# MAKES STATE HUN

Announcement of Eugene-Coos Bay Line Puts Oregon Work in Front Rank.

\$21,000,000 PURSE SPENT

Data of Engineers Awaited Before Beginning Construction of Branch to Marshfield - Benefit Already Felt Along Route.

HARRIMAN SYSTEM'S WORK IN OREGON IN TEAR TOTALS \$20,922,000

em in Gregon for 1911 and 1912, in addition to the Hillshore-Tillamouk ing no miles long, and the Narron Klamath Falls line, will aggregate nearly \$21,000,000. A recapitulation work completed and planned

Expenditures of the Harriman sys-

Bhops at La Grande.... New freighthouse in Port-New shop buildings at Al-76,000 New yard tracks in Port-New roundbouse at S. P. car shops on East Side. Engene-Marshfield line. Total .....\$20,502,000

With the announcement yesterday by J. P. O'Brien, vice-president and general manager of the Southern Pacific, of the immediate construction of the Eugene-Coos Bay road is the significant fact that there will be, in all probability, more railroad construc-

.......

ilen work in progress in Oregon in the next two or three years than in any other state in the Union.

Renewal of railroad work, plans for new extensions by both the Harriman and Hill systems and the preparation for the immense expenditure of money on these profests are factors associated. for the immense expenditure of money on these projects are factors considered of enormous importance by the business interests of the state. From the viewpoint of Portland business men, the turn of the railroad situation in Oregon is taken to mean that most recommend times are again at hand prosperous times are again at hand and that the development and pro-tress of Portland and the entire state will be greater than ever before.

Engineers' Data Awaited.

Definite plans for the construction of the line from Eugene to Marshfield, the proposed terminus, will be announced as soon as sufficient data from the seld engineers are available. Funds have been set aside for the cost of the extension, which probably will exceed \$8,000,000.

According to J. P. O'Brien, the pro-posal to construct the line had been under consideration for some time but before the plans were in shape to be ande public it was necessary to spend large amount of money in making preliminary surveys, in choosing most feasible route and in tapping the richest district between Eugene and Cook Bay. In addition to this construcwork, the Harriman Interests have been spending immense sums of money in extensions and betterments in nearly all parts of the state and have plane under consideration for other important work which will be announ

Great Benefit Predicted.

"The construction of the Eugene-Marshfield line will mean great things for Pertland," said Harvey Beckwith, president of the Parliand Commercial Club, yesterday. 'This is easily the biggest announcement of the year. The road will not only open up a rich country and a big timber belt but it will be the means of bringing to Portland a large trade which has been going to San Francisco. In time, a great trade zone will be built up and will be added

There have been at least a dozen paper roads built to Coos Bay in years past and there has been a lot of talk, with nothing to show for the spasmodic announcements. But, now, we know with certainty that the line is to be built and that it will be ready for operation inside of two years. The Eugene-Marshfield road will be another important factor in the development of Western Oregon and of Portland."

## Impetus Already Felt.

Prospects for the immediate con-atruction of the railroad from Eugene to Marahfield, have already had a bene-ficial influence on all lines of business in the Coos Bay country, according to William Candlin, of Coquille, who is in Portland this week on a business visit. 'In real estate alone, sales amounting to more than \$300,000 have been made within the last two months. Most

of the buyers were outside capitalists, many of them from Portland. Prices in real estate are steadily climbing all through the section that will be opened to the interior when the new road is

The little 28-mile road from Myrtle Foint to Marshfield gave us after all no outlet for trade except by water. The assurance of rail connections with the Willamette Valley has started a marked revival of activity in all lines of manufacturing, and sawmills are opening up or increasing their output throughout the Coos Bay district. In North Bend, there has been a noticeable increase in the population from the influx of people who have come to take advantage of the opening prospects for employment." The little 28-mile road from Myrtle

### Rich Country Pierced.

It is declared that millions of feet of fine timber and many sections of Natwick, rich farming lands will be tapped by the proposed road. Running west from higgens, the line will follow the course of the Single Pivote 1.

one of the greatest dairying districts in the state will be opened up through the building of this road.

