

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received AUG 10 1987

date entered SEP 10 1987

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Reddy, Dr. John F. and Mary, House Number of contributing features: 1

and/or common Same Number of non-contributing features: 1
(detached garage, non-historic)

2. Location

street & number 122 Oregon Terrace N/A not for publication

city, town Medford N/A vicinity of Second Congressional District

state Oregon code 41 county Jackson code 029

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	N/A being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name John and Judy Veteran

street & number 122 Oregon Terrace

city, town Medford N/A vicinity of state Oregon 97504

5. Location of Legal Description

courthouse, registry of deeds, etc. Jackson County Courthouse

street & number 10 South Oakdale Avenue

city, town Medford state Oregon 97501

6. Representation in Existing Surveys

title Statewide Inventory of Historic Properties has this property been determined eligible? yes no

date 1986 federal state county local

depository for survey records State Historic Preservation Office, 525 Trade Street SE

city, town Salem state Oregon 97310

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date <u> N/A </u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Doctor John F. and Mary Reddy House is a two-story wood frame dwelling constructed on a brick-sheathed raised basement. The dwelling is a well detailed example of the Arts and Crafts style of architecture. The architect and builder of the house, constructed in 1910, are unknown. The Reddy House is situated in the Queen Anne Addition of east Medford, Oregon. The structure stands on a level site on the northeast corner of the intersection of Oregon Terrace and Crown Streets. Queen Anne Avenue terminates at the crest of the hill on the west side of Crown Street opposite the Reddy House.

LOCATION

The Reddy House is located in the NW $\frac{1}{4}$ NW $\frac{1}{4}$ Section 29, Township 37S, Range 1W of the Willamette Meridian, Jackson County, Oregon. The nominated property includes portions of Lots 5, 6, 7 and 8, Block 11 of the Amended Queen Anne Addition of Medford.

SETTING

The Dr. John F. and Mary Reddy House is situated in the eastern section of Medford, Oregon. The dwelling stands on the most eastern block of the Queen Anne Addition. The house is positioned on a level site (1,420 foot elevation) at the eastern terminus of Queen Anne Avenue as it climbs "Queen Anne Hill." One block west is the two and one-half story Roosevelt Elementary School and an equal distance north on Jackson Street stands E. H. Hedrick Junior High School. East Main Street is located two blocks south of the Reddy House. Medford's original business district and the Siskiyou line of the Southern Pacific Railroad are one mile west of the subject property.

The Queen Anne Addition is an eleven block residential area laid out in a linear fashion and bordered by Jackson Street on the north, Crater Lake Avenue on the east and Reddy Avenue on the south. Queen Anne Avenue runs east-west through the center of the early 20th Century addition. The dwelling commands a prominent site elevated above the entire Queen Anne Addition. Residential development to the south and west consists of a number of one to two and a half story dwellings constructed during the period between 1915 and 1940. The primary streets in the Addition are surfaced and are bordered by landscaped parking strips. Upper Queen Anne Avenue is lined with 75-year old Pin oaks (*Quereus palustris*).

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SITE DESCRIPTION:

The principal elevation of the Dr. John F. and Mary Reddy House is oriented to the west and is set back from the east side of Oregon Terrace approximately sixty feet. A large side yard containing lawns, hedges and flower gardens extends from the dwelling's south elevation to Crown Street. Significant landscape features are several large mature trees, including a Redwood and Pin oaks, large brick gateposts marking the driveway and front walkway and native stone used to delineate the front and south property boundary. The rustic stone curbing appears in an early photograph of the house. An asphalt surfaced driveway and parking area are located on the north side of the property.

ARCHITECTURAL DESCRIPTION: EXTERIOR:

The two-story, wood frame Reddy House on a raised daylight basement, is designed in the English Arts and Crafts style. The dwelling's exterior wall finish consists of painted brick veneer on the lower portions and rough texture stucco with applied half-timbering on the upper story. The building is irregular in shape with overall dimensions of approximately 50' by 28'. A complex gable roof structure using cross gables and gable dormers cap the house. Wood shingles are the primary roofing material. The main body of the house rests on a poured concrete foundation with a full basement partially above grade. Two massive fluted brick chimneys rise above the roofline of the house.

A variety of window types and designs are used including double hung sash, casement, fixed and bay windows. A horizontal band of five beveled-glass fixed windows on the south (Crown Street) elevation are situated above the built-in sideboard cabinetry of the dining room. The design of the double-hung sash windows includes either six, eight or sixteen small lights over a single pane in the lower sash. Small, multi-lighted casement windows with rectangular or diamond shaped panes are found in the upper story.

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Sections of the wall surface on the first and second floors are corbeled out from the wall plane on the north and south elevations serving to extend rooms and provide space for built-in cabinetry.

Execution of elements characteristic of the English Tudor Revival style of architecture is profuse in the Reddy House. These include the building scale and massing, intricate gable roof structure and the extensive wall treatment utilizing brick, stucco and applied half-timbering. The dwelling's principal entryway is located on the north elevation and is part of the porch structure. The porch, supported by massive brick piers, extends across the west and a portion of the north elevation. Broad staircases access the porch on the south end and the north entryway. The principal entry and a secondary doorway on the west elevation are sheltered by gabled roofs. The remaining sections of the porch are covered by open trellis work supported by square wooden posts lending a Craftsman style influence to the porch. Decorative brackets are situated in the gable dormers and under the corbeled wall planes.

ARCHITECTURAL DESCRIPTION: INTERIOR

The Dr. John F. and Mary Reddy House has a total of 11 rooms, excluding halls, foyer, small storage rooms and stairways. The interior spatial arrangement is based on an asymmetrical plan. The principal entryway opens from the porch into the foyer. A hallway on the lefthand side of the foyer leads to a bathroom, den and the service rooms to the rear of the dwelling. An open doorway at the south end of the foyer opens into the dining room and the primary, partially enclosed staircase to the second floor. The dimensions of the dining room are 12 feet by 16 feet. The rooms' built-in sideboard and drawers on the south wall and the display hutch with glazed doors on the east wall along with plate rails, coffered ceiling and archway trim and moulding are in the Craftsman style. The open archway comprised of massive square pilasters supporting a lintel on the west wall connects with the living room. The living room extends the entire width of the dwelling and has overall dimensions of 28 feet by 14 feet. A tile-faced fireplace with side bookcases is situated on the north wall. A massive wooden door with three small glazed lights in the upper section and recessed rectangular panels below opens onto the front porch. The coffered plaster ceiling is divided by a grid of applied box beams.

All interior window and door trim consists of plain surrounds with a simple cap molding. The diamond or lattice paned bay window in the south wall of the living room is a recent addition, yet is in stylistic character with the structure. The foyer, dining room, stairwell and living room are essentially intact in their spatial arrangement and architectural detailing.

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The kitchen and service rooms have been remodeled to provide for modern facilities. Two sets of service stairways lead from the kitchen; one set to the basement, another to the second floor. The den and laundry, both measuring 10 feet by 12 feet, are positioned toward the rear of the house on the north side. A hallway from the kitchen opens onto a modern deck on the rear (east) elevation of the house.

The second floor contains four bedrooms and a playroom originally used as a sleeping porch. The master bedroom, 13 feet by 15 feet, has a dressing room, a fireplace and a full bathroom. The bedroom in the northwest corner of the house also has a fireplace and an adjoining sitting room. The bedroom doorways with transom lights open into the central hall.

Ceilings and walls are plastered and are either painted or papered. The attic is unfinished. The floors are covered with wall-to-wall carpeting.

ALTERATIONS:

The Dr. John F. and Mary Reddy House has received little alteration. The remodeling that has been undertaken has either been limited to the modernizing of bathroom and kitchen facilities or, as with the addition of bay windows on the south elevation, has been architecturally in keeping with the dwelling's style. Interior surface treatments, such as carpeting, wallpaper and painting of woodwork, have not resulted in significant structural nor architectural changes to the dwelling. The modern deck situated on the rear of the house does not detract from the house's architectural integrity.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1910 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The house built for John F. and Mary Reddy at the crown of the new Queen Anne Addition to Medford in 1910 meets National Register Criterion C as one of the foremost examples of Arts and Crafts architecture in the Rogue River Valley. The two and one-half story, multi-gabled frame house with its stucco exterior is distinctive among other Arts and Crafts and Tudor period style houses locally because of its scale and the completeness of its historical decorative program, which includes extensive use of rabbeted half timbering, bracketed wall dormers and second story overhangs, projecting bays and multi-paned windows, both sash and casement type. Modern builder's oriel windows with diapered leaded panes on the south, garden elevation are recent additions, however. The north and west elevations are distinguished by pergola-shaded verandas above the high, brick-faced basement story. A non-conforming modern wood deck has been added at the southeast corner but is scarcely apparent from public rights of way. As is typical, the interior is fitted with built-in cabinetry, wood trim details and fireplaces in the Arts and Crafts tradition.

Neither architect or builder names appear to be given in records presently available. In light of Dr. Reddy's early career in Spokane, it is tempting to speculate that the plans were supplied by Kirtland K. Cutter, who produced numerous designs in the Tudor vein for wealthy clients in the inter-mountain region, but the Reddy name does not appear on the client list among Cutter's papers at the Eastern Washington State Historical Society.

The house may be considered equally significant under Criterion B for its association with Dr. John Reddy (1867-1933). Dr. Reddy's medical background was early overshadowed by his activities as a broker and investor in Siskiyou Mountains mining operations. Reddy settled in the Rogue River Valley in 1904, having relocated his family from Spokane. He is credited with organizing the Southern Oregon Mining Bureau for purposes of regulating and promoting the industry; and he is recognized locally for his role in the regional Good Roads Movement, as a promoter of the Medford and Crater Lake Railroad, as a real estate developer, and Mayor of Medford (1907-1908). His house, built at the height of his political and business career, was the first to be erected in the Queen Anne Addition which Dr. and Mrs. Reddy owned. Mary Reddy's activities in promoting social welfare and civic improvements were noteworthy also. The Reddys occupied the house until it was sold in 1924.

The year 1883 marked the legitimate conception of Medford when the south-heading Oregon-California Railroad reached the present Medford townsite. Four years later, in 1887, the transportation link between Portland, Oregon and San Francisco, California was completed. Medford's central location in the Rogue

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acreeage of nominated property less than one

Quadrangle name Medford, Oregon

Quadrangle scale 1:62500

UTM References

A

1	0	5	1	2	1	0	1	0	4	1	6	8	1	6	2	1	5	1	0
Zone			Easting						Northing										

B

Zone			Easting						Northing										

C

Zone			Easting						Northing										

D

Zone			Easting						Northing										

E

Zone			Easting						Northing										

F

Zone			Easting						Northing										

G

Zone			Easting						Northing										

H

Zone			Easting						Northing										

Verbal boundary description and justification

See continuation sheet

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state N/A code county code

11. Form Prepared By

name/title L. Scott Clay

organization N/A date October, 1986

street & number 407 Park Avenue telephone (503) 772-6519

city or town Medford state Oregon 97501

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

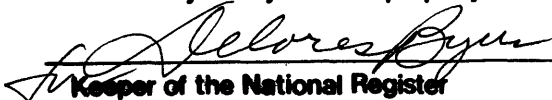
As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature 

title Deputy State Historic Preservation Officer date August 5, 1987

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I hereby certify that this property is included in the National Register

 Entered in the National Register date 9-10-87
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

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River Valley, along with its siting along the railroad, gave impetus to the town's future establishment as a major distribution point and shipping center for the region. By 1900, Medford's population hovered just under 2,000.

