

ROSEBURG TO BE THE GREAT CENTRAL JUNCTION

The Mooted Question Settled—Chief Engineer Kinney, in Making the Selection, was Influenced by Natural Conditions Only—Work Progressing.

Quite a controversy has been on between Roseburg and Eugene, says a Portland exchange, in the matter as to which of these two points was to be made the junction point between the Great Central and the Southern Pacific. References as to these matters is made elsewhere in this issue. Chief Engineer Kinney was at Roseburg the other day. In order to settle this mooted point, there should be no higher authority than the gentleman himself.

As was to be expected, the people of Roseburg were very anxious to know, and a representative of the Roseburg reporter succeeded in getting the ear of Major Kinney. The Major is uniformly considerate of newspaper men, and in answer to the pointed questions fired at him like ammunition from a Gatling gun by the newspaper reporter man, he replied in his usual emphatic way as follows:

"Yes, sir! You may say to your readers that the Great Central will be built, and that Roseburg will positively be the point of its intersection with the

through the range has been decided upon.

"We are asking nothing of the people of Douglas county except their good will and in return we promise them a rail outlet from Tidenater at Coos Bay to Salt Lake City, as soon as it is possible to construct it."

"Do you care to state what railway interests are associated in the enterprise?"

"Further than the fact that prominent Eastern railroad men are interested, and that not one share of stock is for sale, I cannot speak of that matter."

"Do your plans contemplate the use of the Spreckels' road?"

"If the road can be purchased reasonably, yes. If not, we shall set our stakes at Myrtle Point and proceed independent of the old line."

"I infer from your statement that the locating engineers are on hand ready for business?"

"They are. A locating force is now at work on the west end, and the corps now with me will commence operations

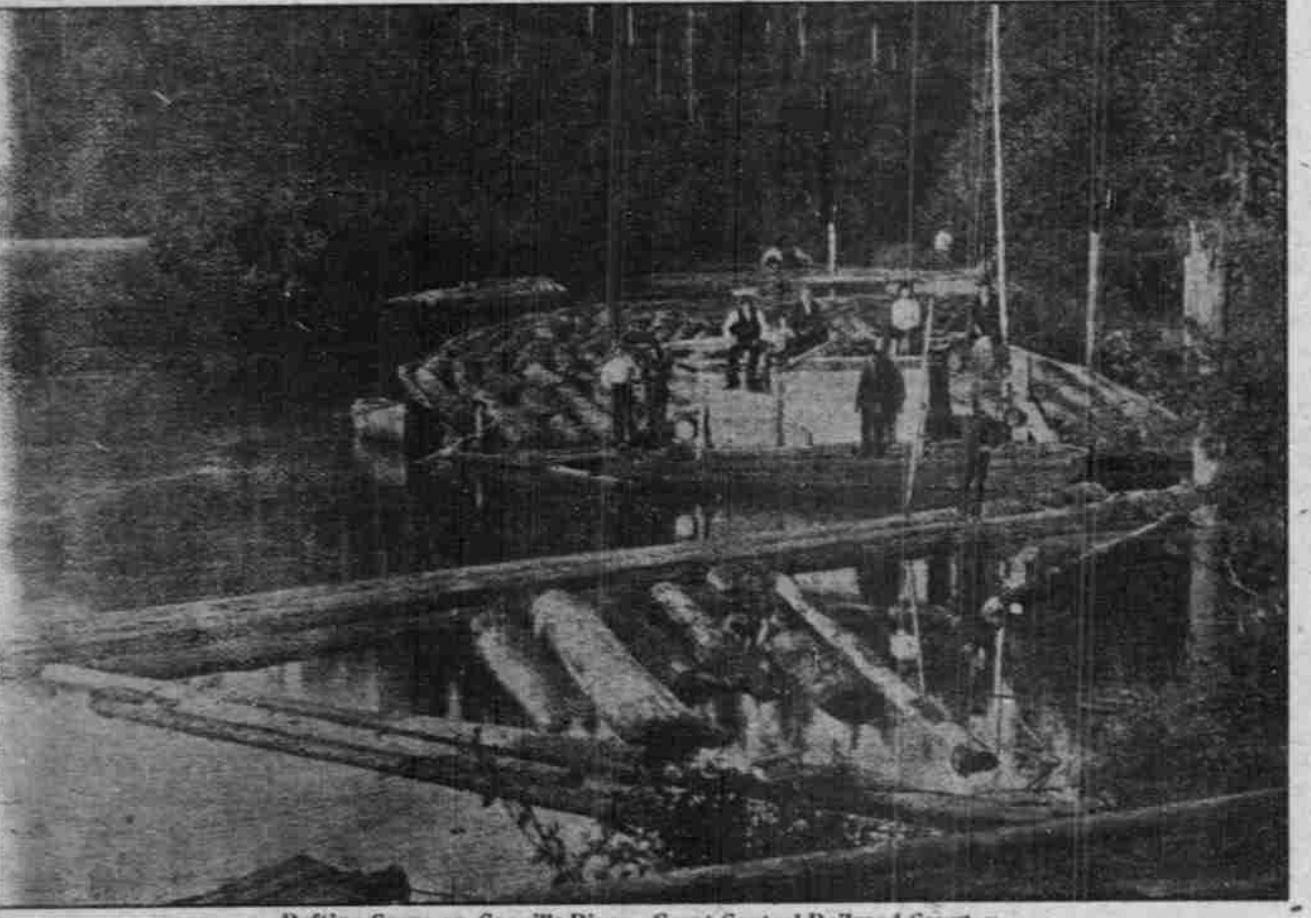
from this point. This force will be augmented by an additional corps from Portland. Seventy-five head of horses have been purchased at Eugene, and the preliminary work will be commenced at once upon their arrival at Roseburg."