DOUGLAS FORESEES

Eugene-Coos Bay Line to Upbuild

Western End of County. ROSEBURG, Or. Aug. 1.—(Special.)— The announcement that the Southern Pacific Company will build a road into Coos County by way of Siuslaw instead of Drain occasioned little surprise in Rosebrg and Douglas County. While

of Drain occasioned little surprise in Rosebrg and Douglas County. While the Drain route would have thrown more traffic and earnings into Douglas County by reason of which Roseburg would have profited largely on account of being the county seat, yet the building of the line as proposed will benefit the entire county materially. Local capital'sts declare that in constructing the Eugene-Marshfield road the entire western end of Douglas County, at present without railroad. County, at present without railroad transportation, will be thrown open to development. This, alone, they say, will result in bringing thousands of dollars into Roseburg, the metropolis

f the county. Local capitalists admit that the con-Local capitalists admit that the con-templated road means much for Eu-gene and Coos Bay, but nevertheless, they adhere to the general belief that another line will soon join Roseburg and Marshfield. Roseburg residents in touch with Francis J. Clark and his associates declare that the Southern Pacific Company was forced into build-ling the road from Eugene to the coast resiled Company was forced into hulld-ing the road from Eugene to the coast for the reason they feared the impend-ing competition which would result in the construction of a road from Rose-burg to Marshfield.

Residents of Roseburg and vicinity

........ OLD RESIDENT OF MORROW COUNTY DIES IN IONE AT AGE OF SEVENTY-SEVEN.



D. C. Ely.

HEPPNER, Or., Aug. 1. - (Spe-tal.) - D. C. Ely, a ploneer of HEPPNER, Or., Aug. 1. — (Special.) — D. C. Ely, a ploneer of Morrow County, who died at his home in Ione, July 19, was born in Pennsylvania in 1824. He was a teacher before the Civil War. He was mustered into the service of the United States in June, 1861. After three years of service in the United Army as sergeant ice in the Union Army as sergeant and quartermaster, he was dis-charged on account of ill health,

enthusiasm among the people of Eugene and Lane County. After working for years for a line to the coast, and for the lower freight rates that a direct line would entail, they are greatly pleased to have the dream realized in the promise of General Manager O'Brien. The people of Eugene knowing Mr. O'Brien feel that the road is as good as begun.

good as begun.

Early this morning all the banks of the city sent telegrams of thanks and congratulation to Manager O'Brien, and at noon the president of the Commercial Club and the promotion department of the club telegraphed their appreciation. The club also congratulated Marshfield. A special meeting of the Eugene Commercial Club has been called for tomorrow night to celegood as begun.

been called for tomorrow night to cele-brate over the proposed line. Besides the assurance of a line to the coast, Eugene has also been prom-ised that two trolley lines will be extended to the city.

BIG SUMS TO BE ASKED

Medford to Consider \$1,000,000

Road and \$39,000 Span Plans.

MEDFORD, Or., Aug. 1 .- (Special.) -Subjects involving more than \$1,000, 000 will be brought before the County Commissioners at their meeting Wednesday. The question of calling an election to legalise a warrant issue of \$1,000,000 for good road improvements will be brought up and several hundred petitioners from over all the coun ty will be in Jacksonville to urge that the measure be adopted.

Whether a \$30,000 bridge will be con-Whether a \$30,000 bridge will be con-structed across Bear Creek in Medford will be decided and the decision of William Gerig, chief engineer of the Pacific & Eastern, who was made ref-eree in the county's quarrel with Chris a contractor, over \$4000, will

of the Sinslaw River to Florence or near that point, where it will extend due south to Marshfield. This immense stretch of country has been retarded on account of lack of proper transportation facilities. With the exception of a few of the most fertile spots, the large territory has not been settled up.

It is the opinion of those familiar with that part of the state that plans will be started immediately for big development and that by the time the road is completed there will be an limmense activity in both reality and timber operations. It is predicted that Loss of Time Means Loss of Pay.

Improvements Coupled With Business Activity Increases Demand.

MILL FIRE LOSS ALLAYED

Employment for 250 Men Thrown Out of Work Is Found at Once. Railroad Official Sees Big Future for Bustling City.