Between 1900 and 1910 Medford's population leaped to nearly 9,000 inhabitants, reflecting a 393.5% increase in ten years. The Rogue River Valley's temperate climate, productive soils, nearby mineral and timber resources was widely publicized. The raising of pears, apples and other fruits quickly became the chief industry of the region. The opening years of the 20th century witnessed substantial acres of fertile bottom lands as well as marginal hillsides planted in commercial fruit orchards adjacent to the new town of Medford and throughout the Rogue Valley. The professional promotional materials on the region and its orchard industry attracted many new settlers anxious to invest time and capital in the evolving agribusiness. (Continued)

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Dr. John F. Reddy arrived in the Rogue River Valley from Spokane, Washington in 1903, on the eve of an era that would be referred to as a triple boom, comprised of mines, railroads and orchards. His original intention was to sell the Blue Ledge Copper mines of the Upper Applegate Valley for a Spokane syndicate and spend not more than six weeks in the valley. Instead he made it his home and became involved in all three industries over a 30 year period of time. Upon his death he was eulogized as "a man ever identified with all projects for the advancement of the Rogue River Valley and development of Southern Oregon's resources."

John Francis Reddy was born in Cleveland, Ohio on December 3, 1867, to immigrant parents from Mayo County, Ireland. He was one of four children. His early life and education was secured in Ohio. The medical school and year in which he received his degree are unknown at this writing. During the 1890s he moved westward and settled in Seattle, where he lost all he had in a fire. He relocated to Spokane and was associated in the practice of medicine with a Dr. Stockton.

In 1897 he married Mary F. Cowley. They had seven children, two of whom were born in Spokane, Washington prior to moving to Southern Oregon. In addition to his medical practice in the Washington city, Dr. Reddy also served as the Chief of Police. A growing interest in the mining industry gradually weaned him from the medical profession. By the turn of the century he was serving as a broker and agent for affluent Spokane and Seattle investors.

The Blue Ledge Mining Company was organized in 1898 following discovery of the deposit by prospectors from Crescent City, California, who were panning on Joe Creek in the Upper Applegate River drainage. At its peak of production the Blue Ledge Copper-Zinc Mine consisted of 26 patented mining claims with a combined area of 487 acres. These claims amply covered the entire ore-bearing geological structure. The mine workings were in the Elliott mining district of northern Siskiyou County, California, within the Applegate River drainage, 3 miles south of the Oregon-California state line. Medford, the nearest railroad shipping point, was a distance of 39 miles north and was only accessible from Oregon by way of a narrow canyon road originally punched into the wilderness area for mining.

By 1900 the Jackson County, Oregon organizers of the Blue Ledge Mining Company were joined by investors from Seattle and Spokane, Washington. Problems in transporting the ore and unproductive years led to the decision of the Washington capital to divest of the holdings by 1903, the reason for Dr. Reddy's first visit to the valley to inspect the claims. Impressed with not only the production potential of the claims but the Rogue River Valley in general, he remained in the region and

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in June, 1904, was joined by his wife Mary and children, Paul and Eileen. Initially the Reddy's resided in Jacksonville (then county seat) due to its nearness to the claims in the Upper Applegate Valley and the developing Opp Mines a mile west of town.

Between 1904 and 1909 the mining industry and the provision of supplies and services to the miners dominated his time. In December, 1904, Reddy, along with John W. Opp and Fred Perry, filed articles of incorporation for the Opp Mining Company with a capital stock of \$100,000. The Opp mine would evolve into a complex encompassing over 80 acres including a 20-stamp mill, several tunnels, shafts and a half dozen structures housing the equipment for the extraction and processing of gold bearing quartz.

During 1905 Dr. Reddy was successful in negotiating the sale of the Blue Ledge Mine claims to John R. Allen, agent for Robert S. Towne, a New York City investor and president of the Mexican Mining Company (Cia Metalurgica Mexicana). The following year saw extensive investment and development of the claims. Subterranean work consisted of adits, cross-cuts, winzes and raises for an eventual total of over 15,000 feet of excavation. A large crew of "hard rock" miners was situated on the west slope of Nabob Ridge. The Blue Ledge camp included 38 buildings: assay office, cookhouse, bunkhouse, residences for the superintendent and engineers. In contrast to similar isolated camps of the period it boasted of having electricity, indoor plumbing and hot water heating systems. Nearly all of the Blue Ledge development was accomplished during the period from 1906 to 1909 and estimated at just under one-half million dollars. During the Blue Ledge boom, Towne and his backers gave serious consideration to the construction of a copper smelter on the Applegate River in lieu of hauling material to Medford to be shipped by Southern Pacific Railroad to the American Smelting and Refining Company at Tacoma, Washington. Towne and local promoters, including Dr. Reddy, investigated the potential of extending the Rogue River Valley Railway, which ran between Medford and Jacksonville, from its western terminus in the county seat, into the Applegate Valley.

The Blue Ledge mine was located on public lands identified as the Klamath Forest Reserve that came under jurisdiction of the United States Agriculture Department's Bureau of Forestry following the signing February 1, 1905 by President Theodore Roosevelt of the Forest Reserve Transfer Act. In 1906, the Bureau of Forestry became the Forest Service and National Forest was substituted for Forest Reserve. Fourteen of the Blue Ledge claims, totalling nearly 250 acres, were patented by 1911 and removed from direct federal supervision.

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While Dr. Reddy's direct association with the operations of the Blue Ledge ceased with its sale in 1905, his involvement with the industry in the region continued through prospecting, filing claims, financing of operations and establishing a miner's supply 'town'. Eileen, possibly named for his eldest daughter, was situated just off the Blue Ledge claims on Upper Joe Creek. The small trading center was comprised of Eileen Pioneer Store; Hotel Eileen, a twenty-room, two-story, wood frame structure and a few other buildings. The hotel was under the management of the Medford based Hotel Nash Company, Inc., of which Dr. Reddy was president and principal owner. Eileen's period of prosperity fell and rose with that of the Blue Ledge, and with gradual improvement of the areas' roadways, the importance of small trading centers diminished. Policies established by the Blue Ledge precluded the sale and use of liquor within the camp or at any location on the property, and Eileen's primary long-term function seems to have been the sale of alcohol. The demise of Eileen can be traced to November, 1908, when S. A. Sibbles, the owner of the Pioneer Store, accidentally dropped a kerosene lamp in his second floor living quarters. The store was destroyed in the resulting blaze.

The Joe Creek Copper Mining Company was organized by Dr. Reddy, Simon Shaw and William Angle during the winter of 1906. Articles of incorporation for the company with a capital stock of \$150,000 were filed by March with the Secretary of State. Copper and gold were not the only mineral resources that held his interest. In the late spring of 1907 the Medford Mail reported that:

"Dr. Reddy has secured options on a large area of lands, suspected of being coal lands in the neighborhood of Ashland and Talent. Some first class coal has been found east of Ashland and the vein is being developed. The product from this vein is being used to develop motive power for the steam road roller recently purchased by that city."

Whether this venture proceeded beyond the securing of options is not known at this writing. The mining of a low grade coal did occur on a moderate commercial level in the foothills east of Medford near the east end of Coal Mine Road. Little mention is made after the mid-1910s of the exploration for or mining of coal in the valley.

The fourth mineral resource that attracted Dr. Reddy's interest was chrome. He filed several claims in Siskiyou County, California between 1908 and 1914. During the First World War he mined chrome for the federal government from these northern California holdings. Following his death these claims remained in the family ownership with their operation under the management of daughter Dorothea Reddy. Her successful operation attracted the attention of Redbook magazine during the 1940s, which referred to her as the "chrome queen of America".

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The organizational aspects as well as the need and potential for lobbying for the mining industry of the region also drew on Dr. Reddy's talents. In 1911 he, along with leading Medford businessmen, Col. Frank Ray and Judge William Colvig established and incorporated the Southern Oregon Mining Bureau. The organization was later expanded to be the Southern Oregon-Northern California Mining Association, which more accurately represented the economic and geophysical nature of the industry within the region. Dr. Reddy held office as vice president and president for a combined period of 15 years. Recognition of the economic and physical similarities between southern Oregon and northern California, coupled with those of the popular political and social views, plus a feeling of general discontent with the lack of representation in Salem and Sacramento, resulted in the movement to form the State of Siskiyou. It would contain eight counties from northern California and seven from southern Oregon. While there is no evidence that Dr. Reddy ever lent support or agreed with the movement, he was a staunch advocate of a strong regional economy and local governments.

At an early date Dr. Reddy was aware that improvement of the region's transportation network and systems was a significant component for the development of the region. In 1906 he and several others established stage line service to the Blue Ledge mine. The Good Roads movement of the early 20th century received his active support and involvement. This was not only at the local level, but on a statewide and regional level, as reflected in his obituary. His efforts were recognized in the construction of the Alturas-Susanville Road in California, the realization of the Oregon Coastal Highway, then referred to as the Roosevelt Highway, and his advisory role to the State Highway Commission. In 1911 the Pacific Highway Association was established to promote construction of The Pacific Highway from the California state line to the Columbia River. It was comprised of leading businessmen and organizations of western Oregon. The roster included the Medford Commercial Club and Dr. Reddy.

The rebuilding of the Crater Lake Road and his tireless campaign to reach that end reflects Dr. Reddy's dedication to improvement of the areas' roadways and promotion of the region. It was through these efforts that he met and developed a life-long association with William Gladstone Steel, known as "The Father of Crater Lake". Since Dr. Reddy's arrival in the Rogue Valley he had made annual summer ventures to the lake in the recently created national park. Travel to the lake was by the Jacksonville-Fort Klamath Military Wagon Road (Union Creek Trail). Originally constructed in 1865, this road provided farmers,

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ranchers and merchants of the Rogue River Valley with a passage to the Upper Klamath Basin and other points east of the Cascade Range that was accessible at almost all times of the year. During the 1880s travel to the lake increased due in part to published accounts of its natural beauty. In August of 1885, Will Steel first viewed Crater Lake, 15 years after first reading about it as a college student in Kansas. Steel, then living in Portland, pledged to dedicate himself to preserving the natural wonder. Working towards this means, he established the Mazamas, a Portland based organization of mountain climbers and outdoor enthusiasts. He actively lobbied Oregon's elected officials and took his proposal to Washington, D. C. In September of 1893, President Grover Cleveland signed the proclamation that formed the Cascade Range Forest Reserve, including Crater Lake. Steel's efforts of 17 years climaxed with the passage of the Crater Lake National Park bill through both houses on May 22, 1902. President Theodore Roosevelt gave the final endorsement with his signature. With the lake protected, attention turned to improving the public's opportunity to visit the park.

It was not until 1910 that organized efforts to improve the road took hold. During February of 1910, Steel, Reddy and others introduced a plan to tackle the problem of rebuilding the old road. The plan dealt specifically with the financial end of the project and proposed that 1000 individuals be solicited to "subscribe" \$100 each to be used to build the Crater Lake Highway. Public response was favorable and the Medford Commercial Club, of which Dr. Reddy was an officer, went on record in support of the proposal. The Crater Lake Road Commission was established and included Dr. Charles R. Ray, J. A. Westerlund, E. B. Waterman, John M. Root and Dr. Reddy. In March, Will Steel and Reddy traveled east to secure federal approval of the rebuilt road in concept and secure any assistance with expenses. The eastern visit was successful and during April, engineers were at work:

"Engineers off Monday - To Forest.
W. E. Herring and F. B. Heidel leave tomorrow
for the national forest where they will go over
the selected route of Crater Lake Highway and
prepare plans."

Shortly after the engineers began their assessment of the proposed route the Medford Mail Tribune heralded the advance word that "many notables to visit the lake". Among those mentioned were Gifford Pinchot, founder of the United States Forest Service, James Hill, American industrialist and railroad builder and "possibly" former President Theodore Roosevelt.