Major Kinney's Return.

After an absence of two weeks at Coos Bay, Chief Engineer Kinney returned Friday night to Portland. When he left Portland he said:

"We are getting ready for the great survey from Coos Bay to Salt Lake City, a distance of 1000 miles. This survey commenced October 15, and will continue all winter, for the Western end of the line. We have secured 30 pack horses and have them ready at Prineville for the surveyors' gang. Work commenced on the wharves and trestles September 1st, the day that we promised construction would begin."

On his return he stated to a representative of a Portland paper that he had settled the route of the railroad here



Rafting Scene on Coquille River—Great Central Railroad Country

South Pacific lines."

"In this conclusion we have been influenced by natural conditions only. There is no other route feasible for us. A contract for the first division has already been let, and the grading between Marshfield and Roseburg, via Myrtle Point, will be pushed as rapidly as men and money can accomplish the work, and while the rainy season may delay operations in this section work will be pushed on other divisions where the conditions are more favorable. Construction work on the four-mile trestle between Empire City and Marshfield is well under way, and the grading force under Contractor Small will be increased as soon as the men and teams can be secured."

Route Determined.

"Has the route through the Cascade range been determined upon?"

"It has, and while it is no part of our policy to show our hand at this time, I can state positively that a route

will get out the piling for four miles of trestle. D. W. Small, of Walla Walla, is already at work on a contract for grading the remaining three miles between Empire City and Marshfield. He has a dozen teams of his own at work, and the remainder of his force he will hire from among farmers of that vicinity. C. E. Cook has taken a sub-contract for grading from Myrtle Point toward Roseburg, where some heavy cuts are to be made. He has 75 horses in Eugene that were started out on the new work Friday.

Oregon winters, as a rule, are not conducive to rapid work in the matter of railroad construction. As a consequence, the Empire Construction Company will not attempt the attainment of that which may prove painfully impossible. It is its intention to get the work well organized along the line and proceed carefully with certain portions during the winter, and to have everything ready for crowding construction in the spring.

will face the mighty conflict with all that superb strength, energy and brilliancy that is the inheritance of the West.

"Upon this mighty commercial stage, the world for an audience, he will play a leading role."

The Pacific Miner then pays high tribute to Chief Engineer Kinney of the Great Central Railroad Company. What the company proposes to accomplish is outlined and the article concludes as follows:

"What potentiality the future holds! English merchants in the far East have said that Manila would rival Hong Kong, next to Liverpool the greatest shipping port in the world. Now, see where Coos Bay is—at the door of this vast region. The Orient is its neighbor,

A MIGHTY MOVEMENT.

