRUISER NATAL

NEW YORK, Jan. 1.—Under the command of Admiral Reftako the squadron of warships detailed to follow to meet the British Cruiser Natal, which is bringing home the body of Whitelaw Reid, left here today for the meeting station off Nantucket Shoals lightship. No wireless has yet been received from the Natal.

SULZER NOW NEW YORK EXECUTIVE

ALBANY, N. Y., Jan. 1.—Former Congressman William Sulzer was inaugurated governor of New York here today, the ceremonies being marked by an entire absence of display.

"I am a plain man," Sulzer told the inaugural committee, "and I want my inauguration to be as simple and unostentatious as possible." His request was heeded.

Sulzer delivered his inaugural address from the capitol steps as thousands were unable to gain admittance to the building.

The governor's voice was strong enough, too, to carry to the outskirts of the crowd.

HEAVY STORM IS CHECK TO TRAFFIC

SEATTLE, Jan. 1.—Eighteen feet of snow in the Cascades.

Traffic on Northern Pacific and Great Northern and Chicago, Milwaukee and Puget Sound lines demoralized.

Floods on Snohomish river drive farmers from lowlands.

Two men dead as a result of the explosion of a snowplow.

This is the New Year's situation in the northwest today as the result of a five days storm, which was followed this morning by freezing weather throughout the state.

Passenger trains are leaving on schedule time today, but the officials are not promising how soon they will get through the mountains.

West-bound trains due in Seattle yesterday may get in sometime before night.

The Great Northern which escaped serious difficulty during the first four days of the storm was hard hit yesterday, and may not be able to move freight for a week owing to slides. The Milwaukee line is still blocked by the avalanche which buried a freight train near Laconia.

SERVIANS AND TURKS CONTINUE TO FIGHT

BELGRADE, Jan. 1.—Continued fighting around Scutari between Montenegrins and Servians one side and Turkish troops on the other is reported in a dispatch received here today from Alessio. The Turks, the report said, were driven across the Drin river after losing eight hundred men.

PEACE ENVOYS ARE UNABLE TO AGREE

LONDON, Jan. 1.—After being in session an hour and a half without coming to any agreement, the Balkan and Turkish peace envoys adjourned their conference here today, apparently as far as ever from an understanding.

It is believed to be probable that a formal ending of the negotiations is near. The allies are insistent on the cession of Macedonia and Salonika and are believed likely to break off all negotiations unless the Turks cease their dilatory tactics.

YOUNG AT FRISCO ON RAILROAD DEAL

SAN FRANCISCO, Jan. 1.—The effect of a combination of interests by which the Hill lines may enter San Francisco and the Western Pacific railroad tap Portland, Oregon, is the reason assigned today for the presence here of Joseph H. Young, president of the Hill lines in Oregon and the Spokane, Portland and Seattle railroad. The plan is said to involve the joint acquisition of the Nevada, California and Oregon road, which connects with the Western Pacific at Doyle, Nevada, connecting it with the Oregon Trunk, now operating to Bend, in Central Oregon.

To Consider Franchise Thursday

For the purpose of considering the application of the M. P. Minney Realty Company of Oakland, Cal., for a trolley line franchise in the city, the council will hold a special session Thursday evening. A special session was held Tuesday afternoon for that purpose but postponed owing to a request also being received from W. S. Barnum, owner of the Rogue River Valley railroad company for a franchise. After a short session an adjournment was taken until Thursday night.

The Minney company is applying for a franchise putting up a \$2500 certified check to start actual construction work within 90 days and complete 10 miles of road within eight months. They own 4000 acres of land in the valley and believe that a trolley line is essential to the proper development and sale of these tracts in small holdings.

Barnum's Claim
Barnum's application was made suddenly. He based his claim on 20 years' residence here and offered to meet any proposition the Minney company might make saying he would build "as needed." The matter will be disposed of on Thursday night.

"It was Medford's paved streets, city improvements and its air of wide-awake progressiveness, that first attracted us," states Charles S. Morse, secretary of the M. P. Minney Realty company, which by way is one of the largest of its kind in the west. "We liked the city and believe that it will grow many times its present size. So we invested here in 4000 acres of land.

"We are planning for the future. We believe in doing things on a broad, first-class, big scale. We plan to spend not less than \$1,000,000 of outside money here for development, bring in people and industries and help provide payrolls. "Transportation is the key to the

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