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Through the efforts of dedicated local boosters, the dream of a good road to Crater Lake National Park became a reality. During 1910-1911 the old wagon road was improved, realigned and rebuilt for automobile traffic. In July of 1910, even before the road was completed, a movement to construct a "big hotel on the rim of Crater Lake" was taking hold in Medford and throughout southern Oregon. A substantial lodge on the rim would also become a reality in the near future.

The Medford end of the Crater Lake Road started in east Medford, five blocks from the commercial district. It traveled north from East Main Street over what was then called Roosevelt Avenue (presently Crater Lake Avenue). On the eastside of this public way was the Queen Anne Addition, a new residential area promoted and developed by Dr. and Mrs. Reddy.

The Crater Lake Road was widened to a two-lane highway during the 1920s (present State Highway 62) which followed or closely paralleled the route of the old Crater Lake Road, and the 1865 Jacksonville-Fort Klamath Military Wagon Road. Although unpaved until 1930, the highway brought more and more visitors to Crater Lake and resort areas such as Shady Cve, Prospect and Union Creek. Southern Oregon's tourist trade evolved with improvement to the areas' roadways.

The advancement of the region's roads and highways was not Dr. Reddy's sole contribution to the area's transportation history. Between 1905 and 1910 he was involved with all three railroads, The Southern Pacific, Rogue River Valley Railway and The Pacific and Eastern, which operated in the Rogue Valley. While the extent of his involvement was not the same with each company, they all received attention to some aspect of their operation; ownership, financial structuring, conflict with city ordinances or the location of depots and passenger facilities. Involvement with the railroads also provided him with the introduction to leading national and state figures such as E. H. Harriman, New York financier and railroad magnate of the Union Pacific Railroad; James J. Hill, western railroad promoter and head of the Great Northern and Northern Pacific rail system; J. P. O'Brian, vice president and general manager of the Southern Pacific Railroad, and Oswald West, chairman of the Oregon Railroad Commission, future Oregon governor and founder of the State Highway Commission and State Parks system.

Since the 1880s the history and development of Medford, the Southern Pacific Railroad in particular and railroads in general have been closely aligned. The Oregon and California Railroad Company, as early as 1863, had parties of surveyors in southwestern Oregon for the purpose of

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surveying the route for the future railroad. Financial and construction problems delayed arrival of the first train for a period of 20 years. During the decade preceding its arrival, surveyors recognized that running the line through the county seat of Jacksonville would present additional difficulties and that the hillside route would increase construction costs for the company, already experiencing financial difficulties. Company officials in Portland asked the citizens of Jacksonville for \$25,000 plus the right-of-way for a line. The location of the proposed route would miss the town by a mile. The citizens declined. The railroad decided on an alternate route further to the east across the flatter valley bottom, generally following Bear Creek. On October 27, 1883, four men, C. W. Broback, I. J. Phipps, Conrad Mingus and Jacksonville banker C. C. Beekman, deeded portions of their land holdings to the O and C Company. This block of land, lying west of the creek, totaled 18.86 acres, to be used for railroad purposes, plus each alternate even-numbered block in the new townsite. The new townsite was platted by J. S. Howard, a government surveyor, and was established on December 20, 1883 as Medford.

During the winter and spring of 1884 forty wooden frame buildings were constructed as the small community pushed its way towards becoming the largest town in southwestern Oregon. It was not until the opening months of 1885 that the town was officially organized.

The Ashland Tidings on February 20, 1885 reported that "The Medford town charter bill has passed both houses of the legislature." On February 24th, Governor Z. F. Moody signed the articles of incorporation which were adopted by the town citizens in early March. In late March the first town election under the new charter was held. The results of the election as they appeared in the Tidings of April 3, 1885, were as follows:

"At the election for town officers for Medford, the following proved the successful candidates: For Trustees, J. S. Howard, I. J. Phipps, Dr. E. P. Geary, William H. Barr and A. Childers. Officers: J. S. Howard, President; R. T. Lawton, Recorder; Charles Strang, Treasurer; H. G. Hunt, Street Commissioner. 98 votes were cast at the election."

The town's population was about 400. The town Board of Trustees and President form of government was replaced with the mayor and council format in 1901 following the rechartering of Medford.

The financial difficulties experienced by the Oregon & California Company mounted and by the time the line was completed, the railroad was taken over by the Southern Pacific Railroad Company. The company constructed a single story wood frame depot/freight house on their 18.86 acre railroad yard. The depot was situated in the middle of

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Main Street (then called Seventh Street).

While Jacksonville did still retain the distinction of being the county seat, it became apparent to many that the new town was better positioned and equipped for the future. Jacksonville during the mid-1880s experienced a disastrous fire and suffered severe economic problems, and so began the exodus of citizens, businesses and institutions.

A move was made in Jacksonville to gather funds for the construction of a railroad line to connect the little town with its larger neighbor and to increase exchanges between business people and residents who had occasion to travel to the courthouse at Jacksonville. The Medford and Jacksonville Railway Company was incorporated January 17, 1890. The company contracted with the Corvallis, Oregon firm of Crawford, Howell and Company to build the line. Difficulties in selecting a terminal site in Jacksonville, securing a franchise with the Medford Town Board over the right-of-way and delays in construction resulted in the Corvallis based company withdrawing. The firm of Honeyman, DeHart and company constructed the line and the first small train reached Jacksonville on the morning of January 16, 1891. On February 7, 1891, the line was officially incorporated as the Rogue River Valley Railway Company. Regular train service brought two trains a day each direction. The line was successful and plans were announced by editor Charles Nickell in The Jacksonville Democratic Times of an extension of the rails to Eagle Point, 12 miles northeast of Medford. The extension did not materialize and in 1893 the company was leased to William S. Barnum of Medford. He and his sons ran the operation, and fourteen year old John Barnum attracted national attention when the cover of the Railway Gazette printed a photograph of the youngest conductor in the nation. Mr. Barnum gave up the lease when it expired in January, 1894. The railroad line was purchased in February, 1900, by W. S. Barnum for \$12,000. He continued to operate the Rogue River Valley Railway Company as a family business into the second decade of the 20th century. Operation of the valley's second railroad would not be without problems.

The area's third railroad line to become a reality, the Pacific and Eastern, did connect the communities of Medford and Eagle Point. In 1904 when Dr. Reddy arrived in the valley, there was much discussion of the construction of a railroad line linking Medford with the rich timber stands of the Cascade Mountains and Crater Lake. It would be with this railroad line that he would have the greatest involvement. Through his efforts the Pacific and Eastern Railroad was developed and sold by Edgar Hafer and himself to the James J. Hill interests.

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The initial activity towards construction of the much discussed line began in the spring of 1904. By late June progress of the survey was noted in the Ashland press:

"Civil Engineer J. A. McCall and his assistants have finished running the first preliminary survey of a railroad that W. F. Entrop and his associates who are heavily interested in timber lands, propose building from Big Butte Falls to some point in the central valley. The project is a feasible but very expensive one."

Six months later in December, the Ashland Tidings recapped the years' work for the railroad:

"McCall and his party, as also B. H. Harris, W. F. Entrop and others, who have been engaged in making the final survey of the proposed railroad to Big Butte, returned a few days ago having completed the work for the present. They set the stakes as far as the desert, a distance of nine miles from Medford. The route is a good one and the shortest and best that can be obtained, as well as the most easily constructed. The South Oregonian of Medford says there is a strong probability of the road being built at an early day, but it has not as yet been decided under what arrangements, so it seems that a change has been made quite recently."

The new year witnessed the filing of the articles of incorporation and the conception of the Medford and Crater Lake Railroad Company. The corporation was to supercede the Southern Oregon Development Company and take charge of the rights-of-way, surveys and all preliminary work. The incorporators were all Medford businessmen and included Ansel A. Davis, banker; B. F. Adkins, physician; J. M. Keene, dentist; Bert H. Harris, lumberman and William I. Vawter, banker. The capital stock was \$500,000. The objective was to construct and operate the railroad into the extensive timber belt east of Butte Falls. During 1904 the Big Bend Milling Company of Medford constructed the first sawmill at the falls on Big Butte Creek, of which Ansel A. Davis was President. While the pine forests of the Cascades were the stated objective of the line, to serve as a connecting railroad seems to have been considered even prior to the laying of any tracks.

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"Reports from Medford state that the men behind the proposed Medford and Crater Lake Railroad have acquired control of the present stub railroad from Medford to Jacksonville, and that the new line will be an extension of that road, operating continuously from the latter place, the county seat, to the head of the Rogue River, a distance of about 40 miles."

W. S. Barnum retained ownership of the Rogue River Valley Railway, refusing to release control and the connection did not occur. Later problems experienced by Barnum and pressure from local and state officials could have influenced such a transaction.

Groundbreaking, marking the official start of construction for the Medford and Crater Lake Railroad, occurred on April 4, 1905 on grounds at the north edge of Medford. Construction of the line during 1906 covered the twelve mile distance and now reached Eagle Point. This year also witnessed the construction of a second sawmill by the Butte Falls Sugar Pine Company on the falls. The distance required to transport the finished lumber to the Southern Pacific Railway continued to pose an economic problem and illustrated the need for the railroad. The year following the second sawmill's opening, it closed. Before going bankrupt the company's founder, Bert H. Harris, platted the Butte Falls townsite. Harris' sawmill, timberlands and townsite were sold in 1907 to the newly organized Butte Falls Lumber Company, owned by two Michigan lumbermen.

The standard gauge railroad was now completed from Medford to the town of Eagle Point. It connected with the Southern Pacific main line north of Medford and had a spur track to a passenger depot on East Main Street at the present location of Hawthorne Park. Seriously underfinanced, the lines' owners were unable to construct the more challenging mountain grades east of Eagle Point. The line went into bankruptcy early in 1907 and was sold to a Portland syndicate who reorganized as the Pacific and Eastern. In turn the failure of the Oregon Trust and Savings Bank brought the plans of the line's new owners to an untimely end. By February their interests were in the receivership of Dr. J. F. Reddy.

Dr. Reddy, with partner Medford lumberman Edgar Hafer, in an attempt to gain total control of the railroad, filed suit in March against the stockholders:

"J. F. Reddy, receiver for the former Medford and Crater Lake Railroad through his attorney, A. E. Reames, brought suit Wednesday against those of the stockholders of the Medford and Crater Lake Railroad Company who have secured shares of stock for which full face value has not been

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paid. An injunction was also issued by Judge Hannah enjoining the Fee Bros., the Webber Bros., and the National Bank of Iona, Michigan, for foreclosing a mortgage held by these parties against the above named railroad company."

This court case was the first of several that Dr. Reddy would pursue on behalf of the railroad line between 1907 and 1909. Along with managing a real estate business, maintaining mining interests in a two-state area, developing a section of east Medford and serving as Medford Mayor during a period of explosive growth, he kept up an active promotion for development and sale of the railroad. His involvement to this end would include three trips to New York, thirty-seven to Portland and several to San Francisco, Spokane and Seattle. Through his diligence and social contacts he attracted to Medford such business luminaries as the Towne brothers of New York, James J. Hill and E. H. Harriman. Following Harriman's favorable meeting with Reddy, he referred to the doctor as "the greatest booster he ever saw".

