

JACKSON COUNTY SPENDING \$500,000 PAVING THE PACIFIC HIGHWAY



J.S. HOWARD, PIONEER ROAD BUILDER, PRESENTING SAM HILL WITH SHOVEL USED TO BREAK GROUND FOR HIGHWAY



SAM HILL TURNING FIRST SHOVELFUL OF EARTH FOR PACIFIC HIGHWAY OVER THE SISKIYOU'S



H. L. BOWLEY, State Highway Engineer.



FRANCIS A. KIRTLEDGE, Resident Highway Engineer.



NEW MODOC BRIDGE OVER ROGUE RIVER



GUESTS BANQUETED BY ASHLAND ON COMMENCEMENT OF HIGHWAY CONSTRUCTION

Road Expenditures

The expenditures of Jackson county highways and bridges during the past eleven years is given as follows from figures compiled by State Highway Engineer Bowley:

1903	\$ 12,404.08
1904	17,428.31
1905	11,162.59
1906	14,564.84
1907	17,762.79
1908	41,746.32
1909	75,188.17
1910	100,509.76
1911	258,967.42
1912	65,172.29
1913	129,122.63
*1914	100,000.00
Total	\$847,830.12

*Approximately exclusive of bond issue.

Road metal or rock suitable for use in building roads, is found in nearly all parts of Jackson and Josephine but the material especially useful on account of its qualities and location is found in the Ashland, Jacksonville, Gold Hill, and Grants Pass districts. Good road metal, not at present as accessible as other deposits, is found in the Upper Applegate district, and elsewhere. The lavas and "greenstones" found in nearly all parts of the two counties include much material which after crushing makes very good macadamized roads. The disintegrated granite at White Point and near Grants Pass is a good railroad ballast and makes a suitable surface material for walks and drives.

Trolley Extension

The Southern Oregon Traction company will build at least another mile of street railway during the year 1915. This extension will start at the west end of their completed track on Main street, near Central avenue, and will extend west on Main street to the city limits. It is imperative that the company build one mile of track within the city limits during the coming year in order that they do not forfeit their franchise with the city, but it is more than probable that there will be put in and operated a considerable more track than the amount exacted by the franchise.

The company now has in operation two miles of track, extending from Central avenue east to the city reservoir, and a half hour service is maintained.

Overtures have been made to the company having for its purpose the extension of the line east to the Hillcrest orchards and the coal mine, and it is not improbable that this extension will be made, or at least started within the next few months.

Beet Sugar Factory

Establishment of a beet sugar factory in the Rogue river valley representing an expenditure of \$600,000 with revenue from allied industry, is the golden promise of the New Year. A campaign to secure 5000 acres planted to sugar beets in the valley was launched the last week of

the year, and the ultimate success of the enterprise seems assured.

The beet sugar factory is fathered by representatives of the Amalgamated Sugar Refining Co., a branch of the gigantic Utah and Idaho beet sugar interests, whose plants in operation in the territory adjacent to the Rocky mountains, have brought wealth to arid lands, and prosperity to hundreds. Their entrance into the Rogue river valley means the development of many idle acres. All

the growing of beets, contracting to buy the crop at from \$4.50 to \$5 per ton. Their expert on soil, J. W. Storey, is now in the valley studying soil conditions, giving advice, and aiding in the securing of the acreage. The coming of the beet sugar fac-



CULVERT, ON POSTAL HIGHWAY

ory, will unveil a new industrial chapter in the history of southern Oregon, and pave the way for diversified agriculture, intensified farming, and industry. Heretofore, the chief pursuits of the valley have been fruit, mining and stock raising. Products used by the beet factory would mean the opening of coal and timber properties, and the resultant employment and payrolls.

New Cannery

The R. D. Hoke cannery, established on a co-operative plan last spring canned 35,000 cans of Rogue river valley fruit and produce in a short season with a small crop, according to reports filed at a directors' meeting last night. The cannery will pay its six per cent dividend. The first year the Puyallup cannery—the model cannery of the west—operated, the output was dumped into Puget Sound.

The directors were highly pleased with the showing and broader plans will be adopted for next year.

To date the cannery has sold \$2094.48 worth of the output and now has about \$500 worth of stock on hand. For produce \$764.07 was paid, and for labor \$921.26. One grower C. S. Eichen realized \$310.85 for his tomatoes grown on two and a fractional acres. All the pears

canned have been sold, and there is now a brisk demand for them, which cannot be supplied owing to a small output. Next year the output and business will be increased twelve fold according to Manager Hoke.

The success of the cannery this year, means that in 1915 the acreage in tomatoes, beans and loganberries will be quadrupled. A campaign will be launched to impress upon growers the advantage of planting loganberries for canning, eastern and middle west dealers being unable to supply the demand from their customers for this fruit, canned or fresh.

City Payment

Medford's excellent system of paved streets was increased in 1914 by additional improvements of 3062.80 square yards being laid at a cost of \$5139.67, bringing the total surface pavement to the 389,707.76 square yards, or over 20 miles of paved streets. The total cost of Medford's paved streets is \$935,696.13.

New sewers laid during the year totaled 1400 feet at a cost of \$1200.12, bringing the total of the sewerage system to 27.54 miles representing an outlay of \$209,606.82. The up-to-dateness and complement of the city's public improvement is shown by the total cost, which aggregates \$1,829,119.36.