

Past Year One of Steady Development in Medford

Nineteen hundred fourteen 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 was a prosperous one for farmer and orchardist. The yields were large and the prices good. Half a million dollars will be spent in the county building the Pacific highway, and prospects were never fairer.

Progress during 1913 was marked. New buildings were erected, cross streets and alleys 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 now a better, cleaner, more healthful and more comfortable place in which to live than ever.

Summary Surprising

A retrospective view of the many events and milestones of progress which mark the year 1913 as 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.

Among the structures completed this year were a \$40,000 viaduct across Bear creek, a \$40,000 bonded warehouse, a \$20,000 precooling plant, a \$50,000 opera house, numerous smaller structures and many handsome residences. Over a mile of trolley line has been constructed, 75-pound rails used and a crew of men is busy pushing the line ahead.

At Gold Hill a large force of men are employed constructing a huge cement plant. Timber deals are under way that promise a large lumber mill at Medford in the near future.

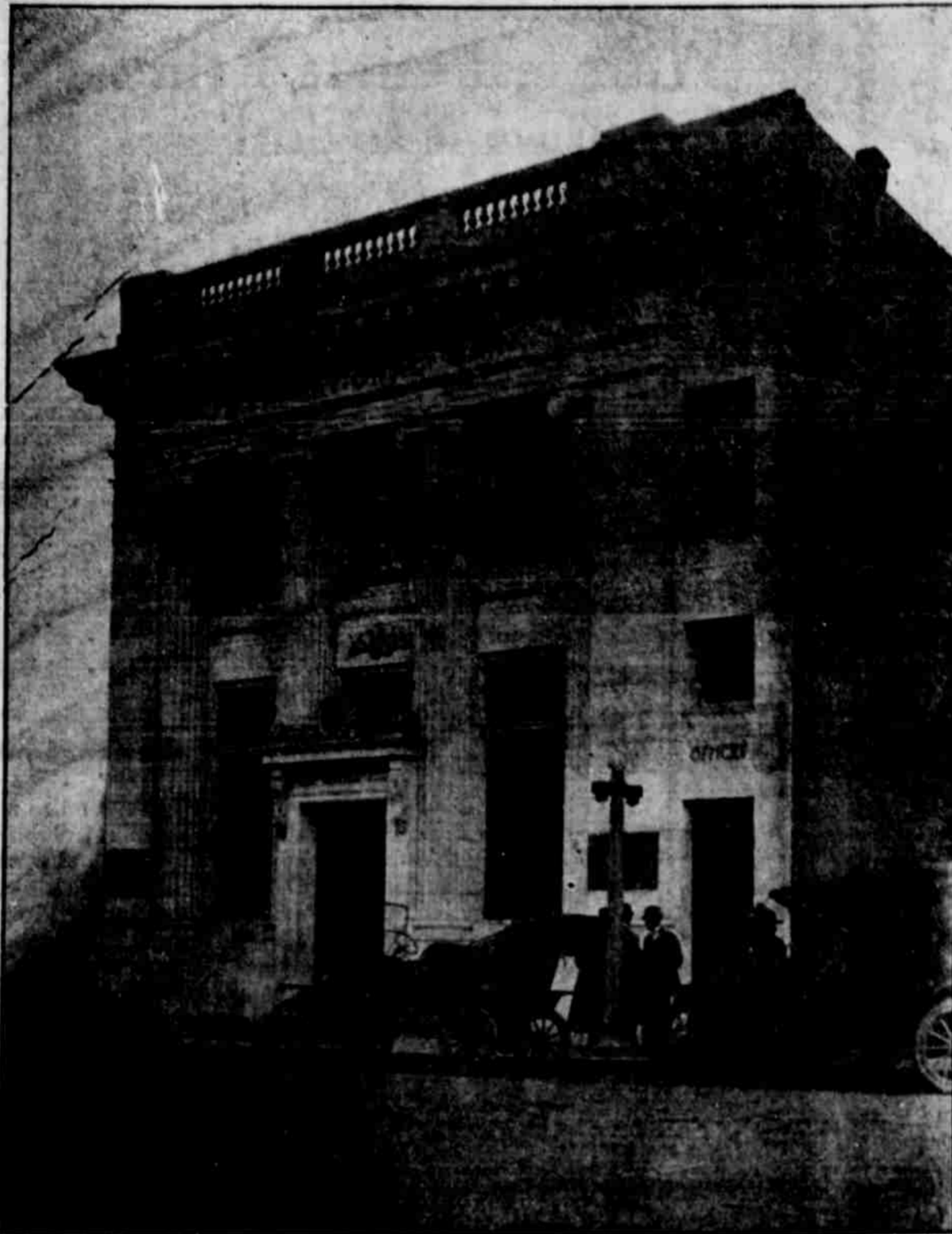
Improvements Continued

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.

Medford's business houses report satisfaction at the manner in which trade was maintained and report the largest Christmas business on record. The valley during the past year has harvested its largest fruit crop and orchardists fared well. Fruit trees indicate a bountiful yield in 1914.