While Harriman chose not to invest in the railroad line, it was not due to any lack of familiarity with the southern part of the state. In 1900 he purchased land holdings at Pelican Bay on the north shore of Upper Klamath Lake. He proceeded to develop a summer retreat for his family and their guests. The guest roster at Harriman Lodge included the J. P. Morgans, John Muir, the Theodore Roosevelts and the Gifford Pinchots. During the summer of 1908 Dr. and Mrs. Reddy and family were invited to attend a week's excursion in the Harriman compound. The rustic yet elaborate western equivalent of the great camps of upstate New York became identified locally as "Millionair's Lodge". In 1910, following Harriman's death, the property was purchased and developed as a resort by the Klamath Development Company.

In 1909, acting on behalf of James J. Hill, the railroad was purchased by John R. Allen. Allen had first become acquainted with Dr. Reddy four years earlier when he negotiated the acquisition of the Blue Ledge Copper Mines for Robert S. Towne. With the railroad in the capable ownership of the Hill interests, Dr. Reddy turned his attention to seeking compensation for his time and expenses as receiver, and as the State courts had ordered, he did sell to the highest bidder. A lengthy brief on Dr. Reddy's finances in association with the defunct Medford and Crater Lake Railroad was filed in February, 1910 in the local courts. Ansel A. Davis, major backer of the railroad project and principal stockholder, objected to the payment of any fee claiming "outrage at the attempt at fraud". Dr. Reddy received \$6,390.15 in partial payment of his fee and a case was entered for Edger Hafer. The pending settlement would result in a combined sum of \$14,000.

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The Hill group completed construction to Butte Falls under the name of Pacific and Eastern Railroad Company, using crews of Sikhs as contract laborers imported from British India. In 1910, half a decade after its start, the railroad reached Butte Falls, further accelerating growth and development of the region.

James Jerome Hill, the leading western railroad promoter, had received the title of "Empire Builder" from his key position with the Great Northern and Northern Pacific rail systems, and the dramatic upbuilding of such Pacific Northwest cities as Spokane, Seattle, Port Townsend in Washington and Portland and Astoria in Oregon. He acquired the Oregon Electric Railway which ran between Portland and Eugene and competed with the Southern Pacific Company in the Willamette Valley.

Hill's intention with the Pacific and Eastern was to establish a route to extend across the Cascades to link up with his Great Northern line in Klamath Falls. Such a link with the central Oregon network could be used as an extension into the Rogue River Valley, then into northern California. Excitement was great in Medford over the potential that could be available with a railroad network converging in the valley. During the summer of 1910 the papers reported:

"Hill Engineers Visit Medford.

Men are now at work locating the road from Pelican Bay and Upper Klamath Lake to where it will connect with the Pacific and Eastern. L. F. Wakefield, the engineer who had located the Oregon Trunk Railway was busy locating the connecting link between the Oregon Trunk and the Pacific and Eastern in the vicinity of Pelican Bay."

The building of the Oregon Trunk Railway through central Oregon, which would become one of history's great construction battles, was a recent event and was quite clear in the minds of the local populous.

James Hill and E. H. Harriman of the Union Pacific had both decided by 1909 to utilize routes through the Deschutes River canyon to gain access into Central Oregon. Hill named this branch of the Great Northern the Oregon Trunk, while Harriman called his the Deschutes Railroad. Millions were expended on the construction of the opposing lines only to gratify a grudge between the two powerful tycoons. Neither would allow the other any opportunities. Hill's crews approached the canyon along the west bank while Harriman's worked along the east side. Both crews entered into sabotage and open hostilities resulting in injury, destruction of supplies and facilities and construction delays. It was not until much had been wasted that an agreement was reached to utilize the Oregon Trunk tracks for joint operations through the canyon. Seventy miles of Harriman's line were to be abandoned. The Oregon Trunk came to comprise 150 miles of track extending from the Columbia River on Oregon's northern border, to Bend, Oregon.

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Surveys of the extension were completed, yet construction halted at Butte Falls until after World War I. The Pacific and Eastern did marginal business hauling local produce, passengers and special excursion trains of tourists from Medford into the Cascade Range. James Hill died in 1916, six years after the death of E. H. Harriman. In 1918 the Pacific and Eastern, whose operating expenses had always far exceeded revenues, stopped regular rail service. At last, when hope of entering California via this route was abandoned, the line was sold by the Hill interests.

In March 1921, Millard D. Olds of Cheboygan, Michigan, bought out the railroad, including its now dilapidated rolling stock. The price paid was \$200,000, quite a bargain when compared to \$1,300,000 it had cost to build the line. At this same time James N. Brownlee, recently from Mississippi, purchased 10,000 acres of timber holdings of the Big Bend Milling Company of Butte Falls, and a 33 acre site north of Medford and adjacent to the railroad's western terminus. Following a year of negotiations and preliminary agreements, the gentlemen entered into a partnership on April 1, 1922 establishing the Brownlee-Olds Lumber Company. While short-lived, the Brownlee-Olds alliance would set the stage for the arrival of larger lumber operations in the mid-1920s. It also provided economic incentives to overhaul the railroad line. The road's sole purpose now was as a logging railroad carrying crews into the forest and hauling timber to the Medford mill site. During 1922 Swedish railroad crews layed track extending the line into the old sugar pine stands on Four Bit Creek. In 1923 Brownlee sold his interest in the company to his partner and returned to Mississippi. In turn, Olds sold out in May, 1924, to the James H. Owen lumber family of Wisconsin. They consolidated previous holdings in the area to form the Owen-Oregon Lumber Company and Medford Logging Railroad Company. This corporation and its successor, the Medford Corporation, remained under Owen family management into the late 1940s. The company decided in 1958 to terminate the railroad, adapting the bed to serve as a haul-road. Conversion began in 1959 and the trains continued to run until 1962. The tracks were being pulled out of Butte Falls 52 years after the first train arrived in the small mountain town. Most of the company's steel rails were salvaged and sold for use on a South American railroad.

Nineteen hundred and five saw the beginning of construction for the standard gauge railroad from the newly incorporated City of Medford towards Eagle Point. It was also a year of mounting problems for William S. Barnum and the Rogue River Valley Railway Company. His trains had annoyed Medford residents when they blocked the street crossings, and in May Barnum was arrested for breaking a new city ordinance forbidding the blocking of traffic by railroad trains. Whether this same ordinance was equally enforced with the Southern Pacific Company is not known. In December, 1907, the railroad was the center

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of new trouble. The Oregon Railroad Commission had ordered that a new depot be constructed in Medford for the Rogue River Valley Railway passengers and while W. S. Barnum agreed to do so, he planned to move an old wooden shed onto the proposed site. To block this move, the Medford City Council rushed through an extension of the fire ordinance requiring any new structure in the area to be built of stone or brick and have a metal clad roof. Railroad Commissioner Oswald West, later governor of Oregon, came to Medford to see if the order regarding a new depot had been observed. This visit instigated two years of turmoil which ended in the state Supreme Court in 1909. Mr. West, Medford Mayor J. F. Reddy, George Putnam, editor of the Medford Tribune, councilman J. D. Olwell, B. J. Trowbridge, Edgar Hafer and a few bystanders walked down to look at the depot. W. S. Barnum, who felt highly pressured by previous encounters with the city fathers, reacted irrationally. The incident was reported in the Ashland Tidings:

"The Strenuous Life at Medford.

Medford, December 11. In a controversy concerning the city ordinance recently enacted, Mayor J. F. Reddy was assaulted by W. S. Barnum, owner of the Rogue River Valley Railway, and the doctor, hatless, was chased by the infuriated railroad president through the deepest mud on the railroad crossing. Not being able to catch the flying doctor, Barnum hurled a double-bitted axe at him, which failed of its mark by a foot. The doctor secured the axe and made a stand, when bystanders interfered and prevented further trouble."

W. S. Barnum was arrested on a charge of assault with a dangerous weapon and was released on bail. The grand jury met and refused to return a true bill. They went so far as to establish his innocence in the matter, denying the evidence provided by all witnesses to the affair. George Putnam, one of the eyewitnesses, furiously took the grand jury to task in his editorial:

"It took them just fifteen minutes to indict a friendless horsethief, a poor old woman and a penniless forger! They spent three days on the Barnum case and then justified the murderous assault. Deputy District Attorney Reames is a most relentless prosecutor when a man drops a nickel in the slot machine or takes a drink on Sunday, or a poor fallen creature is caught

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sinning. Such heinous offenses must be punished; they are dangerous at once to life and limb. But any man can try to brain a man with an ax and secure immunity from the blindfolded representatives of justice."

Editor Putnam was indicted for libel by members of the grand jury and the events which followed involved participants in a celebrated Oregon Court case which involved Jackson County officials, George Putnam, and eventually the Oregon Supreme Court, as they considered the admissibility of the truth as evidence in a criminal libel case. The libel trial opened on January 9, 1909 before Judge H. K. Hanna in Jacksonville, and he allowed no testimony regarding the facts of the assault. The District Attorney charged that the editorial written by George Putnam implied corruption of the Grand Jury. When Oswald West, State Railroad Commissioner and an eyewitness was asked by the defense as to his observation, the state objected and was sustained. George Putnam was found guilty of libel. Editors throughout Oregon and California were incensed by the denial of freedom of the press. Articles and editorials appeared in the Oregonian, the Spectator, the Telegram, the Sacramento Bee and many smaller newspapers in support of Mr. Putnam. The case was appealed to the Oregon Supreme Court, and on March 9, 1909, the higher court overruled the decision of the lower court and George Putnam was exonerated.

The incident and the events that followed are part of Medford's history. The much told story, with several "slight" variations, of railroadman Barnum and the "flying doctor" Reddy has taken on the characteristics of local folklore. Even eight decades later the violent actions cannot be justified. Yet upon review of extenuating circumstances it may be that Dr. Reddy was using both his mayoral authority and his knowledge of pending business actions to assert pressure against Barnum for his own financial benefit. The potential for conflict of interest did exist. In 1907, Reddy and his partner, Councilman Edger Hafer became receivers of the Pacific and Eastern Railroad Company.

Two years previously interest had been expressed in consolidating the line with the Rogue River Valley Railway. This merger concept might have appeared very favorably to James Hill and his associates, including John R. Allen. Allen had first taken an option on the Pacific and Eastern during 1907. The Hill interests had publically stated their desire to locate a line through the valley and enter into California. A coastal route by way of the Applegate River Valley had also been discussed. To utilize the existing right-of-way of the Rogue River Valley Railway would have minimized the problems in negotiating such a route through a substantially settled area. An extension through the Applegate Valley would also benefit the copper mining interests in which Allen and Reddy were both involved. A conclusion on Dr. Reddy's motives is not drawn.

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What is brought to light is that there is always another side to each story.

The Rogue River Valley Railway continued to enjoy a profitable period as population and agriculture boomed in Jackson County. The development of large fruit growing tracts throughout the valley attracted a great influx of people. After 1910 a realty company from Oakland, California obtained a 55 year franchise to operate an interurban electric system in Medford. The Southern Oregon Traction Company was acquired by New Yorker S. S. Bullin, who constructed the line. The streetcar line traveled out West Main Street for ten blocks and worked its way through the new residential areas of the eastside.

In 1915 the company did buy Barnum's railroad for \$125,000. Electrification of the line began in August 1915, and full service, including Jacksonville, was inaugurated in 1916. Under the incorporated name of the Bullin Logging Road, the line was extended into the hills west of Jacksonville. The lack of potential for profit resulted in Bullis giving up the line by 1918, and the following year selling to J. T. Gagnon. In 1922, it was sold to John W. Opp, who, 18 years earlier, had formed the Opp Mining Company with Dr. Reddy. The line reverted to the W. S. Barnums in 1923, who petitioned the Public Service Commission for permission to dismantle the line. Permission was received and in 1928 rails were pulled up and sold to Medford (in many sections of the city these iron rails serve as posts for street signs). The right-of-way reverted to adjacent property owners and the rolling stock was auctioned.