The latest issue of The Pacific Miner is a particularly handsome number. It devotes considerable space to the Coos Bay region as well as the Great Central Railroad Company and its allied corporations. Under the title "The Opportunity—The Man; The Pacific—The Orient," this valuable publication prints an able written article. The PLAINSMAN feels justified in reprinting it, in part. The first excerpt follows:

"Do the citizens and men of affairs in the state realize the mighty conflict, the fierce struggle, the Titanic forces that confront the captains of commerce and trade through the world politics in their strife for commercial supremacy?

a setting well worthy the great actors that are to appear.

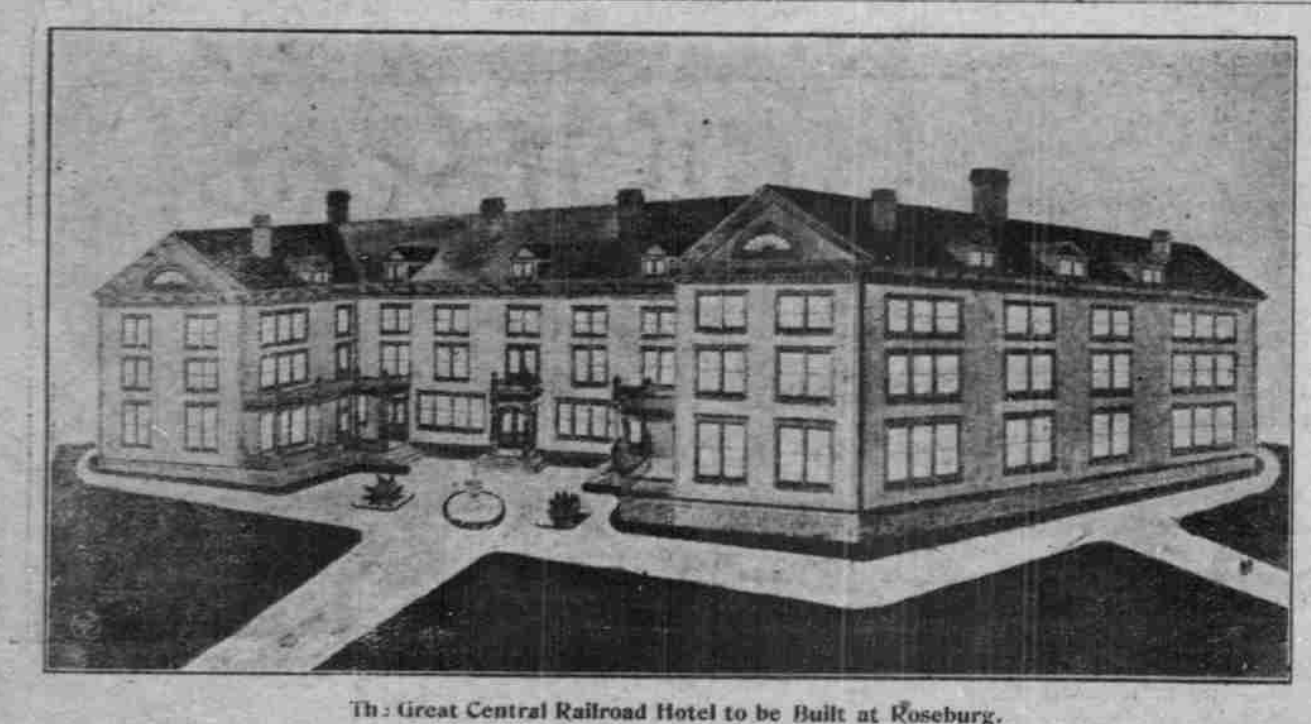
"The Pacific ocean has suddenly become the storm center of the mightiest commercial conflict of the ages.

