

# HARRIMAN TELLS OF OREGON PLANS

### Will Build Roads at Once Into Central Oregon and Tillamook.

## SOUND LINE TO GO AHEAD

### Coos Bay Project Must Rest Until Paying Investment Is Assured. New Bridge and Docks in Portland Promised.

#### HARRIMAN'S OREGON PROGRAMME.

Harriman projects which will be pushed to completion as rapidly as possible:

- A line into Central Oregon.
- A line to Tillamook and Nehalem.
- A line from Portland to Puget Sound.

Project on which early construction will begin providing a traffic guaranteeing 4 per cent on the investment can be secured:

- A line to Coos Bay.
- New under construction, with date of completion indefinite.
- A line from Huntington to Lewiston.

To be constructed as soon as funds are available:

- A line from Natron to a point in California for the purpose of avoiding the heavy grades on present route.
- Terminal improvements, new docks, new steel bridge at Portland and other work of which details have not yet been completed.

(Continued From First Page.)

at the point and waste no words. This dispassionate conversation of language is accomplished without the slightest intimation of discourtesy, for Mr. Harriman is as plain and unconventional as the clothes he wears, and as easy to approach as a politician engaged in rounding up votes. Some of Mr. Harriman's hired men of varying degrees of importance devote much time to the elucidation of problems in which the interviewer is not interested, in the apparent belief that he will forget the ones on which he actually seeks enlightenment. But Mr. Harriman has a different policy. Words may not be worth \$2 each while he is telling a story, but they are worth so much in other directions that he seldom forgets them in evasion when it is possible to give a direct answer.

While the course of the stock market and the money market affects the "personal equation" is more in evidence in the Harriman properties than any other railroad system in existence, the fact has never disturbed the inveterate industry of the man whose individuality is stamped on every move that is made in connection with the vast system which bears his name. He discourages, wherever possible, any attempt to hold him individual credit for the stupendous work he has accomplished during the past ten years.

#### Projects in Pacific Northwest.

For the Pacific Northwest Mr. Harriman has many projects under consideration. These projects involve the expenditure of vast sums of money and details of the projects have not yet been worked out. The most important projects in which Portland and Oregon are interested are the Coos Bay line and the line to Central Oregon, and at the head of the list and Mr. Harriman announces that these lines and the Puget Sound extension will be pushed to completion.

The Coos Bay line is a certainty some time in the future, and a possibility if not a probability in the near future. The Natron cut-off, which is to take the place of the recent haul over the bad grades south of Eugene, will undoubtedly take precedence over the Coos Bay line unless the Coos Bay people can make a satisfactory showing as to revenue from a road into that port. Another expensive cut-off to avoid grades is now under way between Huntington and Lewiston, and its early completion will depend entirely on the state of the money market, although work now in progress will not be abandoned.

#### Improvements in Portland.

Other plans involving new docks in Portland, improvement in the steamship service, removal of the Fourth street line, new bridge and smaller enterprises are also under consideration but have not yet reached a stage where the railroad king cared to discuss them.

"Returning confidence of the people, and a growing disposition to co-operate with the railroads," said Mr. Harriman, "are helping matters quite materially at this time, and if the improvement continues we will soon be able to secure the funds needed for carrying out a number of projects which would have been well under way before this, had it not been for the unfortunate financial trouble last Fall. This growing sentiment, which consists of a mutual confidence between the railroads and the people, is certain to bring good results, and it is our intention to do whatever we can to supply the legitimate demands for transportation facilities."

Mr. Harriman's special arrived at Roseburg about 5:30 this morning, and in accordance with the terms of the agreement between the Harriman and Roseburg and Marshfield committees came on board the train, which immediately pulled out. The Roseburg delegation consisted of J. H. Booth, Dr. Seely, Wm. Caldwell, L. Wimberly, and J. D. Zuercher, and the commercial interests of Marshfield were represented by J. E. Oren, J. P. O'Brien, and Dr. Mungus. After breakfast had been served the visitors, Mr. Harriman talked freely with the Coos Bay people regarding the proposed road, and assured them that the road would eventually be constructed, but questioned the advisability of building it at this time, as he regarded it more as a future traffic proposition than one that would bring immediate returns at all commensurate with the \$5,000,000 outlay which he said would be necessary.

