

Forest Products Week Discussed At SOCTFA Event

Promotion of Forest Products Week and new state department of forestry slash-burning regulations were discussed at a meeting of the Southern Oregon Conservation and Tree Farm association Friday night.

Special activities and window displays will be featured during Forest Products Week, Oct. 16 to 22, Bob Nelson, Medford, chairman of the local Hoo Hoo clubs wood products promotion committee, explained.

Nelson said the lumber industry brings in an estimated \$80 million annually to the Rogue valley as its leading industry. The second largest industry, brings in an estimated \$29 million, he said. When lumber products are used in local industry the money stays here, he said.

Discusses Work
Art Roberts, educational director for the West Coast Lumbermen's association, discussed his work with public schools and his teacher education program during the last 10 years. Roberts, who started with the association in 1922, will retire at the end of this week.

Curt Nesheim, southwest district warden, state department of forestry, explained new slash burning regulations. A department representative will be on the grounds to inspect the area before the burning permit will be issued, Nesheim said. The inspector will also check to see that the operator has all equipment required.

Formerly, the woods operator merely had to call the state department of forestry office and ask for a permit. Directions were given as to what fire-fighting equipment was necessary and the permit was issued. The inspector will also advise the operator on the grounds on how the slash-burn should be done.

"This is merely tightening up on slash-burning to make it safer," the district warden said.

ACCIDENT DAYS
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Medford 50 Years Ago Enjoyed Largest Growth in Its History

By GREG NOKES
Mail Tribune Staff Writer

Medford 1910 is growing. New buildings are going up, the population is steadily increasing and more jobs are being made available. The announcement on page one of a new department store here is evidence of this growth.

But Medford 1910 was growing faster. In fact Medford just 50 years ago today was enjoying the most phenomenal period of growth in its history.

A Sept. 11, 1910, edition of the Mail Tribune had this to say about the city's growth:

"Medford looks like a city just built, torn down and rebuilt again. Streets are torn up in every direction, huge piles of building materials block the way and hundreds of men and horses are at work laying 16 miles of pavement."

Buildings in Use
Many of the buildings constructed during 1910 alone are still standing and are much in use.

A partial list of these would include the Southern Pacific railroad depot, the Medford and Grand hotels, Sacred Heart hospital and even the Mail Tribune building.

The influx of new people was so great that instead of overestimating the city's population, as is the case today, the city fathers in 1910 actually underestimated the number of people in Medford.

Prior to 1910, the Medford Commercial club (the name has since been changed to the chamber of commerce) was advertising a population of 8,000. Yet the census disclosed 9,000 persons. By September the population had climbed to 10,000 and it was estimated that one new person was settling in Medford and vicinity every hour of every day.

Growing Slacks Off
Had the population of Medford continued growing at the rate of just 8,000 every three years, as it did from 1907-1910, the city's population today would be approximately 122,000.

Had the population continued to increase at the rate of 80 per cent every three years, as it did then, well-Medford would most certainly be the largest city on the west coast today, with the possible exception of Los Angeles.

Medford fully expected to grow that big too, as is indicated by the boom in building activity.

The Mail Tribune in 1910 recognized the fact that the city was undergoing a remarkable period of growth and it invited Charles A. Mal-

boeuf, manager of the Commercial club, to write a piece summarizing the city's growth.

Frame Structures
Malboeuf said: "Frame structures stand astride the thoroughfares in the cause of their removal from the business district. In every corner buildings are going up either for business or residential purposes."

"Garages are to be seen on all sides. More than 350 automobiles are to be cared for and additional sales are being made daily."

The Tribune of that day pointed out that Medford had more automobiles per capita in 1910 than any other city "in the world."

Malboeuf continued: "The 'Medford spirit' after the tremendous operations of last year has merely taken a second breath, and gone at it again."

Building Construction
He pointed out that in 1909 a record \$2 1/2 million in building construction had been done in the city and commitments had already been received for more than \$5 million construction in 1910.

This \$5 million figure can be compared to Medford's record building year ending Dec. 31, 1959, when city building permits totaled slightly less than \$11 million. And over one-third of that total was attributed to construction of the Rogue Valley Manor.

It would appear then that if inflation and rising costs were taken into consideration, the building volume of 1910 would by far overshadow last year's record volume. For in-

Coroner's Name Ordered on Ballot

Corvallis - UPB - Circuit Judge Victor Olliver Wednesday ordered Benton County Clerk Ralph P. Schindler to put the name of Joe B. McHenry, county coroner, on the ballot at the November election as an independent candidate for coroner.

McHenry had filed a suit against Schindler after Schindler refused to put McHenry's name on the ballot. Schindler had contended that McHenry had submitted a petition too late to have the names verified.

