

BUSINESS MEN'S TRIP IS SUCCESS

Without Samples Portland Merchants Win Friendships on Coast.

RAILROAD IS BIG FACTOR

Willamette Pacific Completion Will Place Coos Bay in Direct Communication With Portland, Only 296 Miles Distant.

BY ADDISON BENNETT.

ROSEBURG, Or., Sept. 1.—(Special.)—The trip Coos Bay Portland business men, under the auspices of the Portland Commercial Club, was certainly a success viewed from any standpoint. I suppose the primary object of the trip was a get-together of friends and a more-acquainted nature than with the expectation of selling goods. Indeed, none of the members of the party carried samples, while some of them are not engaged in mercantile pursuits.

One of the first objects was a sight-seeing desire, another the viewing of the new railroad being built from Eugene to Coos Bay. Portland business men, the Willamette Pacific, is a part of what is called the Harriman or Southern Pacific System in Oregon and will be operated as a part of that system. When completed this road will place Coos Bay in direct rail connection with Portland and only 296 miles distant, a few miles less than Grants Pass on the Southern Pacific, and about the same distance as La Grande, on the O.-W. R. & N.

On the trip the party visited the following places: Astoria, Newberg, Clatsop, Acme and Florence in Douglas County; Westlake and Gardiner in Lane County; and Lakeside, North Bend, Marshfield and Myrtle Point and Bandon in Coos County.

Trip to Crescent City. It may be said that the party broke up at the latter place, for from that place Messrs. Plummer, McVay and Chapman continued down the coast to Crescent City, Cal., and will come out by auto to Grants Pass and home via the Southern Pacific.

The other members of the party returned to Portland. They were West Irvine, Ness, Wright, Metcalf, Scott, Colt, Cook and Simington took the Breakwater direct for Portland. But three members of the party ever had been to the Coos Bay section before, but one of them ever had been along the lakes between Acme and North Bend, and that is the reason the road is being built. They are seeing these lakes all of them agree that the Willamette Pacific will have along its lines the finest resort sites in Oregon, both for the pleasure and the business man. There is no better trout fishing in Oregon than in those lakes; in season they swarm with ducks, the adjacent forests are overrun with deer, and other game; and many of the resorts will be within 10 minutes' walk of the ocean beach.

Country Fine for Farmer. As to the developments to follow the opening of this new road, no one foresees, but if the population, contiguous to its lines, does not double almost immediately, then it must be because the incoming traffic will be so good that they will see it. That is, speaking from an agricultural standpoint. There are no better opportunities open today for the dairyman and the general farmer than along this road in Lane, Douglas and Coos counties.

As to the cities, it is certain the new road will be of immense benefit to Eugene and that is a large town which will build up on the Siuslaw. The end of operations for perhaps several months will be at the head of tidewater on the Siuslaw, at the beautiful little town of Mapleton. As there are several agricultural sections easily reached from this town it is sure to be a place of great and permanent importance. There are no other towns in the Coos Bay section which will be the nearest resort to Portland. As to the city near the mouth of the Umpqua that will be known better a year from now. But there should be a town of importance at or near Gardiner.

On Coos Bay there will grow up a large city. Many of the people on the Bay, both at Marshfield and North Bend, think the two places combined will be larger than Portland, which is one of the strongest boosters declare that San Francisco and Seattle will soon be left in the rear. They not only talk this, believe this, but the "skatniks" have been no calmer. While these claims look to an outsider as somewhat exaggerated, it is certain that these Coos Bay cities will have to be reckoned with as strong competitors by other large business points.

The towns of Myrtle Point, Coquille and Bandon are fine places. The country for 50 miles or beyond Coquille taking in Myrtle Point, about as fine and prosperous agricultural and dairy country as there is in the West. Bandon is a beautiful and prosperous town. They had a disastrous fire there on June 11. The flames wiped out a large slice of the business section, but it all will be rebuilt in far better shape within a year or so and Bandon will be the gainer by the momentary loss. The Bandon people are of a sort that cannot be kept down.

Workers Quit Rochelle. Union insists on mechanics being employed with members.

Union carpenters employed aboard the steamer Rochelle in laying a new deck, extending her bulwarks and doing other work preparatory to the vessel being sent north to ply between Seattle and Alaskan ports, walked ashore yesterday at the plant of the Vulcan Iron Works, alleging that laborers were hired to perform carpenter work. Those concerned in the walkout met soon after it is understood they will insist that only carpenters be engaged before they will return to work.

There have been no callers on the vessel, but it was said by some of the carpenters that none would accept work so long as laborers remained on carpenter jobs. The Rochelle was sold a short time ago by United States Marshal Montag to satisfy claims against her and she was purchased by the Security Savings & Trust Company. She had been operating in Alaskan waters previously and it is planned to return there when changes have been made that are calculated to give her greater carrying capacity.

Marine Notes. When the schooner Samar leaves up from Astoria today her master will have orders to go on the Port of Portland drydock for cleaning and painting. The vessel hulls from Callao.

To undergo minor repairs the schooner tug Echo, of the Shaver fleet, was

SHIPPING OUTLOOK

Prospects for Resumption of Trade Loom but Month May Not Reach Normal.