#### Demands 4 Per Cent Guarantee.

The Coos Bay men insisted that their proposition was made on the same consideration that was given the Tillamook road, but Mr. Harriman assured them that the latter had been taken up first on account of the smaller outlay involved. He asked for definite figures on the amount of business that could be secured by a railroad, and as the delegation did

## SCENES ATTENDING RAILROAD KING'S VISIT TO LANE COUNTY METROPOLIS



MR. HARRIMAN MEETING THE RECEPTION COMMITTEE AT EUGENE—RAILWAY MAGNATE STANDS IN CENTER, FACING MANAGER HARTOG, OF COMMERCIAL CLUB.

not have them he promised to send a representative to Coos Bay to investigate the matter. He closed the discussion by stating plainly that whenever the Coos Bay project could guarantee traffic that would pay 4 per cent on the investment he would at once recommend the construction of the road. This proposition was well received by the Coos Bay men, and they express their ability to meet the demands made by Mr. Harriman.

Much of the railroad king's skepticism regarding immediate returns from the Coos Bay line was based on the belief that lumber market conditions at the present time would not warrant the additional output that later on might be absorbed from the mills on the bay without interfering with the business elsewhere. As the visit of the Roseburg delegation was of a complimentary nature only, the visitors left the train before reaching Eugene, and returned to their homes on the early train from Portland. The Coos Bay people continued their trip to Eugene. At Eugene Mr. Harriman was given a "Shirley" being carried on the length of the oldest inhabitant of the Commercial Club boosters giving the railroad party an automobile ride around the city and to the heights west of the city.

A few miles south of Eugene the Shiner special from Portland was met, and it is doubtful if the railroad king ever before received such an uproarious rousing greeting as was given him by the Shiner. A band of red fez brethren, headed by W. C. Bristol, swarmed aboard Mr. Harriman's car and picked him up bodily and coaxed, pushed and carried him to the ground, where he was decorated with a few loaves by B. G. Whitehouse, and then brought his overworked arm into play with a cordial handshake which made him a prima favorite with all of the Shiner. They fairly split the air with rousing cheers for the railroad king, and the overflow of enthusiasm was sufficient to drag General Manager O'Brien and W. W. Cotton from the car, Mr. Harriman being carried half the length of the train on the shoulders of the crowd. When Mr. Harriman finally caught his breath and climbed back to the rear platform of his car he proposed three cheers for Mr. O'Brien, and the response was so gratifying that the modest local head of the Harriman system blushed like a schoolgirl.

#### Receptions at Albany and Salem.

Albany turned out a large delegation, all wearing Harriman badges, and if there was anyone there from the local industry the Harriman system failed to shake the hand of the greatest railroad man of the age, it was not the fault of E. H. Harriman, for he was there with the smile that would not come off, and seemed to be in a quick run to Salem, where Mayor Rodgers and a number of prominent citizens met the party and took them on an automobile ride. The journey was resumed at 2:45 and at 4:30 o'clock the train pulled into Portland.

#### HARRIMAN GUEST AT BANQUET

Declares War Between Himself and J. J. Hill Is at End.

That the war is over between E. H. Harriman and James J. Hill was stated in so many words by the Union Pacific magnate last night at a reception given him at the Commercial Club. Rivalry for business will still go on, he said, but will meet hereafter as neighbors. Mr. Harriman repeated that he cannot help here to join in the justification to be held upon the opening of the North Bank road. "That all the Harriman lines projected at the present time are on a practical completion just as soon as practicable was the statement he made to the assembled business men that gladdened the hearts of everyone present. He assured his audience that the outlook for railroad building in this country is excellent and the work just ordered resumed on the Oregon lines and other projects with all suspension on other delayed projects until all shall have been completed.

#### Mr. Harriman's Address.

"I have been asked if we were going to get off of Fourth street," said Mr. Harriman. "I do not know that we are, but I can say this, that a year ago the directors of the Union Pacific authorized the construction of another line to relieve Fourth street."

"But some of your local bankers locked up the money so fast that we could not get enough to prosecute that work. I do not say this against your bankers here any more than against bankers elsewhere. You all know what conditions were all over the country last Fall."

"The authority to do the work still exists and as soon as the finances are arranged the work will go on and it is so with all the projects undertaken in this state."

"We find ourselves in far better shape after the senseless money panic of last Fall than might have been expected and the past year leaves us with hardly a scratch. We are in a position now to go ahead and complete the work laid out, and will do so."