The Southern Pacific Railroad Company and the town of Medford prospered during the closing decade of the 19th century. The company's small frame depot, built in the mid-1880s, was inadequate by the 1890s. In the summer of 1895 crews constructed a sizable wood frame depot and freight house on the southwest corner of 7th and D. Streets (Main and Front). Across D Street, at this same time, brick masons and carpenters were busy with the substantial remodeling and enlargement of the former Hotel Medford. The hotel's new owner, Captain J. T. C. Nash had grand plans for his facilities.

The opening decade of the 20th century did not see the city's growth decline or slow its momentum. With the support of the Southern Pacific Company's Sunset Magazine, the well-heeled Commercial Club mounted an active promotion company. Slick, artistic publications spoke of Medford and the Rogue River valley's location, resources and potential in glowing terms.

"Located in the very heart and center of this beautiful valley is the City of Medford. The men who selected the original townsite chose wisely for here every natural

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condition favors the building of a great city. Because of its central position and being located on the main railroad in the southern half of Oregon, all the immense agricultural, horticultural, timbered and mining wealth within a radius of 100 miles is tributary to Medford. Here the treasure streams empty, and must always empty. This is why Medford is one of the most metropolitan, most flourishing and busiest little cities in all the bustling west. It is not only a city of today, but a city of tomorrow."

Medford's number of citizens increased dramatically; from 1,791 in 1900 to 8,840 in 1910. By spring, 1910, the area around Medford was crowded. The Medford newspaper reports that "...new residents are arriving in such numbers there are not enough accommodations. A tent city of fifty tents is being put up for housing."

In order to provide a level of service acceptable for a progressive young city, the Southern Pacific Company decided to upgrade their Medford facilities. On November 3, 1909, plans to "...build a \$40,000 new depot" were announced by SP officials. The location of the station was undecided. Realizing the impact that site selection could have on the town's commercial district, Mayor Reddy traveled to the Oakland, California offices of the company. He was successful in convincing J. P. O'Brian, Southern Pacific Vice President and general manager to construct the depot two blocks north of the Main Street crossing. Additionally, Mr. O'Brian concurred that the ladies of the Greater Medford Club would have authority over the landscaping of the depot grounds and along the right-of-way to Main Street.

The imposing Mission Style passenger depot was dedicated on October 10, 1910. The final construction cost was \$50,000 and according to the company, was "the largest depot in Oregon outside of Portland".

The year of 1910 witnessed five million dollars of new construction and was dubbed Medford's "Era of Big Buildings".

Early in November the landscaping of the land around the depot began:

"The work of parking the Southern Pacific grounds in this city has been undertaken and will be rushed to completion. Landscape Artist Chase arrived in Medford Friday afternoon and will personally oversee the work. Already men are at work laying out the grounds.

The shubbery back of the exhibit building is to be removed at once and then the land is to be leveled

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and parked, a huge lawn being planted with appropriate shade trees.

Workmen will start removing the extra track north of Main Street Monday. Trees will be planted along Front Street and a large bed of roses will be placed in the center of the grounds.

Cluster lights will be installed about the outskirts of the park which will lend an added beauty in the evening. The committee of the Greater Medford Club appointed to confer with the Southern Pacific officials in regard to the work will work in conjunction with Mr. Chase."

By the late 1920s passenger service had declined. The SP Company had constructed the Natron cutoff, a straighter, better, newer, more efficient and more economic route over which to move passengers and freight between California and Oregon in 1927. The Natron line left the main north-south line at Dunsmuir, California, headed north through Klamath Falls and rejoined the main line again at Eugene. It eliminated the Siskiyou Mountain grade, one of the steepest in the nation. Passenger use continued to dwindle and was finally eliminated in the 1950s. The railroad continues to provide shipping of the valley's primary exports; lumber and fruit.

In 1905 Dr. Reddy purchased Hotel Nash, Medford's most elegant hotel. He proceeded to incorporate the Hotel Nash Company, which also operated lodging facilities near the Blue Ledge mine and managed the Nash Livery Stables on North D. Street. Hotel Nash had come to be the town's leading hotel 10 years before when Captain J. T. C. Nash acquired the establishment and hired a Roseburg architect to completely rework the former Hotel Medford:

"Architect W. J. Bennet has prepared some very elaborate plans for the new Hotel Medford...".

In the fall of 1895 the Hotel Nash reopened. The two story brick building measured 75 feet by 100 feet and had an imposing three-story corner tower above its main entryway. The Nash would remain Medford's "grand hotel" and was patronized by socialites from the east who came west to make their fortunes in the orchard boom:

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"Into the Nash Hotel went all the local titans of the time. The hotel became famous for its superlative accommodations, the excellence of its service, the glamour of its patrons. It was the scene of gala parties, the kind where big deals used to be consummated. Champagne flowed freely, tips were fabulous, entertaining was on a lavish scale."

The Hotel Nash's position as the center of Medford and southern Oregon social life began under the ownership of Captain Nash and continued with the management of Dr. Reddy. During his ownership it was visited by some of the nation's most wealthy and distinguished people, many of whom purchased extensive orchard holdings. Soon after his purchase of the hotel he brought Owney Patton, a lifelong friend from Spokane, Washington, to manage the hostelry. The Patton and Reddy friendship traced back to their family's association in Ireland and their resettling in Cleveland, Ohio during the 1860s.

Even in 1905 the hotel's 61 rooms could not meet the demand for first class lodging:

"Dr. Reddy is having the Hotel Nash generally overhauled... rooms in the Wilkinson building on D. Street has been finished and provides a convenient and commodious annex to the hotel."

A third story was constructed on the hotel in 1906. In the interest of providing the best service to hotel guests, he installed a "... stockticker in the lobby..." and "... daily posted information dealing with stocks of local interest... Joe Bar, Bodger, Bloomfield mines... the Medford and Crater Lake Railroad." Besides providing sample rooms the hotel also made available office space off of the lobby for orchard related business such as the Rogue River Valley Nursery, the Medford Nursery Company and the Quaker Nursery. The Woodburn Nursery Service (Woodburn, Oregon) of the Settlemeir family, that supplied most of the planting stock for the earliest commercial orchards, also used the hotel as the base for their Southern Oregon trade. Dr. Reddy's own real estate firm, the Medford Realty and Improvement Company, was situated in a lobby side office. From this location he sold several of the largest orchard properties in the valley; Hillcrest, east of Medford, Snowy Butte near Central Point and Modoc Orchards at the foot of Upper Table rock.

By 1910, understanding the need for a larger and more modern hotel, Dr. Reddy had plans drawn for a seven story hotel to be constructed on property at the intersection of 8th and C streets. It was to occupy

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an entire city block and would cost \$65,000. He sold half interest in the block to John Allen and they formed a partnership. The need for hotels was recognized by others in the community. The Medford newspaper between January and June reported on plans to construct five, ranging in cost from \$65,000 to \$150,000, and being from four to seven stories in height. By the end of the year Reddy had sold the Hotel Nash, yet retained control of the Hotel Nash Company:

"To spend \$15,000 Improving Hotel.
John Sheriden of Seattle, who recently purchased the Nash Hotel, announces that great improvements will be made."

Hotel Nash's distinctive career catering to a distinguished social class and being the "social setting" had come to an end. The competition from the new large hotels, Medford, Holland and Barnum, coupled with the loss of its old clientel, was too much. It became a budget hotel, then a boarding hotel with a retail clothing business taking over the former lobby, office and restaurant spaces on the street level. Later exterior remodelings resulted in a loss of its original architectural character. Finally a fire leveled the structure in July, 1978.

The Reddy and Allen hotel at 8th and C Streets was not constructed. The Medford Hotel was opened in 1911 and quickly became the new center of Medford social life.

Dr. Reddy entered the arena of local politics in December, 1906:

"At noon, Thursday, the following partitions for nomination for city offices had been filed with City Recorder Collins: for mayor, J. S. Howard and J. F. Reddy; for treasurer, L. L. Jacobs..."

By election day orchardist and businessman F. K. Deuel was the third candidate for mayor. James Sullivan Howard had served as the president of the town's first Board of Trustees 21 years earlier in 1885. At the time of the election Howard was 74 years of age and had just completed his appointment as mayor following W. R. Bradshaw's resignation in April, 1906.

The election was set for January 8, 1907, and the city council approved an ordinance limiting the mayor's term of office to two years. Dr. Reddy was successful in the election, receiving 223 of the 477 votes cast. Howard received 152 and Deuel received 102 votes. Medford's new administration would be comprised of:

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"...Mayor, J. F. Reddy; councilman: First Ward
F. Osenbrugge and J. E. Olwell; Second Ward,
I. C. Smith and B. J. Trowbridge; Third Ward,
J. L. demmer and Edgar Hafer; Recorder, B. M.
Collins; treasurer, L. L. Jacobs."

Dr. Reddy was the 13th elected mayor of the young, progressive city. He completed one term and chose not to run for another. The accomplishments within Medford during his term and under his administration were extensive. These improvements consisted of a new fire hall; the town's first city hall; a modern water system; paving of streets; landscaping of the town park, Southern Pacific grounds and street trees; a free public library; expansion of the public school system and and relocation of St. Mary's Academy from Jacksonville; and assisting in the start of public transportation. Business on behalf of the city included: representing Medford at hearings and meetings in Salem, Portland, San Francisco and Washington, D. C.; arranging tours for visiting delegations and officials; and establishing a "town friendship" program with Medford, Massachusetts.

Since the initial meetings of the first Town Board of Trustees in 1885, meetings and official business of the town had been staged in a vast variety of locations ranging from billard halls on Front Street to second floor rooms over drugstores. The unofficial understanding during the community's first 22 years was that the current mayor would provide space for the town's officers at his place of business. The same haphazard circumstances had also plagued the town's fire fighting company prior to 1900. Soon after the turn-of-the-century a wooden frame hose house with a fire bell was erected on the southeast corner of Sixth and D (Front) Streets. The physical growth of Medford, as well as the concern for fireproof, or at least fire retarding building materials in the closely built commercial area, soon led to plans for a fitting replacement of the "ramshackel" facilities. Mayor Reddy and the city council passed a resolution that the brick fire station would be so designed to provide space for city offices and council meeting rooms. By April, 1907, the project was moving towards becoming a reality:

"Two of our local architects, Palmer and Rinehart, are preparing plans and specifications for a city hall, which, when completed will be submitted to the city council."

I. W. Palmer had worked during the 1890s for W. J. Bennet on such projects as the Hotel Nash and the town's first brick school house. The council was impressed with the plans for a two story brick structure with corbelled brick detailing in a commercial Italinate style. Pre-

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paration of the site occurred in June:

"The old fire house and bell tower was moved this week to a point in the middle of Sixth Street west of D, where it will remain temporarily. A new house for the reception of the chemical engine will be erected on the site of the old house."

During September the new Central Fire Hall was dedicated and the town's elected officials moved into the first city hall in rooms above the station. While no longer publically owned, the Central Fire Hall building and the adjacent City Hall Annex (1910) still stand and both retain their architectural integrity. The Medford City Hall has relocated twice, first during the mid-1920s to the intersection of 5th Street and Central Avenue, then in mid-1960 to its present location on Civic Square on West Eighth Street.