"The old world politics centered around the Mediterranean, an inland sea; those of today encircle the mightiest of oceans. It is characteristic of the change that has taken place that the new forces are capable of acting across its expansive reaches with even greater ease and rapidity than the forces of a few generations ago operated on this almost infinitely smaller field. And, since time has become the measure of distance commercially, the Pacific has shrunk until it is now only one-fourth as large as the Mediterranean

transmitted, Chief Engineer Kinney become more and more hopeful that the line would indeed form the outlet to the Pacific of a new transcontinental system. It would not seem that the number "13" was so unlucky as some superstitious people. On August 13 the chief engineer announced to the railroad reporter of the Portland Oregonian an important fact.

Chief Engineer Kinney declared that the transcontinental feature of the Coos Bay Railroad had been accepted and he had been directed to make location of the line through to Salt Lake City. This acceptance, he said, provides for bonding the road at \$16,000 a mile, involving in round numbers \$15,000,000, though the exact distance between Coos Bay and Salt Lake City over the new route has not yet been determined.

More than this, Mr. Kinney announced that a railroad would be built to reach between San Francisco and Portland along the coast. This will not be a part of his enterprise, but he says it will be built by capital friendly to the Coos Bay-Salt Lake line. It is understood that it will be an extension of the California Northwestern, which now reaches northward from San Francisco Bay to Ukiah, in Mendocino County, a distance of 112 miles, and has a line surveyed through to Eureka, on Humboldt Bay. Major Kinney says he has no knowledge of the details of that enterprise, but he is assured it will be built. Tillamook Bay has been mentioned in connection with it, and it may be that Portland's railroad to Tillamook will form a section of the through coast line between Portland and San Francisco. It is probable that during the coming



The Great Central Railroad Hotel to be Built at Roseburg.

What "planned knight" of commerce, marching down the aisles of trade will carry the victorious banner? The battle will be grand, spectacular. The Titanic proportions will make it enchanting. The century-long march of the United States' progress across the North American continent reached its limit at Pacific waters. It trembled awfully by Balboa's sea, then from the states lavished by its ties leaped to the Philippines and China, after an instant's pause at Hawaii, and, lo! world politics are changed in a twinkling, and the focus of world market is shifted from Europe to the far Orient.

"And what a mighty stage it is, with

was in the old days of classic Greece. For a 21-knot vessel can steam from the docks of Portland, San Francisco or Coos Bay, Oregon, in one-fourth the time it took the old Greek merchant or pirate vessel to sail 2000 miles from the Phoenician coast to the pillars of Hercules.

"What opportunities lie here for bold leaders—brave captains of commerce?"

"But Americans are equal to the occasion. There are the Hills, Harrimans, and others."

"But the far western man—the Pacific coast man—shall be heard from. He has already entered the arena. His name is on the gladiatorial lists, and he

is no longer asleep, or aloof and self-sufficient. The vague, dreamy, remote 'far East' is near and real. Dewey at Manila made the coast of Asia a tangible thing, a thing, a thing which the farmer of Oregon, the manufacturer, the mechanic, the teacher, has an immediate interest in. It is all a huge market, more extensive and more densely populated than Europe. And Coos Bay and the new terminal city of Bangor, backed by its unrivaled natural resources, is the simple natural geographical harbor, for all the vast commerce of Asia and the islands of the adjacent seas.

"The situation is full of promise. It is unprecedented and unparalleled.

"COOS BAY'S COME OUT."

What the Evening Telegram Says of a Region Now Reawakening to New Life and Vigor.

Under the title, "Coos Bay's Come Out," the Evening Telegram of Portland printed an interesting article the other day. Since it has a direct bearing upon a subject that is now greatly attracting public attention, the Roseburg PLAINSMAN takes pleasure in reprinting it. It is as follows:

