

Greatest Opening for Lumber Mill in the Country



Scene in the Butte Falls Timber Belt.

With an assured local market of from 20 to 30 millions feet a year of merchantable timber, consumed annually in building operations and fruit boxes, the Rogue River valley offers the finest inducement of any locality in the country for a mill. All of this lumber is imported, notwithstanding the great timber belt surrounding this section.

The Pacific and Eastern will be extended any reasonable distance into the timber belt provided such a mill is constructed. It is not necessary to own timber in order to operate a mill—stumpage can be secured from the government in the reserve at a price that will make operation possible—thus avoiding heavy timber investments.

The people of the valley are paying, in labor and freight over \$100 an hour, ten hours a day, for every day in the year, in railroad freight and labor in other sections for our lumber alone. Fifteen hundred carloads of lumber have been unloaded at Medford alone the past three years. The 1912 consumption of box shooks totalled 55 cars, just in Medford.

Development of the timber resources of southern Oregon in the hands of the government will probably take place rapidly within the next few years, no doubt much more quickly than the timber in possession of private owners. Of the 20,000,000,000 feet of standing timber in Jackson county more than one-half of it is in the hands of private owners. Yet the lumbering industry in Jackson county is in its infancy, while it should be foremost among all industries in the county. In some future time it certainly will be, but such development depends on better transportation facilities. Owners of large tracts of timber have so much capital involved in the acquirement of their holdings that they are reluctant to invest heavier in the construction of railroads in order to get their timber to market. Market values for lumber have constantly been increasing and they feel it a good investment to continue holding their timber. The government is willing to sell its mature timber at any time, and its recently fire killed timber is advertising for sale now at extraordinary low prices, and in large enough bodies to warrant the construction of railroads to the timber.

Little Capital Needed

To buy timber from the national forest involves a comparatively small amount of capital. The timber is paid for by installments as cut and leaves the purchaser free to use his available money to install logging equipment. Any business proposition which saves tying up large amounts of capital is the greatest inducement to industries. It is reasonably certain that the next few years will bring about railroad extensions in several parts of Jackson county to the timber within the Crater National forest.

Such development will mean much for Jackson county. It will furnish transportation to remote districts, mean the employment of hundreds of men with a corresponding big payroll and mean money to the merchants of the cities in the county who will furnish the logging camps with their equipment and supplies.

Counties Benefited

Not only this, but as everyone knows, 25 per cent of all receipts from national forests go back to the counties in which the forests are located. For the fiscal year ending June 30, 1909, Jackson county received over \$4500. During the present year it will receive more, and in future years a sum of 20 to 50 thousand dollars will be a low average of the amount Jackson county will receive each year. This sum goes into the county's school and road fund.