Water for domestic use in Medford prior to 1889 was obtained from open wells and pumps sunk deep enough to secure surface water. The first organized water system was installed in 1889. It received its supply from Bear Creek by means of an open ditch, three miles long, which delivered the water to a well in the city. From the well the water was pumped into two wooden tanks, each with a capacity of 32,000 gallons. The tanks were situated in a tower which was located on the present site of the public library. In 1902 the open ditch was abandoned and a pumping plant established on the west bank of Bear Creek. The system was expanded during 1904 and a ten year contract was entered into with The Condor Water and Power Company to furnish power for pumping. Due to the rapid population growth of the city during the first decade of the century, this source of water proved inadequate. Repeated tests showed the water to be unsuitable for domestic use and a menace to health. Steps were initiated to secure a more reliable source of supply for the city water.

In the spring of 1908 Mayor Reddy appointed a special water supply committee. The city commissioned Frank Kelsey, a Salt Lake City engineer, to complete a study and recommend the direction that should be taken. He recommended construction of a 20 mile wooden stave pipeline from Fish Lake in the Cascade Mountains to Medford. Public opinion and editorials in the Medford Daily Tribune were critical of the hastily made recommendation.

"While the water committee is examining sources of supply, it should not overlook Big Butte. Engineer Kelsey overlooked it, and also overlooked the upper Rogue. Big Butte has this advantage: There will be no long-drawn out

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fight in the courts with ranchers over water rights, and there is an adequate supply of pure water for all time to come for a city of any size. G. Putnam, editor."

In the interest of good public relations, the committee did obtain a second opinion. Pat Welch, a wealthy engineer and contractor from Spokane, Washington, at the invitation of Mayor Reddy, conducted a second review and again advised the city to pursue the Kelsey recommendation.

On December 5, 1908, the city entered into a contract with the Fish Lake Water Company for a more adequate supply of water for the city. The council agreed to pay \$254,100 for the construction of a gravity pipeline and perpetual supply of seven and one-half cubic feet of water per second. Construction was completed in 1910 under a new city administration. The pipeline consisted of 21.9 miles of sixteen inch banded wooden stave pipe, it had a fall of 4.333 feet per thousand and had a carrying capacity of 6.15 cubic feet per second. The line emptied into a large modern concrete reservoir a mile and a half east of the town. It was situated on Capital Hill, 200 feet above the town.

The city, under Reddy's administration, had made great strides in improving the water system in service and quality. In 1908 they did not foresee the obstacles that later detracted from the quality of the water and made its use unsatisfactory. In less than 10 years a new source was needed. By 1927 the City of Medford had secured sole rights to Big Butte Springs. These springs continue to serve the city today.

Between 1907 and 1909, the city launched the paving of the principal streets in the commercial district. The Street Commission, the forerunner of the Public Works Department, was established during this period.

During Dr. Reddy's first year in office there was substantial public support for the actions of the mayor's administration. In turn, the mayor and city council placed many items before the citizens for direction. On June 7, 1907, a special election was held to consider:

"...creating an occupation tax...granting a franchise for a street railway and adoption of an ordinance granting a 25-year franchise for electric lighting to the Condor Water and Power Company."

The public resoundingly turned down the occupation tax, yet approved both franchises. The street railway, a proposal by John R. Allen, was not constructed until the 1910s by the Southern Oregon Traction Company.

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In September, 1903, the Medford Library Association was organized and a library started in Haskin's Drug store on Main Street. In order to cover expenses a membership fee of \$2.00 was charged and a monthly assessment of 25¢ per month collected. In May, 1908, the Greater Medford Club, an organization of civic minded women, of which Mary Reddy was an active member, asked Mayor Reddy and the council to provide space in the new City Hall for a library. A free reading room and library with the books from the library in Haskin's store was maintained in the City's rooms until the completion, in 1911, of the Carnegie Library in the Civic Square, the former location of the old city water tower.

Medford's school district, No. 49, was created from a division of District No. 2, on February 20, 1884, and the first classes were held in a one-room building on South C (Central). During the summer of 1884 a frame school house was built on West Seventh (Main) Street between J (Oakdale Avenue) and L (Laurel) Streets. By the following year the system had grown and additional space was needed.

"The second story of the new school house at Medford is to be finished soon, as the large room on the first floor is too cramped for the growing size of the school."

Six years later the two-story school house was bulging with more students. The structure was sold for \$250 and moved three blocks south to be remodeled into a private dwelling. A larger building was constructed for \$3,900 on the same site during 1892 and burnt three years later.

West School reopened on March 3, 1896. The three-story brick school, later known as Washington School, cost \$12,000 and was designed by W. J. Bennet.

The town's school system expanded again with the construction of North School (Lincoln School) on North B (Bartlett) Street. Brick masons had started on the second school building during the fall of 1906. Due to construction and work delays the facility was not completed until January, 1907. The school's opening ceremonies (on January 22, 1907) were conducted by school superintendent M. J. Signs and Mayor Reddy. By 1908 the high school class had outgrown the upstairs rooms in Washington School and a high school was completed in 1909 on the corner of North Bartlett and Fifth Streets.

The doors of the new Medford High school had hardly opened before discussion turned to the need for another school house:

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"The school board today took the first step toward the erection of a schoolhouse for the east side of the city by purchasing a site in the Queen Anne Addition. For some time the board has been figuring on a site in that section of the city and has now secured one.

The east side has long needed a school building, especially for the first six grades, as the small children have a long way to go to attend either the West or North Schools at present and during the winter this is most inconvenient.

Some weeks ago the board endeavored to secure a site on that side, but failed.

It will probably be some months before the board is in a position to start the construction of the new building."

The school board's decision to locate a new school building east of Bear Creek signaled a trend in the growth and development of Medford's Eastside. The prospect of a new school in this area also greatly increased the potential residential value of the new Queen Anne Addition which had been recently purchased by the Reddys. After the beginning of the new year the school board bought one entire block of land. The architect's plans for the town's fourth school were in the Mission style and were published on May 17, 1910 in the Medford Mail Tribune.

On June 9, 1910 the Medford newspaper contained official notice placed by Oris Crawford, clerk of the school board, to contractors and builders to submit bids for the new school and the remodeling of Washington School. Classes first met fall, 1911 in Roosevelt School, which, due to its location in what was fast becoming a prestigious section of the city, was referred to as "Roosevelt Academy."

During the period between 1915 and 1930 three more buildings were constructed for the school system. In 1931 old Washington School was torn down and the district sold the land to Jackson County for the new county courthouse. Today School District 549-C, which consolidated with five rural districts, has two senior high schools, two junior high schools and fourteen elementary schools. Lincoln School was closed and sold. Roosevelt school is the oldest functioning school building in the district.

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Medford's public schools were not the only educational facilities which John and Mary Reddy helped influence. The exodus from Jacksonville of citizens, businesses and institutions started in the 1880s, and continued into the new century. By 1907 the Catholic Church in Southern Oregon was faced with making major decisions affecting the location of St. Mary's Academy that had been established during 1865 in Jacksonville.

Dr. Reddy, working through the Medford St. Michael's Parish, convinced the Sisters to relocate their school to Medford:

"...but Jacksonville's glory is of the past. The Oregon and California Railroad surveyed its route four miles distant from the town. The cities of the future are today developing along the line of what is today the Southern Pacific Railroad and among them is Medford. Long the Sisters of the Holy Names hesitated before reaching a final decision that St. Mary's Academy should be built at Medford."

September, 1908, St. Mary's Academy started the school year in a new two-story, colonaded wooden frame structure on West 11th Street, two blocks from the St. Michael's church. The school continues to operate today as Sacred Heart School in new buildings on the same site.

As Medford gradually replaced Jacksonville as the urban center of Jackson County, it also replaced it as the center of the Catholic church in Southern Oregon. Since 1858 St. Joseph's Church in Jacksonville had been the seat of Catholicism in the southwestern part of the state. In 1889 St. Michael's church, a frame building measuring 26 feet by 40 feet was built in Medford and was a mission of the main church in Jacksonville. By 1908 the frame church was replaced by a Mission style ediface and the name changed to The Church of the Nativity. A rectory was built at that time next to the church and still stands. Four years later, Jacksonville's St. Joseph church was a mission of Medford. In the latter 1920s the Reddy family joined with other parishners in funding the construction of Sacred Heart Church, dedicated April 18, 1929.

While there is not any indication that Dr. Reddy ever practiced medicine in Southern Oregon, he and Mary Reddy did have active involvement in the establishment of Sacred Heart Hospital in east Medford. In 1905, Medford's first hospital, the Southern Oregon Hospital, opened in a house on the corner of South Central Avenue and 11th Street. The facility was extremely inadequate and by 1910 the town's leading physicians were attempting to improve the operation. In the interest

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of upgrading medical care, the Provincial Superior of the Providence Order in Portland was petitioned to establish a new hospital at Medford. During August, 1910, Mother Provincial and party arrived in town to survey the existing facilities and the potential need in the community. Dr. E. B. Pickel and Mary Reddy greeted the party and took them on an auto tour of the city. The guests were favorably impressed and agreed to accept the challenge. Local support would be a basic necessity from the medical community, as well as citizens and organizations. The Commercial Club met the situation and would act as fundraiser and site search committee:

"The Commercial Club has formally endorsed the proposal of the Sisters of Providence to erect a \$100,000 hospital in this city. A committee has been appointed to act on behalf of the club. The Committee is comprised of Drs. Pickel, Porter, Conroy, Reddy and G. Putnam...The Sisters desire several acres of ground with a dwelling house to serve as a temporary hospital...The planned project will be the largest hospital in the state outside of Portland..."

The site selected was in east Medford and was the south half of Nob Hill. By September, \$8,378 had been raised. Construction was close to a year away. The cornerstone was laid during July, 1911. It would be the largest building in the city:

"The hospital, which will cost \$125,000, will house 125 people, eight-five of whom may be patients. There will be five floors, the fifth to be used for the operating rooms and the wings are so arranged that every room will be flooded with quantities of sunlight. The largest ward is 20 by 30 feet and will contain nine beds. The longest frontage of the building is 115 feet and it is the same distance deep.

The hospital will own two and one-half acres of land, which will be park and flowered and arranged with beautiful walks and garden seats, where patients may go in the summer and sit...The Sisters have secured the Southern Oregon Hospital and are operating under the name of the "Sacred Heart" in order to be here to superintend the construction of their new building."

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Early in 1912 patients and equipment was moved into the "red brick castle". On February 18, 1912, the hospital was dedicated. In 1922 the Medford Community Hospital opened on East Main Street. These two major medical facilities continued to expand and change with advancements in the health sciences profession. By the late 1950s the Community Hospital had outgrown its location and rebuilt a large complex several miles east of the current city limits. During the mid-1960s Sacred Heart Hospital also built a new hospital, Providence Hospital, north of the Nob Hill setting and the red brick building was pulled down.

The Queen Anne Addition was layed out eight years after the beginning of the 20th century. The new twelve block suburban residential addition was surveyed and platted and recorded on January 15, 1908 with the Jackson County Recorder's Office in Jacksonville, Oregon.

The Queen Anne Addition was the first of three new residential areas to climb up the oak and grass covered hills above lower eastside Medford. Its development further extended residential neighborhoods east of Medford's original townsite, which included the close-in late 19th century neighborhoods. The Queen Anne Addition along with the later Siskiyou Heights, Medford Heights and Nob Hill Additions, instigated and influenced Medford's eastside growth in its physical, economic and social character into the communities' second century. By the 1960s residential development stretched into the foothills of the Cascade Mountains, a distance of over four miles east of Bear Creek.

The town's neighborhoods of the 1880s grew up on the north and south ends of the cross streets to Main Street. By the late 1880s Central Avenue had evolved into the principal residential avenue with fashionable Queen Anne style dwellings. In 1888 William H. Barr recorded the plat for Barr's Addition, of of the towns' first suburban neighborhoods, which by the mid-1890s had gained substantial status and was known as "Oakdale". Oakdale would continue to compete for the growing city's prominent citizens and community leaders to locate their large family homes in its park-like setting among the natural groves of Oregon white oaks through the first quarter of the next century (NRHP District).