Progress has been made in lines

Some of Medford's Large Business Houses

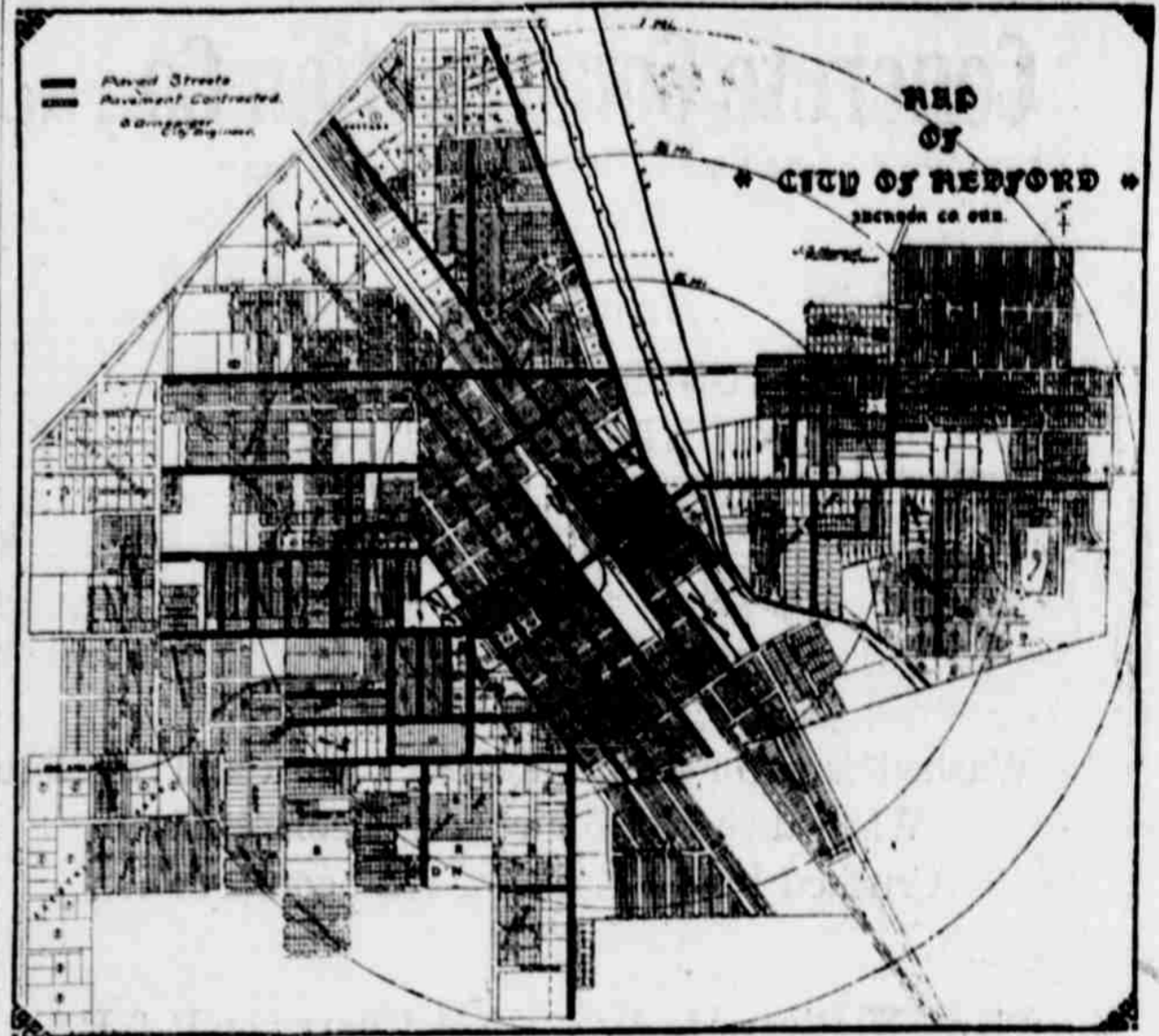


First National bank building, one of the finest structures in the northwest.

aside from business and development. More attention in 1913 was paid to education, culture and social advancement. In addition 1913 saw sanitary conditions in the city bettered and a decrease in the death rate. In fact, in all lines, 1913 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 1914.

Map Showing the 20 Miles of Paved Streets in Medford



GENERAL SUMMARY OF PUBLIC IMPROVEMENT, JANUARY 1, 1914

	Sq. Yards.	Miles.	Cost.
Pavement	386,644.96	19.85	\$ 930,565.46
Water mains		28.16	250,524.03
Sanitary sewers		27.28	208,406.10
Storm sewers		1.33	236,776.28
Concrete walks		27.05	99,516.05
Miscellaneous			35,000.05
Gravity water			275,000.00
Grand total			\$1,822,788.57

TOTALS FOR SEASON OF 1913

	Miles.	Cost.
Pavement	1.24	\$40,961.17
Water mains	.37	2,960.04
Sanitary sewers	1.02	4,519.28
Storm sewers	.18	494.15
Concrete walks	.68	2,166.00
Miscellaneous		2,111.78
Total		\$53,212.40

PAVEMENT

	Sq. Yards.	Miles.	Cost.
Bitulithic pavement constructed prior to January 1, 1913	\$ 52,175.41	2.53	\$142,916.08
Oil macadam constructed prior to Jan. 1, 1913	1,669.55	.12	3,451.40
Asphalt macadam constructed prior to January 1, 1913	208,235.74	15.94	734,611.81
Brickolithic constructed prior to January 1, 1913	3,834.00	.22	8,625.00