Judge Olliver said his order may be nullified by an Oregon Supreme Court decision if the high court agrees with a Lane county ruling that the coroner offices no longer are elective positions.

stance, the Medford hotel cost just \$100,000 to build in 1910 and the railroad depot cost \$50,000.

Residence Valuation
The total valuation of residences constructed in 1910 was upwards of \$1 million, according to Malboeuf. The total value of residences constructed here during 1959 was \$2,666,000.

The pride and joy of the city at that time was the nearly-completed Natatorium being built at a cost of \$60,000. Complete with dance pavilion and swimming pool it was said to be the finest recreational facility on the West Coast north of San Francisco.

It was located near the corner of Sixth st. and Riverside ave. and was just torn down several years ago.

Mrs. Bash To Be Host at Session

Portland - Mrs. Frank Bash, state commissioner for the American Public Welfare association, Medford, will be among prominent civic leaders who will greet guest-delegates when the West Coast Regional conference of the APWA meets next month in Portland.

Professional and lay leaders in social services will discuss problems ranging from aid for ADC families and the aging, to medical care and changes that will come from the new health bill when the 600 delegates convene Oct. 10-12.

Host is the Oregon State Public Welfare commission. States will report on their special public welfare projects, such as Oregon's recognized work relief program. Delegates come from Alaska, Arizona, British Columbia, California, Guam, Hawaii, Idaho, Nevada, Oregon and Washington.

Speakers and discussion leaders include Charles E. Sprague, Salem, former governor of Oregon and publisher of the Salem Statesman; and Howard C. Belton, Oregon state treasurer.

CLAIMS U.S. LAGS
Chapel Hill, N.C. - UPB - The United States is at least five years behind Russia in missiles and space development, Rep. Richard Bolling (D-Mo.) said here Thursday night.

Sassafras was a medical expert from Maine as early as 1602. It was then believed to be a remedy for almost all body ailments.

Railroad construction activity in the West was at its height in those days and Medford and the Rogue Valley was receiving more than its share.

Established Here
The Southern Pacific was already well established here, and the Pacific and Eastern railroad in 1910 was just being completed from Medford to Butte Falls.

Railroad interests controlled by tycoon Sam Hill purchased the P and E from its local owners in August, 1910, and had announced plans to connect it with the Oregon Trunk which was being built elsewhere in Oregon.

City Hall had also exhibited its confidence in the city's future by investing nearly \$2 million in city improvements.

In July, a new gravity water system was completed to the foothills of Mt. Pitt, a distance of 22 miles, at a cost of more than \$500,000. It was anticipated that the system would be sufficient to supply a city of 30,000 people.

City Streets Paved
More than 20 miles of city streets were paved, curbed and guttered in 1910 at a cost of more than \$1 million, and Medford could then lay claim to being "the best paved city on the West Coast."

Sewers, water lines and street lights were keeping pace with the rest of the developments.

Construction had started on a \$50,000 gas plant in the city which would provide gas for the National Apple show in to Medford residents. The second telephone company had been established in the city and more than 600 homes had telephones.

Although construction had not yet started, the Medford city council in 1910 granted a franchise to a company that was going to build an electric trolley line from Central Point to Ashland.

Federal Construction
The federal government had also recognized the potential and growth of the valley and had recently authorized funds to build a new highway to and around Crater Lake and to build a \$100,000 federal building in the city.

The economy of the valley, then as it is now, was based on fruit, lumber and agriculture. It was perhaps most of all the speculation in orchards that contributed to the tremendous growth of Medford, and also contributed to the economic collapse several years later.

Commenting on the interest in fruit here, Malboeuf said: "The fruit and agricultural resources of the valley have been fully demonstrated. More than 65,000 acres of apples and pears are now growing and over 16,000 acres are being added every year."

"Two and one-half million dollars," he said, "will be expended in irrigation purposes which will cover every acre in the valley and enable nearly every acre to be placed under cultivation."

International Prominence
The Rogue valley gained international prominence in the fall of 1909 when its apples won the sweepstakes prizes at the National Apple show in Spokane.

Neither was the beautification of the city being neglected in those days.

The Greater Medford club, comprised of civic-minded ladies, was planting trees along city streets the same as the city's street tree committee is doing today. In addition they were putting pressure on the city council to purchase property for parks and had just been successful in talking the city into buying uniforms for the police department.

Surpasses Others
Medford was growing then, even more than other cities in the valley (in 1909 it surpassed both Grants Pass and Ashland in population) and it continued to do so for several years.

But it wasn't long before a combination of many factors, including over-speculation and too much valley land in orchards, caused the boom to peter out and economic collapse followed.

In succeeding years Medford became just another small town and people lost many of their big-city ideas, in addition to their money, but those days can serve as a constant reminder that today's slower but steeper growth is much more valuable to the city in the long run than a "boom growth" which usually stops just as suddenly as it starts.

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