

MEDFORD MAIL TRIBUNE

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NINETEEN FIFTEEN.

NISETTEEN FIFTEEN finds the Rogue river valley entering a new epoch—an era of intensive and diversified farming and of industrial awakening through development of natural resources.

The days of the old year witnessed the inauguration of a campaign for the creation of an irrigation district under the Carey act in order to place the entire valley under water. They saw an organized effort to secure the location of a beet sugar factory through the signing up of required acreage of sugar beets. They marked the launching of plans for the construction of a lumber and box factory along co-operative lines. Nineteen fifteen will see all of these efforts pushed toward completion.

During 1914, a co-operative cannery was built and successfully operated at Medford and co-operative marketing agencies firmly established. Steady progress has been made in the construction of the \$169,000 cement plant at Gold Hill. Several of the largest mines, neglected for several years, are again in operation and yielding profitably. Others are under development. More land is under cultivation than ever before and still there are vast tracts of idle land.

The year 1914 has witnessed the construction of the Pacific highway over the Siskiyous mountains at a cost of \$150,000, and the paving of the highway from Ashland to Central Point—a distance of fifteen miles—the first paved highway in Oregon. It has seen the improvement of fifty miles of postal highway and much permanent work on the Crater Lake road and other county highways.

Nineteen fifteen finds a large part of the young orchard area coming into bearing, and the long wait between planting and fruition over for many fruit growers. It sees fruit crop prospects the brightest for years, the largest wheat acreage planted, and more attention paid to dairying, hog raising and poultry than in the valley's history. In brief, the valley is on a healthier and sounder business basis than for several years.

Nineteen fifteen finds Medford the best paved, lighted, watered and seweried city of its size in the west—the most metropolitan city in Oregon, with the most cosmopolitan population, located amid picturesque hills in the most beautiful of valleys, with a climate that mimics the best of California with Oregon.

Hoping that nineteen fifteen realizes every wish for the future, the Mail Tribune wishes one and all, a happy New Year.

**AMERICAN NOTE
PLEASING TO ITALIANS**

ROME, Dec. 31, 8:30 p.m.—(Delayed in transmission.)—The American note to Great Britain protesting against the interference with American merchantmen has produced an excellent impression here, not only because it may tend to avert exactly the same difficulties encountered by Italian commerce, but also because it is hoped that it may lead to a more concrete set of international rules protecting the commerce of neutrals in their rights while still safeguarding the rights of belligerents.

A STRICT BANKOne of Medford's State Banks Has
Already Put in Force Proposed
Change in Banking Law

The Superintendent of Banks of Oregon asks that the legislature pass a law prohibiting the officers of State Banks from borrowing from the banks they manage. The strict management of the Farmers and Fruitgrowers Bank of Medford voluntarily put this rule in force more than two years ago. This bank is composed of stockholders who are very strong financially. This fact, together with its strict management, makes it an absolutely safe place in which to deposit your money.

**ANOTHER BRITISH
WARSHIP SUNK;
CAUSE UNKNOWN**

LONDON, Jan. 1, 2:14 p.m.—The British battleship Formidable was sunk this morning in the British Channel by either a mine or a submarine, according to an announcement given out by the official information bureau.

The text of the bureau's statement follows:

The battleship Formidable was sunk this morning in the channel, but whether to a mine or a submarine is not yet certain.

Seventy-one survivors have been picked up by a British light cruiser and it is possible that others may have been rescued by other vessels.

The British battleship Formidable had a displacement of 15,000 tons. She was 440 feet long and carried a complement of 750 men. She was heavily armored and carried four 12-inch guns, 12 4-inch guns and 16 12-pounders. She was provided also with four submerged torpedo tubes.

The Formidable was launched in 1898 and was a sister ship to the Irresistible and Invincible.

The Formidable had assigned to her, according to the British navy list for December, various fleet officers and consequently she would be acting as a flagship at the time of her destruction. Her captain was Arthur N. Loxley and her commander Charles F. Ballard.

Captain John C. Deed, was in command of the marines on board, while the fleet surgeon was Godfrey Taylor and the fleet paymaster P. J. Ling. The chaplain is given as the Rev. George B. Robinson. On board the Formidable were also ten midshipmen.

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"My ships have covered themselves with glory on every sea and the crews have proved not only that they know how to fight victoriously, but to die like heroes when overwhelmed by superior forces."

"Behind the army and fleet the entire nation stands in unexampled harmony, prepared to sacrifice its heart's blood for the sacred democratic hearth which we are defending against outrageous invasion."

"Much has come to pass in the old year, but the enemies are still firmly kept low. Always fresh hordes are rolling up against our army and the army of our faithful allies, but their numbers do not frighten us. Although the times may be serious and the task before us a heavy one, we look forward into the future with the firmest confidence."

"Next to God's wise guidance, I trust to the matchless bravery of the army and navy and know myself to be as one with the entire German nation. Therefore let us face the New Year unflinchingly, looking forward to new deeds and new victories for our beloved fatherland."

(signed) "WILHELM."

ATHENS, via London, Jan. 1, 9:30 a.m.—According to Constantinople aviators which have reached here the Austrian and German embassies in the Turkish capital are transferring their archives to Asia Minor, fearing that action is imminent by the British and French fleets against the Dardanelles and the capital. Foreigners, it is said, are also preparing to quit the capital for the interior.

NEW CEMENT BRIDGE ACROSS E. VANS CREEK AT ROGUE RIVER

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