Totals prior to January 1, 1913	366,214.70	18.61	\$889,604.29
Asphalt macadam (concrete base) constructed during season of 1913	1,203.04		
Asphalt pavement (asphaltic base) constructed during season of 1913	3,239.28	.23	\$ 9,250.87
Asphalt macadam (asphaltic base) constructed during season of 1913	7,365.36	.44	16,003.86
Asphaltic oil macadam (penetration method) constructed during season of 1913	8,622.58	.57	15,706.44
Total constructed during 1913	20,430.26	1.24	40,961.17
Grand total prior to January 1, 1914	386,644.96	19.85	\$930,565.46

WATER MAINS

	Miles.	Cost.
Water mains constructed prior to Jan. 1, 1913	27.79	\$247,563.99
Water mains constructed during season of 1913	.37	2,960.04
Total prior to January 1, 1914	28.16	\$250,524.03

SANITARY SEWERS

	Miles.	Cost.
Sanitary sewers constructed prior to Jan. 1, 1913	26.26	\$203,887.42
Sanitary sewers constructed during season 1913	1.02	4,519.28
Total prior to January 1, 1914	27.28	\$208,406.70

CONCRETE WALKS

	Miles.	Cost.
Concrete walks constructed prior to Jan. 1, 1913	26.37	\$ 97,350.05
Concrete walks constructed during season 1913	.68	2,166.00
Total prior to January 1, 1914	27.05	\$ 99,516.05

STORM SEWERS

	Miles.	Cost.
Storm sewers constructed prior to Jan. 1, 1913	1.15	\$ 23,282.15
Storm sewers constructed during season of 1913	.18	494.13
Total storm sewers prior to Jan. 1, 1914	1.33	\$ 23,776.28