SPRINGFIELD, Or., Aug. 1.—(Special.)—Despite the fact that 250 men were thrown out of employment last week by the burning of the Booth-Kelly mill, not one of these men is without work or is unable to get it, according to a statement issued by the authorities here today. The Booth authorities here today. actording to a statement issued by the authorities here today. The Booth-Kelly Company is taking care of every man with a family, and places are made for them in the other mills or camps. In addition to this fact, Spring-field today is short of labor. A bul-letin board in front of an employment letin board in front of an employment bureau asks for 15 men to work for the Oregon Power Company; 190 laborers are wanted by the Southern Pacific Company at Natron, nine miles from here; 50 men are wanted by the City of Springfield for street grading and street work; 50 men are wanted by sewer contractors, who will start con-struction next week on \$12,000 worth of sewers in this city, and a dozen men of sewers in this city, and a dozen men are asked for work on the construction of the new Springfield bank building. of the new Springheid cans building, which began this morphing, by the excavation for the basement. Springfield has several business blocks under course of construction, as well as a score of residences that are above the \$1000 class.

L. R. Fields, superintendent of

the Southern Pacific Company, spent half a day in this city today on an inspection trip. In speaking about the big fire here Friday night, he said: "I don't believe that the loss of the Booth-Kelly mill is going to hurt Springfield in the least. It is a very good and wide-awake town. I found the business men here very optimistic, the business men here very optimistic, and they are going shead with their enterprises as though nothing had happened. Springfield is advantageously located, with large and rich farming and lumbering districts on three sides. "The Springfield people deserve a great deal of credit for the prosperous condition in which I found the city. I drove over the newly-macadamized streets. You're spending lots of money

streets. You're spending lots of money here. Springfield must have something back of it to fittract the capital that is being invested. Why, there are build-ings here that would be of credit to a town many times its size."

feel that the announcement of the Southern Pacific Company will stimulate interest in railroad affairs in Douglas County and that plans for a second road will be formulated much sooner than otherwise.

EUGENE FEELING JUBILANT

Commercial Club Telegraphs Thanks to General Manager O'Brien.

EUGENE, Or., Aug. 1.—(Special.)—Announcement in The Oregonian and the local press that the Southern Pacific Company is about to build a line from Eugene to Coos Bay aroused great enthusiasm among the people of Eugene and Lane County. After working the local press that the Southern Pacific Company is about to build a line from Eugene to Coos Bay aroused great enthusiasm among the people of Eugene and Lane County. After working the local press that the Southern Pacific Company is about to build a line from Eugene to Coos Bay aroused great enthusiasm among the people of Eugene and Lane County. After working the local press that the Southern Pacific Company is about to build a line from Eugene to Coos Bay aroused great enthusiasm among the people of Eugene and Lane County. After working the local press that the Southern Pacific Company is about to build a line from Eugene and Lane County. After working the local press that the Southern Pacific Company is about to build a line from Eugene and Lane County. After working the local press that the Southern Pacific Company is about to build a line from Eugene and Lane County. After working the local press that the Southern Pacific Company is about to build a line from Eugene and Lane County. After working the people of Eugene and Lane County. After working the people of Eugene and Lane County. After working the people of Eugene and Lane County. After working the people of Eugene and Lane County. After working the people of Eugene and Lane County. After working the people of Eugene and Lane County. After working the people of Eugene and Lane County. After working the people of Eugene and Lane County. After working the people of Eugene and Lane County. After working the people of Eugene a

caused the belief that the company owning it is merely subsidiary to one of the big transcontinental systems, probably the Hill interests.

The road now extends from a point on Young's River near the mouth of the Klatskanine for about eight miles toward the summit, and a large force of men is now clearing the right of way for the extension to the Nehalem Valley.

A few days ago a three-months' option was taken on a tract of 1109 fect of water frontage closs to the mouth of the Skipanon fliver on the west side of the bay. This option is now said to have been taken in the interest of the Astoria Southern. The same persons have secured options on water front property at the north end of the county bridge across Young's Bay and aiso on what is known as the Reierson farm on the west side of Youngs River, immediately opposite what is now the terminus of the road. Persons who appear to know, say the company plans to construct a bridge across Youngs River at the mouth of the Klatskanine and to reach Astoria by crossing Youngs Bay at the county bridge, thus avoiding the construction of another bridge at that point, which the United States engineers would probably object to. The line will then come around Smiths Point, connecting with the main line of the Spokane. Portland and Seattle, by which it can easily reach this city and the recently acquired frontage across the bay. across the bay.

LAND BOARD GRANTS GRACE

Paisley Project Must Make Showing

by 1912.

by Anna River, which in turn is fed by hot springs 1600 feet deep. There is an evaporation of four feet annually shown on the lake, which has no outlet. The evaporation of this much warm water continually leaves the country without any froats and a climate that is un-

surpassed.