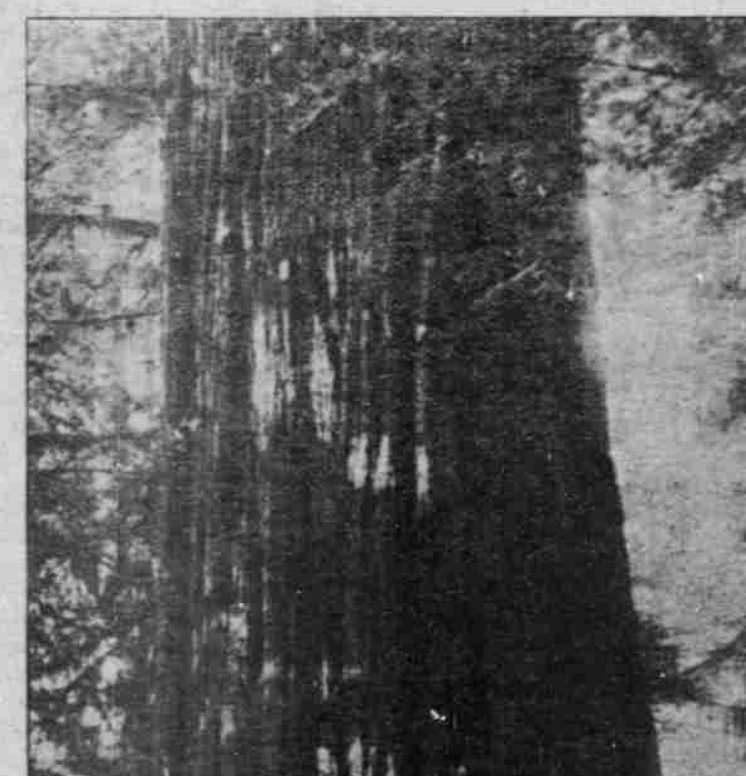
"It is indeed high time that Portland business men were making connection and establishing relations with Coos Bay. A development to describe which the over used word tremendous would not be out of place is beginning in that long-neglected and semi-lighted region. Not but what the people who were there doing well enough, but the vast wilderness on one side, the vaster ocean on the other, one containing millions of wealth, the other a highway to every port on the globe, where but little appreciated, or used."

"But a change has come. Men are crossing the mountains to Coos Bay by hundreds, by thousands. The forests are thronged with seekers, most of whom as is usually the case, have come too late to secure what they wished. They found out the value of the harbor after most of them had been quietly 'gobbled up' for some syndicate, as has happened all along the coast. Either the law is to be loose, or it has been misadministered, to allow this; yet in spite of it, there will be opportunities, and work, for a great number of people in the Southwestern Oregon, of which Coos Bay is and will be the main center, during the next few years; yes, for many years."

Valuable Timber Tracts.

"The timber is there, thousands of millions of feet of it, and it is becoming very valuable now. It is going to be worth watching."

"Without making any comparisons to the advantage of any other section of Oregon—for each section has its great advantages and its many opportunities it may be remarked that the come out of Southwestern Oregon, with Coos Bay as the focus, during the next 10 or 15 years, is going to be worth watching."



White Cedar Tree Near Roseburg—Great Central Railroad Country.

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winter the lines for the survey for the Great Central will be sufficiently definite so that the driving of piles across the southern end of Great Salt Lake for the eastern terminus of the line will become an accomplished fact. This announcement may be considered authoritative. Chief Engineer Kinney further stated that separate articles of incorporation for the Salt Lake end would be filed in due course.

While Chief Engineer Kinney is following out his instructions to make permanent location for the Great Central road, he is too experienced a man to

GREAT NATURAL RESOURCES OF DOUGLAS COUNTY

The County Contains 24,000,000,000 Feet of Standing Timber—Her Soil a Deep, Rich Alluvial, and her Climate Mild and Equable

Douglas county, in common with all the Oregon country west of the Cascade mountain range, is a garden spot. The general character of the soil in the valleys is alluvial, deep, rich and productive of grain, grasses and vegetables common to the temperate zone. The county is peculiarly adapted to stock-raising, from the fact that domestic animals, cows and working horses, pick up their own living in the open air all the year round.

The county contains 24,000,000,000 feet of standing timber. In the valleys and foothills oak is the dominant species. The Cascade and Coast Range mountain slopes are vast forests of fir, pine and cedar. Large timbered areas are along the Umpqua and its tributaries. Douglas county has quartz and placer mines. The remarkable character of the timber land of Douglas county, has already been mentioned in the treating of Coos county, which it adjoins. The facilities for harvesting the timber production of the county are so far inferior to those existing in Coos, which for a certain distance inland and covering an important

East. No statistics are at hand concerning the production of apples, pears, etc.; but the quantity has been large, and not commensurate with the demand.