MISCELLANEOUS

Miscellaneous prior to January 1, 1913		\$32,888.27
Miscellaneous during season of 1913:		
Drains		200.50
Grading		805.05
Building and adjusting M. H. S.		217.50
Fill, East Main bridge		616.13
Crossings and miscellaneous		55.25
Tile drains		217.25
Total miscellaneous during season 1913		2,111.78
Total prior to January 1, 1914		\$35,000.05

Oregon a Land of Opportunities

(By Senator Jonathan Bourne Jr.)

In natural resources Oregon is the richest state in the Union. In no similar area of territory in the known world has nature been so bountiful in her gifts.

Oregon has 95,607 square miles of territory, of which, according to the official statement of the Oregon immigration commission, 6,393 square miles are now producing, 30,394 square miles capable of productivity, but not under cultivation, and 58,820 square miles of territory incapable of productivity according to present methods and knowledge of agricultural development. In my opinion a very large area of territory now classed as non-tillable will be found productive under methods of agriculture yet to be developed. Oregon is ninth in rank of all the states in area. It has a climate unsurpassed anywhere, an unequalled area of productive soil, the disintegrated lava ash in conjunction with alluvial deposits being recognized as capable of the greatest productivity where favored by climate and water—a potential hydro-electric energy capable, according to some electrical engineers' opinions, of 6,000,000 horsepower development, a wealth of perpetual energy exceeding the coal fields of Pennsylvania or the oil lands of any state in the Union.

One-fifth Timber in Country.

It contains one-fifth of the standing timber of the United States, estimated at 500,000,000,000 feet, which at \$10 a thousand valuation means \$5,000,000,000 of wealth in timber alone, exceeding in that one interest the total assessed valuation of any other state in the Union with the exception of New York, Ohio and Pennsylvania. It is tributary to one of the world's greatest waterway systems, namely, the Columbia river, and has various other favorable harbors like Coos bay, Tillamook, Nehalem, Clatsop and Yaquina.

Given these units of wealth and opportunities, the desideratum is the expedition of intelligent improvement development and vitalized productivity. The development of these units is of national and state importance, equal to the local interests to be benefited.

Scenery and Climate Also Assets.

The scenery of Oregon is another important natural resource that requires thought, effort and expenditure of money to make it a vitalized asset. It would seem paradoxical to say that we must also develop the natural resource we have in our climate, yet it is a fact that much remains to be done in the way of public improvement to make Oregon climate and scenery the attractions they should be. In this respect, the building of highways is the most effective way of affording opportunity for our own people and visitors from abroad to enjoy to the utmost the blessings nature has bestowed upon us.

Roads within forest reserves and national parks should be constructed entirely at national expense. I believe, also, in federal aid to highway construction as a means of hastening permanent improvement, raising the standard of highway construction and stimulating the states to more active efforts.

The greatest natural resource in Oregon, so far as scenery is concerned, is Crater lake, one of the great natural wonders of the world. Near by is Pelican bay, the best fishing and duck hunting ground in America. By the adoption of my amendments to the sundry civil bills in the last congress, provision was made for the construction of an elaborate system of roads in Crater lake national park. The government should also improve the roads leading through the forest reserves to the park.

There is abundant justification for confidence that in less than fifty years Oregon will have a population



Garnett-Corey Hardware Company Building



Medford Furniture & Hardware Company Building

of 6,000,000 and Portland a population of 2,000,000. The Oregon electorate has developed a more advanced and better system of vitalized government for the protection of personal and property rights than any other state or nation. There are 50,000,000 people in the

United States who would prefer the climate of Oregon to the climate of the state in which they reside if they knew the difference. There are 10,000,000 people living on the level monotonous prairies of the middle states who would rejoice if they could live among the rolling hills in

sight of the forest-clad mountains of Oregon. There are 10,000,000 people living in one-crop states who would gladly exchange their homes for habitations in a land in which there is a larger variety of agricultural products than is found in any other state.