"In the past there have been difficulties with water rights on the Chewaukum River, from where we will secure our water. Decisions of the courts have shown us where undoubtedly we will have use of these rights as against all others. In the past one of our greatest difficulties has been in financing the project, owing to the trouble over the water rights. But with this difficulty out of the way we are assured of ample backing."

The project of the Portland Irrigation The project of the Portland Irrigation.
Company includes 12,000 acros of exceedingly rich land which is particularly adapted to fruit raising, say members of the State Board, who visited it recently. Other crops will thrive there as well, and there are many crops that grow in the bottom lands at present without the aid of irrigation. Last week the State Board cancelled the Portland Irrigation Company's contract because of lack of work done by that company. work done by that company.

PIONEER OF 1847 PASSES

Long and Eventful Life of Jaspan Smith Ends Suddenly.

NEWBERG, Or., Aug. 1 .- (Special.) Jaspar Smith, who died suddenly on July 16 after an illness of a few days, at his home in Chehalem Valley, seven



Jaspar Smith, of Chehalem Val ley, Oregon | Dies Suddenly.

miles from Newberg, was an Oregon ploneer of 1847.

miles from Newberg, was an oregon pioneer of 1847.

He was born in LaPorte, Ind., September 17, 1843. His family moved to Oregon by ox train in 1847, and settled where the City of Portland now stands.

Mr. Smith's father died from exposure a few days after they reached their destination, leaving a widow and large family destitute in a new and strange country. Mrs. Smith, a year later, was married to Joseph Gear, of Butterville.

500 Wallowa County Subscribers Threaten to Quit.

WALLOWA, Or., Aug. 1.—(Special.)
-Agitation caused by the advance in telephone rates in this county by the Home Independent Telephone Company has reached an acute stage and unless the company makes overtures for a

SINGLE TAX SEEN IN MOVE

Seattle Council Exempts Building Permits From Fee,

SALEM, Or., Aug. 1.—(Special.)—Rescinding its action of a week ago, the Decert Land Board has agreed to give the Portland Irrigation Company an extension of time until January 1 to make a showing on its project near Paisley and Summer Lake. C. H. Bail and Thomas McCusker, of Portland, were here to place their position before the beard.

The board was satisfied that the contentions as set up by the representative of the project were meritorious. They made the showing that movements there is every reason to believe they can make good with the work and establish by the first of the year a showing which will be satisfactory to the beard in every respect.

"Members of the board have acknowledged that we have one of the finest projects in the state," said Mr. McCusker in commenting on the latest action. "The temperature there is exceptionally good. Summer Lake is fed

West Declares He Hopes Morsen Will Sue, and Make Him Defendant.

BOARD "HORSED," HE SAYS

Cause of Settlers on Deschutes Project Vigorously Espoused by Executive, Who Asserts Publicity Is Needed.

SALEM, Or., Aug. 1 .- (Special.)-"I hope that Mr. Morsen will file a blackmail suit and file it against me," de clared Governor West today, in commenting on yesterday's incidents at a

meeting of the Desert Land Board. "Such a suit would give the whole question publicity and would be the most advantageous thing in the world

most advantageous thing in the world for the settlers. I understand that other members of the board have taken occasion to rescind the letter sent to Mr. Morsen, on which he bases his charges of blackmail.

"So far as I am concerned, that letter will not be rescinded and, if he wishes to start any action for blackmail it will be the most pleasing thing in the world to me. It is time that the public have a clear insight into this question and a clear insight into this question and understand the position of the settlers.

Minutes Made Public.

"I am making public the minutes of "I am making public the minutes of the meeting yesterday when members of the board, not including Secretary Olcott and me, met and rescinded the letter. The information that Morsen has vouchsafed to furnish is of no public importance. It does not reach to the root of the matter, and the minutes in themselves show where the information is not of a character which would be of value if Morsen wanted to fail to deliver the goods to the settlers. "The proposal to furnish this information in 60 days, to secure a statement of lands 'selected,' and the other questions that came up, show that the board will be 'horsed' again. Under the new plan of the company, people buy

new plan of the company, people buy options with the privilege of making 'selection' of what lands they desire It is probable that a very small percent of those buying options have made the selection, and consequently a list of the selected lands is practically worthless.