Dairying

Douglas county has an important cattle and livestock industry, but so small a proportion of cleared land is devoted to the pasture of milk cows that no modern creameries have been established, the farmers shipping their cream to other points for manufacture, while there is here green feed the year round and four crops of alfalfa are raised in a single season, with other dairy forage crops, without irrigation.

Strange as it may appear, there are few creameries and few silos, and yet the region tributary to the Southern Pacific railroad line exported last year 50,000 pounds of butter.

Douglas county offers an ideal opening for practical dairymen to establish a lucrative business.

Mines and Ores of Douglas County.

Douglas county is abundantly supplied with a great variety of mineral

croppings of the same metal have been discovered in adjacent territory. Chrome iron and limestone in great abundance are found near the nickel ore.

Near Roseburg are extensive beds of marble, which for durability and variety of beautiful coloring rival the best marbles of Vermont and Tennessee. Several specimens took first prize at the Chicago Exposition in 1893. Douglas county has a mountain of practically pure hydraulic cement assaying 90 per cent.

The Umpqua Coal Oil Company has been formed here, with a capital of \$100,000, to bore for oil. The surface indications and the geologic strata are as favorable as in any of the California districts. The Umpqua Valley Oil Company has a first-class boring plant in operation at Myrtle Creek, twenty miles south of Roseburg. There is every reason to believe that coal oil in paying quantities can be found in several districts adjacent to Roseburg and railroad transportation.

Very strong salt springs are located



Logging Scene on Coquille River—Great Central Railroad Country

area is intersected by sloughs, permitting the navigation of lumber crafts or the floating of rafts, that, except near the Umpqua river and the line of the Southern Pacific railroad line, the forests have not been scarred by the loss of 25,000,000 feet of it, which were cut and marketed last year.

The attention of the population has therefore been turned, naturally, to those branches of industry that best repay the cost of difficult transportation. So that while in Coos there are three and one-half acres of improved farm land per unit of population, there are in Douglas eight and one-half acres to each person.

In the near prospect of possessing railroad facilities for the transportation of lumber, there have been 363 timber land entries in the magnificent forests of the county, for the past month.

Agriculture.

The annual average rainfall during the last ten years has been less than in Coos, which lies more directly on the coast, where it was 47 inches, while in Douglas it was 35 inches.

The soil is fertile and produces all grains, grasses and root crops. Corn makes a valuable crop in Douglas county. Fruits, such as apples, pears and plums, are now being shipped to Eastern markets, while peaches, strawberries and every other variety of small fruits are shipped to the nearest towns and to the neighboring states, and being carried here than in any other county, find a ready and profitable market.

Four million five hundred thousand pounds of dried prunes were produced in Douglas last year, and all shipped

near the railroad, which were utilized by pioneer settlers for the manufacture of salt, in the early settlement of this county. Arrangements are now in progress for the installation of a modern plant to make salt for market.

Extent and Needs of Douglas County.

Douglas county has a population of 14,000, covers an area of 3,140,000 acres, and is about eighty miles wide from west to east. Its settlement has been stimulated by the construction of the Southern Pacific line, though running north and south along the extreme western border of the county.

The grand necessity of the county is an east-and-west railroad line that will bring its productions of mine, farm and forest into easy accessibility to the coast or an Eastern market. But, notwithstanding the adverse conditions, subject to enormous charges for its non-existent transportation, the Douglas county is known generally as Oregon pine, has won for itself a name in lumber markets, for obvious reasons, growing as it does out cut for market from 30 to 100 inches in diameter and 150 to 300 feet high, the average being 60 to 72 inches, and furnishing bridge timbers 110 feet long, free from knots, pitch rings and all imperfections.

The Great Central railroad now building from Coos Bay and of which we make mention elsewhere, will be a very important factor in building up the commercial agricultural and lumber business of Douglas county and this road, when in operation, would pay handsome dividends from the local business of this county independent and alone.