It was during the closing decade of the 19th century that Medford began to expand into the ranch, orchard and farm lands east of Bear Creek. Development east of the stream required reliable year around access. As early as 1886 a petition to build a bridge across Bear Creek had been presented to the county court. It provided that the county would furnish \$1,600 and Medford would furnish the remaining sum. Prior to this date there was only a foot bridge across the creek. Wagon

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traffic used the ford from the new town to the evolving system of county roads that would become East Main Street, Crater Lake Avenue, Hillcrest Road and North Phoenix Road. A wagon bridge was built but was washed away during the winter floods of February, 1890:

"A number of men were on the west apron of the wagon road bridge at Medford yesterday morning when the bridge went down, and Jim Simpson, Ed Wilkinson and George Kelley fell into the water, but scrambled out unhurt. The old foot bridge, as well as the wagon bridge is gone."

The county rebuilt the bridge during the following summer. By 1902 the city replaced the wooden structure with a steel bridge, which in turn was relocated in 1912 to Jackson Street, down stream and replaced with the current reinforced concrete bridge. The improvements of the Main Street crossing corresponded with the physical development and needs of the "Eastside".

Development between 1890 and 1907 occurred along East Seventh (East Main Street), the county road to the Phipps farmstead (Roosevelt Avenue, later Crater Lake Avenue), and in the area south of East Seventh adjacent to Almond, Tripp and Cottage Streets. From 1895 to 1907 four additions were recorded in the lower eastside area. This relatively flat 30-plus block area bordered by Jackson Street on the north, the eastern extension of 11th Street on the south and Crater Lake/Portland Avenue on the east would continue to grow and infill into the early 1920s.

In 1908, with the Queen Anne Addition, the town began to expand up the "Incline". The Incline, a gradual to steep topographical break between the broad level floodplain along the creek on the lower Eastside to the rolling hills of upper eastside provided prime building sites from 1910 to 1930. The rolling hill country of upper eastside, from the crest of the "Incline" to the Rogue River Valley Country Club, first layed out during the 1920s, would experience dramatic growth between the two world wars (post 1915-1940s). In the post Second World War building boom projects such as Groveland, BelAire Heights, Skycrest and Sunridge Ranch literally took the city of Medford into the hills. During the first quarter of the 20th century, eastside Medford development surpassed that of the westside in terms of economic value, social status and its physical extent.

Queen Anne's competitors during the period between 1908 and 1912 were Oakdale, Highland Park and the Summit Addition in West Medford and

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and Nob Hill, Siskiyou Heights, Medford Heights and Capital Hill of eastside Medford. Its prime contender was Siskiyou Heights. During 1910 both advertised heavily in local newspapers, adopted slogans and jockeyed to be the town's first class "upper crust" area.

Eleven months after the plat recording in January, 1908, a substantial share of the Queen Anne Addition was sold by its initial founder, Grant Burroughs. The purchasers were Mary Reddy and Mrs. W. F. Turner:

"Mesdames Reddy and Turner Buy Property.

Mrs. J. F. Reddy and W. F. Turner have purchased a half interest in the Queen Anne addition on the eastside and plan to erect there a number of splendid residences which they will offer for sale.

The Queen Anne addition has long been known as a choice residence section and with all civic improvements planned for the next year on that side, the value of the property will increase rapidly."

Since Mary Reddy's Rogue Valley arrival in 1904 with her two children to join her husband, she had been actively involved in social as well as business interests. During a period when few women engaged in pursuits outside of maintaining a home, raising a family and creating a positive social environment for an ambitious husband, she entered the world of civic and business commitments. She was a progressive community leader.

Soon following her move to Medford she joined the town's leading woman's organization, the Greater Medford Club. The club had first organized as the Lewis and Clark Club in April, 1903, with the purpose of promoting the upcoming 1905 Lewis and Clark Exposition in Portland. At an early date the club adopted the cause of promoting the Rogue River Valley and "beautifying Medford". The ladies worked closely with the Medford Commercial Club in several projects, such as the Exhibit Building on the northwest corner of Front and Main Streets, which opened May 13, 1905, in time to display the town and valley's offerings to travelers enroute to the fair. In 1907 the name was changed to the Greater Medford Club. The refinement of the town's rustic ways continued to serve as the club's focus. Establishment of a free reading room and Library, improvements to the city park and the planting of street trees monopolized their interest between 1905 and 1910. In June, 1908, Mary Reddy was elected president of the club. This honor was again bestowed upon her in 1909 and 1910.

Under her leadership, in May 1908, the ladies negotiated and convinced Mayor Reddy and the city council to establish the town's first free

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library in the new city hall. The women volunteered their time to keep the small institution open until they were able to raise sufficient funds to hire a librarian.

"Miss Emily Janney, a graduate of the University of Minnesota and an enthusiast in literature, has assumed her duties as librarian at the free public library, located in the city hall one block north of the Hotel Nash."

The first Library Board was also inaugurated during 1908 with Mary Reddy serving along with five other women. The Library Board and the Greater Medford Club continued to lobby for a better library system. Finally, on August 2, 1910, a referendum was held for Medford voters on a tax measure of one-fifth mill for support and maintenance of a modern library. The measure passed. An application for Carnegie library appropriation funds was sent to Mr. James Bertram, Secretary to Andrew Carnegie on December 21, 1910. The request of \$20,000 was based on Mr. Carnegie's practice of granting \$2 per person. The 1910 census for Medford showed a population just under 10,000. The appropriation was authorized in January, 1911, subject to approval of the design by Mr. Carnegie, verification of the support and maintenance funds, and donation of property for the site for the library. On February 7, 1911, the City Council approved the levy and notified Mr. Andrew Carnegie that they had secured the required funds to support the library and would donate Block 77 of the original townsite for the location of the Carnegie Library. The site had only recently been cleared of the old water tower.

The site selection for the library had also included a possible location in the Queen Anne Addition, which had offered four lots adjacent to the new school site. Medford architect J. A. McIntosh drew plans that were submitted for the proposed Carnegie Library. Alfred Ivey, who had just completed Roosevelt school in Queen Anne Addition, was awarded the library contract on August 24, 1911, in the amount of \$19,360.00. The facilities were dedicated on February 8, 1912. The structure continues to serve as the central library for the Jackson County Library System (NRHP).

Medford's park system began with the city park in Block 68 east of the future Carnegie Library location. The land had been given to the town of Medford in the early 1880s by the Oregon and California Railroad company. The first move on the part of the town to improve the block of land was in 1888:

"J. H. Settlemeier of the Woodburn Nurseries sold the town authorities 50 shade trees for the town park and donated 30 more which is a very liberal proceeding."

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Development of the small park during the closing decades of the 19th century was slow and maintenance was nearly nonexistent, as noted in the Medford Mail in 1894:

"Of the sixty odd shade trees set out in the city park, only about 35 of them are living. The reason for so many dying is attributed to their having been too large at the time of setting."

By September, 1905, the Greater Medford Club had taken up the cause of overseeing the park's development. A formal layout for the grounds was established; trees were planted, graveled walkways placed in order and a three-tiered fountain installed. Additional planting, benches and electric lighting were soon to come. In the interest of further improvements to the town's park, Mary Reddy, as president of the club, and Mrs. Edgar Hafer, secured donations of materials for a bandstand:

"Colonel Ray To Give Band Stand.
Mrs. Reddy and Mrs. Hafer Secure Colonel's
Promise to Donate Granite for Band Stand.

Col. Ray has promised to give the granite necessary for the erection of a handsome granite bandstand which is to grace the Medford Park as the improvements are planned by the ladies of the Greater Medford Club.

Mrs. J. F. Reddy and Mrs. Edger Hafer are the two ladies composing the committee which secured Col. Ray's promise. They are now going to take up the matter of transporting of the granite with the Southern Pacific Company, hoping to get it laid down in Medford free of charge, as it is to be used for the beautification of the city."

Col. Frank Ray, co-founder of the Condor Water and Power Company, which evolved into the California Oregon Power Company (PP&L) was also president of the Tolo Granite Company with a quarry on the Rogue River near the power company's Gold Ray Dam.

Besides the City Park, the Southern Pacific Railroad Depot grounds and planting strips along the city streets also benefitted from the ladies' beautification activities.

The earliest planting of street trees occurred during the 1890s in the Oakdale area, in addition to the native Oregon white oaks. The communities' attitude towards the planting of trees was expressed in 1894 by the Medford Mail:

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"The old oak tree which has so long stood near the sidewalk, to the north of Hotel Medford, has been laid low with the woodman's ax, and t'was a good act. Shade trees are very proper in residence portions of a city, but they are very out of place on the business streets."

It was not until 1909 that a citywide street tree program was launched. Much credit is due Mary Reddy for interesting the citizens and community leaders of Medford in planting street trees and gardens. The first sizable shipment of street trees ordered by the Greater Medford Club arrived during the first week of January, 1910. The order, 1,100 trees from the Woodburn Nurseries, consisted of Maples, Oaks and Elms. By February the tree planting had started in "earnest". The new Queen Anne Addition was the recipient of 40 to 50 Pin oaks planted along Queen Anne Avenue.

Mary Reddy's civic involvement was not at the expense, but in addition to, raising a family of seven children, active participant in church affairs, and developing a career as a businesswoman. Besides promoting the Queen Anne Addition, she also invested in other real estate ventures along with purchasing and managing her late brother-in-law, Martin Reddy's very successful jewelry store in Medford for over 15 years.

Within a month of the purchase of the Queen Anne Addition in December, 1909, the Medford Mail Tribune advised its readers of the formal organization of the addition's development company:

"Queen Anne Addition Incorporated.
Home seekers will find their investments all ready for them in the Queen Anne Addition. The company owning the property has just been incorporated, the officers being A. E. Kelly, president; Mary F. Reddy, vice president; W. F. Turner, Secretary and treasurer. Many improvements are contemplated that are metropolitan in character. Two streets are to be opened into the addition - one of which will be paved. Cement walks will be built the entire length of the addition and sewers and water mains laid. It will thus be seen that the company is to sell its property in such a way that it can be immediately improved. As a result of this policy every purchaser from this company must profit by his investment, several beautiful houses will be built in the spring."

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As promised, two streets, Queen Anne Avenue and Reddy Avenue were opened with the former being paved its entire 1,993 feet from Roosevelt Avenue (Crater Lake Avenue) to Phipps Street (Oregon Terrace). Reddy Avenue originally was proposed to run the length of the addition, but was terminated to provide for the construction of Roosevelt School. Sidewalks, sewer and water lines and other improvements in "Queen Anne: The Addition with Character", were also completed. In early spring construction would start on the first two dwellings within the addition.

Actual preparation of the site for the Reddy House began in January, 1910:

The work of beautifying the grounds of Queen Anne hill, where Mrs. J. F. Reddy contemplates the erection of an \$8,000 residence, has already commended.

The plans include a small park about the residence, the water for which will be supplied by a living spring on the property. The waters of the spring will be carried by a system of pipes and made from a foundatin on the grounds."

The end of the year building reports for Medford during 1909 indicates that most construction of single-family dwellings was within the cost range of \$1,000 to \$4,000, with only four houses exceeding \$5,000.

Mary Reddy's interest in horticulture was to be lavished on the gardens surrounding the family home and along Queen Anne Avenue leading to the hilltop property. By local tradition the maintenance and watering of the Pin oaks along the avenue was undertaken by the Reddy's Chinese domestic staff.