"I intend to get at the root of this matter and see that the settlers receive

The following excerpt from the minntee shows what was transacted at the board meeting yesterday, when certain members rescinded the letter of June

Board Holds Meeting.

charged on account of ill health, but later re-enlished twice, and is survived by four sone and two daughters. He came to Morrow County 25 years ago and was prominent in local polities in the early days of the county. He afterward removed to Washing ton, where he lived for several year, and while there served a term as County Auditor, but related to Transcontinental Railrond Thought Behind "Logging Road" With Well Constructed Track.

ASTORIA Or. Aug 1 — (Special.)

—That the Astorts Southern Railway late interest in railroad affairs in log and thence to a connection with seasor. Besides a host of friends he low terms of company will stimulate interest in railroad affairs in log and thence to a connection with pour late of progress of work in such details.

\*\*Board Holds Meeting.\*\*

\*\*Butterville.\*\*

\*\*Busser received his education at Lafayette.\*

\*\*Mr. Smith san married scant Harper.\*

\*\*Cauford and Levis.\*\*

\*\*Cauford and Levis.\*\*

\*\*Astorian Herother his marriage to Lafayette.\*

\*\*Astorian Herother his education at Lafayette.\*

\*\*Astorian Herother his education at Lafayette.\*

\*\*Astorian Herother his education at Lafayette.\*

\*\*Nr. Smith san married Sund for six weeks, all their property having been distroyed by the Indian.\*

\*\*Astorian Herother his education at Lafayette.\*

\*\*Astorian Herother his educ

m to the Board as soon as possible noticer than 60 days from this date. The

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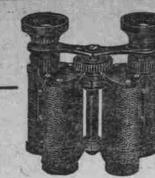
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Altitude Barometers

J. J. Hicks. London, 12,000 feet, compensated, 134 inches, for .....\$17.85 Short & Mason, London, 12,00 feet, 13/4 inches. . \$17.00 Short & Mason, London, 8,000 feet, compensated, Short & Mason, London, 12,000 feet, compensated, 1% Short & Mason, London, 16,000 feet, compensated, 134 Short & Mason, London, 12,000 feet, compensated, 21/2 Short & Mason, London, 16,000 feet, compensated, 21/2 inches . .....\$23.75

Mountain-Climbers' Smoked Glass Goggles, in case, 50¢ 

### Hold-em-on Temples, 50c Pair

Fine gold-filled temples, that fasten to your eyeglasses, converting them into spectacles, and preventing them from falling off.

# Woodard, Clarke & Co.

Auto Goggles and Smoked Glasses.

Soard then adjourned to meet at 2 P. M. n the Governor's office. Two Towns Now Seek Depots.

SALEM, Or., Aug. 1 .- (Special.)-

Complaints were lodged with the State Railroad Commission today from La-tham and Knowles Road, asking for depots at the respective points. Both are on the Southern Pacific, Knowles Road being on the West Side line.

# Lowest Fares East

Via The Chicago, Milwaukee & Puget Sound Railway

On the following dates Special Round-Trip Excursion Tickets will be on sale from all points in the Pacific Northwest:

AUGUST 3, 4, 5, 14, 15, 16, 17, 22, 23, 28, 29, 30. SEPTEMBER 1, 2, 4, 5, 6 and 7, 1911. NEW YORK ......\$108.50 ATLANTIC CITY, N. J.....\$111.00 PHILADELPHIA . . . 108.50 PITTSBURG ...... 91.50 BOSTON ...... 110.00 \*ROCHESTER, N. Y. 91.25 BUFFALO ..... 91.50 ROCHESTER, N. Y., 96.30 CHICAGO ..... 72.50 DETROIT ..... 82.50 ST. LOUIS ...... 70.00 MINNEAPOLIS .... 60.00 ST. PAUL ..... 60.00

MONTREAL . . . . . 105.00 | WASHINGTON . . . . 107.50 \*On August 14 to 17, 1911, only. LIMITS-Final return limit October 31, 1911. LIBERAL STOPOVER PRIVILEGES and choice of diverse routes are

Tickets will be sold at proportionately reduced fares to many other destinations in the East in addition to those named. Return may be made through Colorado and California at slightly higher fares.

The "Only Road" operating "All Steel Trains" to the East which not only assures a smooth and comfortable trip, but most essential of all-safety.



For additional information regarding fares, routes, sleeping-car reservations, train service, etc., call on or

J. R. VEITCH, District Freight and Passenger Agt. Railway Exchange, Portland, Or. The New Line Is the Short

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