"I like to be here as an Oregonian, and I would be pleased to remain here a little longer and welcome our neighbors from the north. You are going to have a justification here when the new railroad is completed, and I would like to join in it as well as anyone."

**Due to Misunderstanding.**  
"We have never done anything to keep our Northern neighbors out and we will not do so. Incidents in the past were due more than anything else to a misunderstanding. We thought we had an agreement with our Northern neighbors that we believed was violated. That has all been smoothed out now and there are no hard feelings."

**Road Depends on Traffic.**  
Harriman Will Build to Coos Bay if Business Pays 4 Per Cent.

**MARSHFIELD, Or., Sept. 5.—(Special.)**—The Coos Bay people were much encouraged this evening in receiving a telegram from the committee sent from here to Roseburg to confer with E. H. Harriman regarding the construction of the Drain-Coos Bay line. The committee stated that Mr. Harriman would build the road if business seemed to warrant a saying will be more neighborly hereafter and less vindictive.

## ANXIOUS TO BUILD, SAYS HARRIMAN

### Work Undertaken as Fast as Resources Permit, He Declares.

## COOS BAY PEOPLE HOPEFUL

### Road Will Be Constructed From Drain If There Is Sufficient Traffic to Insure 4 Per Cent Interest on Cost.

SALEM, Or., Sept. 5.—(Special.)—"Here is your freight depot. It's an awful looking depot for a town of this size, isn't it?"

This was the introduction of Edward H. Harriman to the ramshackle old structure now used by the Southern Pacific for a freight depot in this city. In reply to this remark by Mayor G. P. Rodgers, made while by Mayor Rodgers, Governor Chamberlain, Mayor C. L. McNary were passing the building. Mr. Harriman smiled broadly and replied: "It isn't much of a depot, for a fact."

The Harriman special arrived in Salem at 1:08 and ten minutes later Mr. Harriman finished his dinner and placed himself at the disposal of the reception committee, representing the state and city government, the Board of Trade and the Business Men's League.

The party was taken in automobiles to the Liberty fruit district, four miles south, returning the guests were tendered a reception at the Illihee Club. On the trip and at the reception the wizard of Wall street talked freely about various matters and the Salem men agreed that he is not only a great railroad builder, but a most genial and affable man.

After the remark of Mayor Rodgers regarding the depot, Mr. Harriman said: "Go ahead and talk shop all you want to. You can not bore me."

Acting on the invitation, the Salem men called Mr. Harriman's attention to the need of a downtown passenger depot, better facilities for handling freight, and other matters. Mr. Harriman replied: "These towns all look alike to me. They all have their needs and demands—and we want to do the best we can with all of them, but, of course, we can't meet all the demands that are made upon us."

"People come to us and say, 'We are going to have a railroad from here to there' (with a comprehensive wave of his arm). We say, 'hurray,' but the next thing is to build the road."

"I am a very busy man and our territory is a very large one. The best we can do is to try to meet the demands of the public as fast as our resources and the condition of our various enterprises will permit. Of course, we appreciate the fact that our interests are identical with those of the people served by our lines and we are anxious to do everything that we can to give the people what they want."

A half dozen automobiles, carrying the visitors, representatives of the Board of Trade and Business Men's League and others, took the trip out to the fruit country. After a brief reception at the Illihee Club, Mr. Harriman was whirled away to the depot and at 2:45 the special pulled out for Portland.

#### MAKES GUARDED REPLIES

### Railroad Magnate Talks in General Way Regarding Construction.

ALBANY, Or., Sept. 5.—(Special.)—Albany, railroad center of the Willamette Valley, extended hearty greetings at noon today to Edward H. Harriman, who was accompanied by J. P. Farrell, of Seattle, general manager of the Oregon and Washington, E. E. Calvin, of San Francisco, general manager of the Pacific system of the Southern Pacific, John Muir, the famous naturalist and friend of Mr. Harriman, and E. E. Lytle, president of the Pacific Railway & Navigation Company. Portland members of the party will accompany Mr. Harriman to the state line at Ashland, when they will return to Portland.

#### ROAD DEPENDS ON TRAFFIC

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Bronzed and hearty from his sojourn on Pelican Bay, the "Wizard of the Pacific" says the rest of his Summer lodge on the Klamath Lakes has done him a great deal of good. He feels better than for a year, he told those who greeted him last night.