The increased promotion and development of public amenities in Queen Anne of 1910 was to be matched in Siskiyou Heights four blocks to the southeast. March 1st was to be "...the opening to the public sale of this great subdivision...the highest class residence property ever offered in Medford. Its slogans toted it as "Medford's Elite Section." A full page advertismment by the Oregon Orchards Syndicate on page 13 of the Sunday, March 13, 1910 Tribune itemized Siskiyou Height's of "...serpentine drives, graded streets and Fish Lake water...". Page 16 was devoted to the Queen Anne Addition as well as announcing the commencement of construction of the Reddy House:

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"Mrs. J. F. Reddy starts an \$8,000 Home

Last Wednesday ground was broken for the residence on lots 5, 6, 7 Block 11... will be one of Medford's most elegant homes..."

The text of the advertisement included notice of the pending construction of the William F. Turner house:

"Mrs. W. F. Turner starts beautiful bungalow next week...to be one and half stories...on three lots...exterior will be modern Swiss pattern with the interior planned after the cooperative apartment idea so much in vogue in New York..."

The advertisement continued with the statement that "Medford's Most Prominent Citizens Buy Lots in Queen Anne", and a listing of 19 business and professional men who had invested in residential lots. The promotion concluded with the offering of "easy terms, \$162.50 down" and a prediction that with "...population pouring into Medford with 15 to 20 families every day forcing values up for close-in city property you should buy now...Medford will be a city of 25,000 soon." Sales totalled 29,000 for January and February.

Later ads for Siskiyou Heights illustrated the stylish refinement of the area's architecture in "...a neat and ornamental Swiss chalet office building nearing completion on Main Street in Siskiyou for the benefit of those seeking information and prices."

Not to be outdone, Queen Anne countered with "...rigid building restrictions..." and view "...lying in a picturesque situation overlooking the city..."

The development of both districts progressed with Queen Anne taking the lead due to its early land sales, closer location to the commercial area and complete urban services, including water, sewer, paved streets, a new school and a public streetcar line. Queen Anne, along with Siskiyou Heights and later, Medford Heights, Nob Hill and Capital Hill, set the tone of eastside residential development in Medford for the rest of the 20th Century.

While the start of construction of the Reddy house was well commemorated with "ground breaking" and documented in the local press, the actual completion did not receive mention. The family was residing on Queen Anne Hill in September when Mary Reddy resigned her presidency of the Greater Medford Club, stating that she was "...unable to devote the time necessary during another year."

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While community and civic activities in the fall of 1910 slacked off, involvement with the completion of the first home of Queen Anne and continued development of the Addition did not. In November, 1910, an amended plat of Queen Anne Addition was recorded. The primary revisions were the reconfiguration of Block 11, the Reddy house location and renaming of streets. The original plat had Queen Anne Street running the entire length of the addition with it terminating into a public way lying east of the plat. With the revision it ended at Phipps Street (Oregon Terrace) and blocks 11 and 12 were combined into a "block" 180 feet deep and 586 feet wide. The replatted Block 11 now corresponded with the as-developed Reddy family homesite and grounds. The renaming of the district's streets consisted of Grant Street to Roosevelt Avenue (Crater Lake Avenue), Beulah Avenue to Jackson Boulevard (Jackson Street), Beauregard Street to Washington Place (Madison Place), Burroughs Street to Academy Place and Phipps Street to Oregon Terrace. Later a portion of Reddy Avenue was officially vacated to provide for development of Roosevelt school and its adjoining athletic fields.

Although unsubstantial, it appears that the Reddy's involvement with the Queen Anne Addition predates the 1909 purchase. Public records indicate that John and Mary Reddy were silent partners with Grant and Maggie Burrough in the original 1908 platting of the district. The later purchase in December, 1909, with the William F. Turners, served to give the Reddy's a controlling interest in the development. Following the Turner's move to Portland during May, 1910, the Reddy's purchased the remaining interest.

By December, 1910, the former Queen Anne Development, Inc. had been absorbed by Dr. Reddy's Medford Realty and Improvement Company, which had moved from the Hotel Nash to offices over the Model Clothing Company on the southwest corner of Main and Bartlett Streets. The family owned real estate business continued to sell residential lots in and promote Queen Anne, plus they were now managing the construction of the new dwellings:

"Company Will Build Homes on Easy Terms.
New Concern Enters Local Business Field and Will
Develop Residence Tracts By Erecting Homes on Easy
Terms for Buyers.

For the purpose of building homes in Medford on easy terms, in order that salaried may be able to secure a place of his own, the Medford Realty and Improvement Company has been incorporated. The officers are: Dr. J. F. Reddy, president; W. F. Turner, vice president; and Charles S. Lebo, secretary and general manager.

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The company plans to build any kind of a house desired. They will accept a small payment down and take the remainder at so much a month.

Mr. Lebo is a young businessman of Spokane who has had experience along this line. He will bring an experienced crew here to construct the homes. The company will offer lots in Queen Anne, but are prepared to build in any section of the City."

The newspaper also stated during December that "...several beautiful homes will be built in Queen Anne this spring." During the 1910s and 1920s an encore of large family homes joined the Reddy house in the east end of the Queen Anne Addition. What had been started as the William F. Turner house on the north west corner of Reddy Avenue and Oregon Terrace was completed after their departure to Portland and was later the home of David Holmes, orchardist and cofounder of Harry & David's Bear Creek Orchards (1327 Reddy Avenue). Two other Medford mayors, C. E. Gates, mayor between 1917 and 1922 (1307 Queen Anne Avenue) and A. W. Pipes, mayor from 1929-1930 (1315 Queen Anne Avenue) built homes within the Queen Anne Addition. By the early 1930s the National Park Service had constructed a dwelling on Queen Anne Avenue for the supervisor of Crater Lake National Park (1317 Queen Anne Avenue).

The advance of the 1920s witnessed localized political and economic turmoil and the gradual withdrawal from business, civic and public life of both John and Mary Reddy. In 1925 they sold the stucco and wood clad dwelling on Queen Anne Hill to John J. and Lillian Steiger. Steiger, a retired lumberman, maintained his residency in the Reddy house through the mid-1930s. By November, 1925, the Reddy's had taken up residency at 810 South Oakdale Avenue in the Oakdale district of west Medford.

The headlines of the Medford Mail Tribune, Friday, November 3, 1933, read:

"Dr. John F. Reddy, City's Developer, To Final Reward.

Foremost Figure in Early Days of Medford Passes
After Sudden Heart Attack - Was Former Mayor".

He was 64 years of age. Shortly after his burial in the Jacksonville Cemetary, Mary Reddy moved from the valley. In 1938, at the request of his widow, his remains were removed to Spokane, Washington.

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The nominated area of less than one acre is legally described as Tax Lot 1600 in the NW $\frac{1}{4}$ NW $\frac{1}{4}$ Section 29, Township 37S, Range 1W, Willamette Meridian in Medford, Jackson County, Oregon, and includes a non-historic detached garage situated on the NE corner. The area is alternatively described as a parcel in Block Number 11 of the Amended Queen Anne Addition to the Plat of Medford, comprised of the southerly four feet of the westerly 120 feet of Lot 5; the northerly 41 feet of the westerly 120 feet and the southerly 9 feet of the westerly 115 feet of Lot 6; the westerly 115 feet of Lot 7; and the northerly 28 feet of the westerly 115 feet of Lot 8, Jackson County Assessor's Map Ref. No. 37 1W 29BB. The nominated area does not include the separate but adjoining 18 x 45-foot Tax Lot 1608.

19 20
30 29

JACKSON

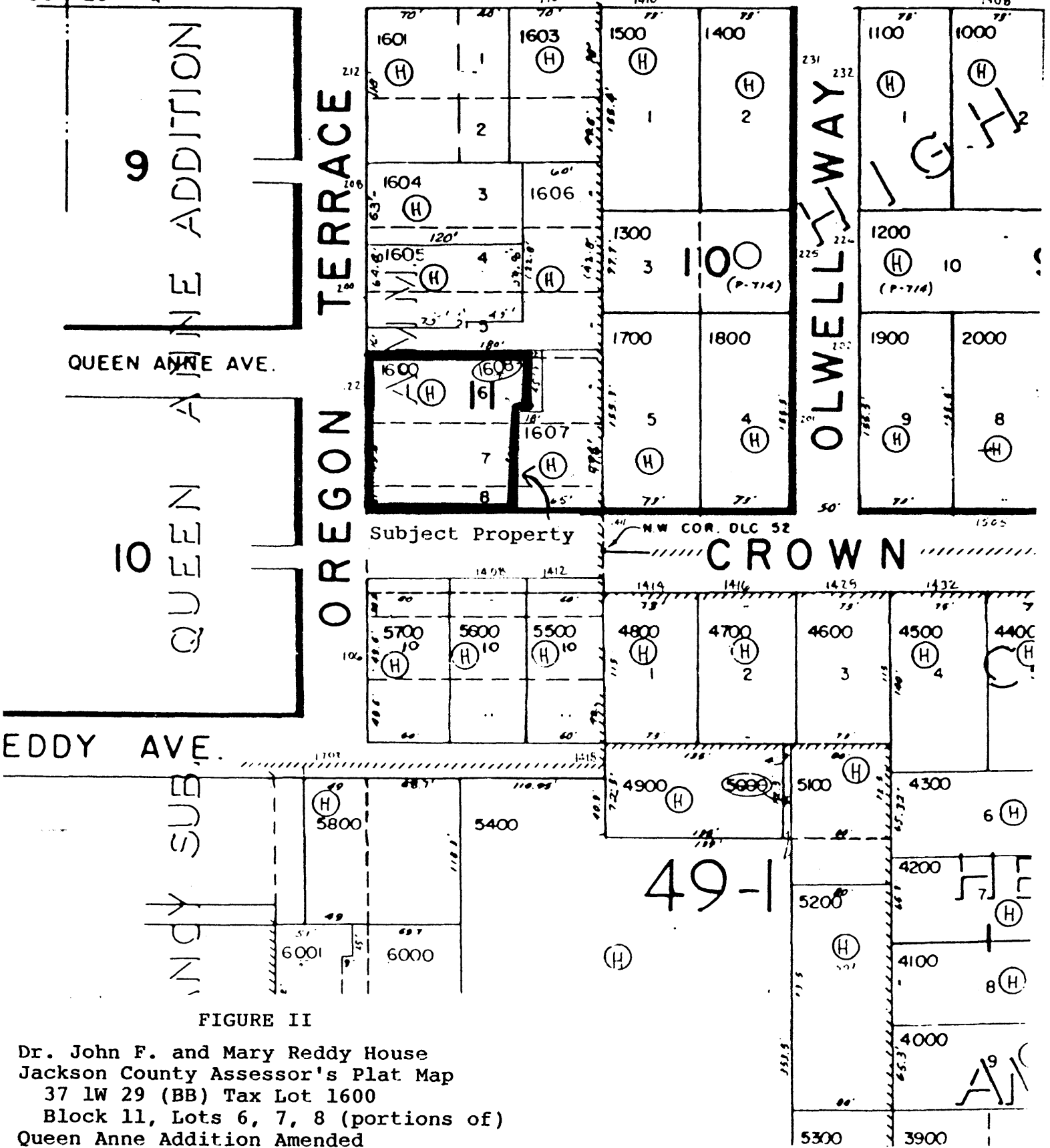


FIGURE II

Dr. John F. and Mary Reddy House
 Jackson County Assessor's Plat Map
 37 1W 29 (BB) Tax Lot 1600
 Block 11, Lots 6, 7, 8 (portions of)
 Queen Anne Addition Amended

Scale 1" = 100'