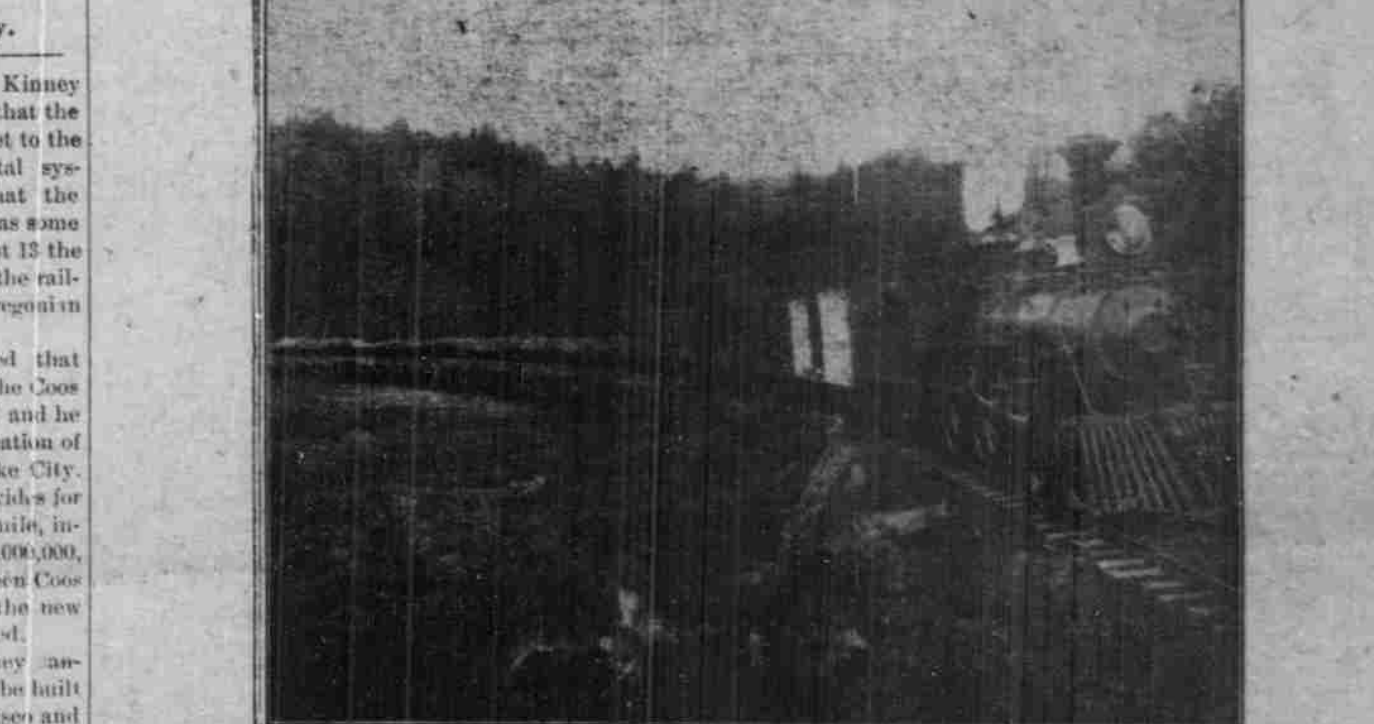
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Logging Train on Coos Bay.

jump at conclusions. He says that the preliminary work will take at least three months. Inasmuch as railroads cannot be built as rapidly as the public expect or as quickly as a line can be drawn with a lead pencil on a map from one point to another, it is probable, as the chief engineer says, that active construction work is not likely to begin before next spring.

Our Infant Industries.

The output of mine industries in Oregon for 1902 figures as follows:

Lumber	\$10,000,000
Gold	1,000,000
Silver	500,000
Coal	5,000,000
Iron	1,000,000
Flour	2,000,000
Wool	2,500,000
Fruit	1,500,000
Dairy products	1,500,000
Total	\$44,050,000

It will be seen from these figures that lumber leads, with livestock a close second and grain right at the heels of the livestock estimate.

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