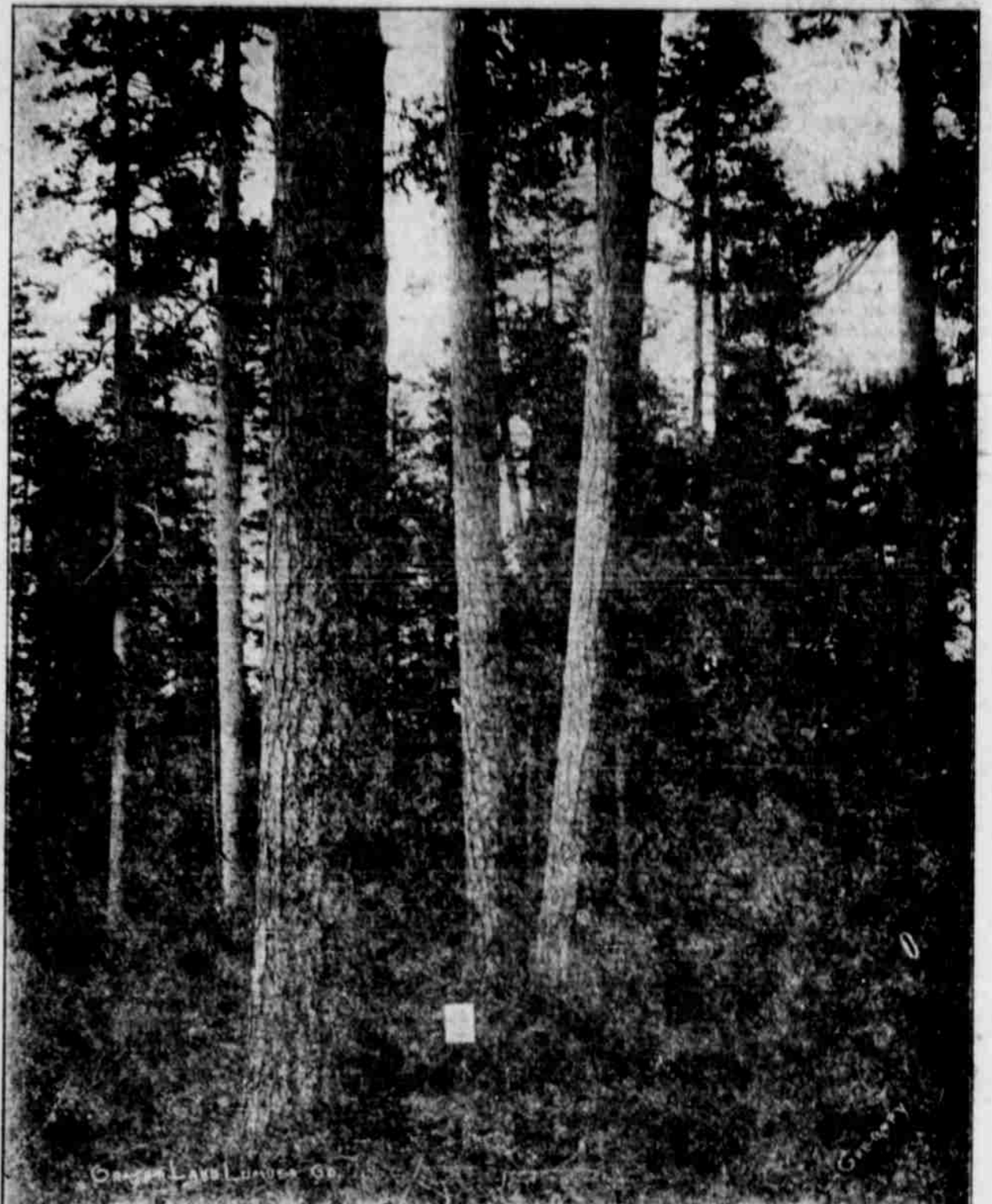
The territory of timber tributary to Medford extends far beyond the limits of Jackson county. While the forest area of Upper Rogue river is immense, there is an equally vast area to the south and west, extending into Josephine county, in Oregon, and into Siskiyou, the mountain barriers being such as to make it impossible to move the timber except from the Oregon side, and through Medford, the nearest railroad point.

Railroad Built

The Pacific & Eastern railroad already touches the timber belt of Upper Rogue river, and the railroad proposed to the Blue Ledge copper mines will open up the vast timbered region of the Siskiyou range.

The milling of the lumber from these great forests will be reduced to minimum cost because of the unlimited water power afforded by Rogue river and Butte creek on the one hand and by the Applegate, Little Applegate, Joe and Elliott creeks on the other.

All the merchantable timber included in this estimate is of first grade. The trees are long-bodied, towering from 100 to 300 feet, the straight brown trunks free of limbs for many feet up.



Sugar and Yellow Pine Trees.



A Sample Sugar Pine Tree.



A Sample Yellow Pine Tree.

Municipal Improvements Made in 1912

Considerable improvement work was done by the city during the year just closing although more attention was paid to the closing up of old work than to new. However during the year \$117,273.51 was expended for new work.

In 1912 nearly two miles of pavement was laid, a total of 29,936 yards at a cost of \$65,297.

The sum of \$3905 was expended

during 1912 for new water mains.

During 1912 nearly a mile and a half of sanitary sewers were constructed at a cost of \$10,983 and \$1192 was expended for storm sewers.

A mile and a half of concrete sidewalks was constructed at a cost of \$6135.

During 1912 approximately \$1500 was expended for street grading in

the city, and another \$500 expended for proper crossings on angled streets.

The sum of \$13,500 was paid out as the city's share of the Main street bridge and \$5,491 for the Jackson street bridge.

A new septic tank was constructed which cost \$5100, in order to effectively dispose of the sewerage of the city.

A public market building was constructed at a cost of \$1800 during the year.

Medford Leads All in Improvements

Although a young city with between 10,000 and 11,000 population, Medford has expended \$1,768,576 for city improvements.

Of this amount \$1,567,286 has been expended during the past four years.

Medford is known as the best paved city of its size in the world. It has 18.61 miles of paved streets, a

total yardage of \$66,214. This was laid at a cost of \$89,594.

Medford has 27.79 miles of distributing water mains laid at a cost of \$247,563. In addition to this the city has a gravity water system which is 23 miles in length and which cost \$275,000 to construct.

The health of the city is safeguarded by 26.26 miles of sanitary

sewers which cost \$203,887 to install. A huge new septic tank, of latest design, has recently been completed.

In addition to the sanitary sewers the city has laid 1.91 miles of storm sewers giving the city perfect drainage.

The city now has 26.34 miles of concrete sidewalks and 8 miles of board walks which are rapidly being supplanted with concrete.

Many miscellaneous other improvements have been made.