WAR RISK CUT HELPFUL

Financial Situation Reported Better and Ready Moving of Wheat for Portland Delivery Expected—Natal Coming.

PIONEER HELD CAPTIVE BY INDIANS IN 1851 DIES NEAR ROCHESTER.

More hopeful prospects for resumption of active shipping is to be found to some extent in exporting circles, although, as yet, there is little of a definite character to warrant the feeling that September will be a normal month. The reduction of war risks at London Monday from three to two guineas, regarded by grainmen as encouraging a general revival. So far as has been learned it does not apply to the Pacific side, simply being with reference to cargoes from the East Coast.

"I don't think we would have any trouble getting war risks, but there are no ships ready now and many charterers are not ready to charter," said D. A. Pattullo, of Balfour, Guthrie & Co., yesterday. "We might get a fair price for wheat in the United Kingdom, but recently we would have to take all the risk."

California Buying Heavy. A. Cohn, president of the Northern Grain & Warehouse Company, said yesterday that financial conditions here are easier than a few weeks ago and that in his opinion there would be no difficulty in obtaining assistance from banks on wheat purchased in the interior of California.

Exchange is an obstacle met with by some, but so far as the movement of wheat from the interior here figures it is coming in volume. One reason for that is the heavy buying on the part of California firms and shipments to that state probably will break all records this year. It is assumed here that wheat is desired largely for flour that will find its way to the ports along the West Coast of South America, a trade that Portland shippers are being urged to develop.

Transfer Entails Expense. Steamship lines operating from Pacific Coast ports to New York quote a rate of \$6 a ton on wheat and flour. The fact a number of cargoes have been floated from the East to England recently has prompted shipping men here to calculate on the probability of wheat moving from the Northwest through the Canal to New York and other ports.

Alfred Tucker, of Meyer, Wilson & Co., agents for the East Asiatic fleet, said he would accept cargoes for London, Liverpool, Copenhagen and other ports. It is understood that considerable wheat and flour will be offered through the company's agency.

Alaskan Steamer Transports Gold and Salmon From Alaska. Floes and icebergs between Wrangell Narrows and Juneau, said by Captain Herriman to be more numerous and dangerous than any he has seen during his Alaskan experience.

ICE DETAINS J. B. STETSON. Alaskan Steamer Transports Gold and Salmon From Alaska.

News From Oregon Ports. COOS BAY, Or., Sept. 1.—(Special.)—The light-house tender Mantis sailed north today after having distributed supplies along this section of the coast.

ASTORIA, Or., Sept. 1.—(Special.)—The tank steamer Maverick arrived today from California with a cargo of gasoline for Astoria and Portland.

Hunter Ships, Kills Self. CENTRALIA, Wash., Sept. 1.—Coroner Edward Newell was called yesterday to investigate the death of Henry Kiel, whose body was found near his cabin in Rainey Bay, 14 miles above Monday. The man had been out hunting and in stepping over two logs his leg slipped between them, discharging the gun he was carrying.

FREE PRIZE FEARED

Law Enforcement by Old Parties Is Cited.

WITHCOMBE IS INDORSED

J. H. Wilson, of Corvallis, Points to Governor West, and Candidates Now in Race as Men Who Can Better Win Reform.

FUNERAL FOR PORTLAND RAILROAD MAN IS HELD

The funeral of Dwight F. Knapp, who died Sunday suddenly of heart trouble at his home, 215 East Burnside street, was held yesterday from this residence at 2 P. M. Interment will be made in Lone Pine cemetery. Mr. Knapp was 59 years of age. He is survived by his widow, Mrs. Elizabeth Knapp, and one daughter, Mrs. Arthur A. Murphy. Mr. Knapp was a member of the Knights of Pythias. For 27 years he was master car builder for the Southern Pacific Company.

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Parties Represent People. You cannot separate them into parties and call one party the people and another party the enemy and another party their friends. The division of sentiment in the matter of a general prohibition law in a state is not marked in the way of certain things that can be done for the whole population.

Other Forces at Work. I make the assertion, and I do not believe it can be successfully contradicted, that within the Republican party and within the Democratic party there are elements as strong as the prohibition party. If not indeed, much stronger, which are as earnestly striving for a more sane, sensible, non-conspicuous policy of reform of the temperance habit as are the prohibitionists. Take, for instance, our present Governor.

Women Aid Red Cross Now. Funds to be raised for German and Others Wounded in Wars. Organization was completed of the Women's Auxiliary of the German Red Cross at a meeting held yesterday afternoon at the Deutsches Haus, at Thirteenth and Main streets.

WARSHIPS PUZZLE PACIFIC. Reappearance of Nurnberg Thought to Mean That Leipzig Is Near. Mariners are wondering what is to be the next move in the chess game being played off the coast between the German cruisers Leipzig and Nurnberg and warships of the allies, because of the disappearance of the Leipzig yesterday. The effect the Nurnberg had entered that harbor for coal. On the arrival of the steamer J. B. Stetson here, yesterday from Alaska, Captain Herriman reported that when off Cape Flattery an unknown cruiser signaled with lights, the vessel being otherwise dark, as even her searchlights appeared, and she went under way again.

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