"I did not do any hunting," he said, "except to go out and shoot a few ducks. I shot at a tomato can thrown into the air and, strange to say, I made a hole in it. The boys went out hunting and had pretty good luck. I fished some, but the fish were not so large as those we caught last year. The big ones did not get away. The largest one weighed nine pounds. Last year we got some 15-pound fish."

Mr. Harriman is not yet ready to announce what route will be followed by the line to be built into Coos Bay. In response to a question last night, he said: "We are keeping that to ourselves."

Mr. Harriman was taken about the city upon his arrival in an automobile, prominent local officials of the Southern Pacific and O. R. & N. accompanying him. He expressed his pleasure in being pleased with the growth of the city since the past year and commented upon the many new buildings under way.

At 6 o'clock he dined at the Arlington Club. Those present were E. H. Harriman, W. W. Cotton, J. P. O'Brien, Dr. K. A. J. Mackenzie, John Muir, B. S. Joseph, F. S. Stanley and Alfred Holman. From the Arlington Club the party went directly to the reception at the Commercial Club.

That function was informal. Mr. Harriman desired that it be so, as he wanted to meet a number of business men of the city that their co-operation might be enlisted in the development of the state. He shook hands warmly with all present. W. W. Cotton, J. P. O'Brien, W. D. Penton, William McMurray and others introducing those in attendance to the Union Pacific magnate.



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made to do much for this state, but made no specific announcements. He was particularly questioned by local people regarding the extension of the Corvallis & Eastern Railroad, but made only indefinite answers. He concurred heartily, however, in a hope expressed that the next time he came into Albany he would ride over the Corvallis & Eastern route from Eastern Oregon.

#### SPENDS HOUR AT EUGENE

### Harriman Takes Trip to Campus and Skinner's Butte.

EUGENE, Or., Sept. 5.—(Special.)—When E. H. Harriman arrived in Eugene at 3:20 this morning, a ten or fifteen-minute visit was arranged, but when he was taken in an automobile through the business section and up Eleventh street to the University of Oregon campus, Mr. Harriman was so impressed with the city that he expressed a desire to go to the top of Skinner's Butte, which affords a fine view of Eugene and surrounding country. It was an hour later before he returned to his train.

Mr. Harriman was especially impressed with the beautiful houses and splendid trees about the city. In passing along Eleventh, the principal residence street, he said: "This is beautiful. I would like to go into one of those houses and stay there." He stood up in his automobile as he was taken through the University of Oregon campus and spoke especially of the beautiful trees, which he wanted his friend, John Muir, who was one of the party, to see.

Upon the return from the University, Mr. Harriman was taken to the top of Skinner's Butte. It was a little foggy, and the view was not as satisfactory as usual, but the distinguished visitor seemed really pleased with every feature of the stay in Eugene.

Mr. Harriman was received by the officers of the Eugene Commercial Club. Hon. L. G. Hendricks acted as guide.

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#### DUE IN SAN FRANCISCO MONDAY

### Informal Reception Will Be Tendered Harriman on Tuesday.

SAN FRANCISCO, Sept. 5.—An informal reception will be tendered to E. H. Harriman at the Merchants Exchange next Tuesday afternoon by the Manufacturers and Producers' Association. Mr. Harriman is expected to arrive in San Francisco on Monday. It was at first proposed that a banquet be given in honor of the railroad magnate, but when his wishes were consulted he expressed his preference for an informal reception. A large gathering of the business men and representatives of the various commercial organizations in the city will attend the reception.

#### Carlson Gives More Bond.

LOS ANGELES, Sept. 5.—William H. Carlson, of the suspended Consolidated Bank, came before Justice Selph today and increased the amount of his bonds and the number of sureties thereon. Sixteen complaints in all have been filed so far against Carlson. Nine of the complaints are for the bank's funds, total \$60,322, and seven, charging false entries on the books of the bank, aggregate \$25,000. The total of the bonds furnished by Carlson on these charges is \$37,000.

#### Meets Old Japanese Guide.

A pleasant incident of the reception was the attendance of B. K. Suguiwa, the representative of a Japanese firm of this city, who acted as guide for Mr. Harriman and his party when he toured Japan a few years ago. Mr. Harriman remembered him very well and shook hands with him and talked at some length about Suguiwa's war