

## STATE NEEDS NEW RAILROAD

Editor Frank Davey, of Burns Writes Letter Picturing Advantages.

### EXCHANGE OF PRODUCTS

Twelve Hours Would Place Coos Bay Fish and Coal in Harney County—Would Tap Rich Country.

Secretary Lyon, of the chamber of commerce, is in receipt of the following letter which is self explanatory:

Burns, Ore., Nov. 16, 1907.—Mr. Walter Lyon, Secty. Chamber of Commerce, Marshfield, Oregon.

Dear Friend Walter: Your esteemed favor of the 9th inst. at hand and I am more than pleased to find you in the ranks of Oregon's most active and useful developers. I have noticed your work through various state papers and have been much interested. A good deal of my mail miscarried during the period following my removal to Eastern Oregon, and it is probable your first letter fell by the wayside. Your last letter was mailed at Marshfield Nov. 9, 7 p. m. and reached me Nov. 14, 2 p. m., about the same time a letter from New York or Washington takes in coming. The Portland papers of Monday morning reach us on Wednesday afternoon.

Those facts indicate what strangers Oregon people are to each other and how great a need there is for railroad communication across its entire central portion. At present all our intercourse runs around the edge of the state and seven-tenths of the people have no adequate idea of the life, the resources, the climate or the possibilities of the immediate interior or of the great country lying west of the Coast Range mountains.

Here in this wonderful empire we are as far from the toothsome, fresh fish of Coos Bay, as far from its coal fields, and as effectually prohibited from their use as we are from the similar products of Cape Cod and Pennsylvania, when as a matter of common fact they ought to be delivered to us for supper every day; and you are as far away from our cattle and sheep herds as the people of the New England states are, when with proper developments, our fat stock should be at your chopping block every morning.

I have noted the proposition of the State of Oregon entering the railroad building enterprise and have already given it editorial commendation as a good investment for the state. Oregon has been heading in several movements for the relief of the common people and other states have seen the wisdom of her movements and followed her lead. Why not Oregon take the initiative in the building of a central belt line of railroad that will forever make it impossible for any company or combination of companies to bottle up her interests and control her development at their own will? A railroad of this character would not only be one of the best patronized trunk lines in the United States, but its local patronage on every mile through Oregon would be sufficient for its maintenance.

Do you realize that from the now distant Burns to your city of Marshfield on the beautiful arm of the Pacific known as Coos Bay, is but a slow railroad ride of ten hours? You are located in Township 25 south, range 13 west, and Burns is located in Township 23 south, range 31 east, making them 264 miles apart east and west and 12 miles north and south. With the deviation necessary from straight lines, the length of a railroad between the two points should be little over 300 miles, and 30 miles an hour is not rapid traveling. I ought to be able to take breakfast here and have supper with you the same day, or vice versa.

The present railroad survey of the Harriman people through this country is on the same line with Marshfield and this survey has found a grade of eight-tenths percent from the summit of the Cascades by Odell Lake, the easiest grade of any trunk line in the world. How long would the State of Oregon be a loser as owner of such a line of railroad? I firmly

## IMPORTANT NEW RAILWAY LINE

Portland Promoters Are at the Head of an Ambitious Project.

### EIGHT HUNDRED MILES

The Willamette Valley To Be Gridironed—The Cost Will Be Twenty-Five Millions.

PORTLAND, Dec. 3.—The Portland, Eugene & Eastern Railway has incorporated. The capital stock is \$1,000,000. The incorporators are J. O. Storey, A. Welch, J. C. Bracher, E. W. Hall and John McNary. Its objects are to construct and operate a line from Portland to Eugene, and from there to other points in Oregon. The surveys of the new line between Portland and Eugene have been completed, and the distance is 183 miles. Franchises have been obtained in Albany, Salem, Eugene, etc. Most of the right-of-way has been secured, including a distance of many miles up the McKenzie River and nearly all that lying between Portland and Eugene. The company already has in operation in Eugene four miles of trackage. The intention is first to complete the line from Eugene to Springfield, and then for 15 miles up the McKenzie River, the material for which is already on the ground. This completed, then the building of the company's lines in Salem will follow. After that the construction work will be pushed on to Portland. If unforeseen circumstances do not intervene, it is hoped to have cars running into Portland within 18 months. It is estimated that the probable cost of construction, exclusive of rolling stock, will be about \$2,500 per mile. Terminal facilities in Portland have not yet been selected, though certain locations are under consideration.

The total mileage contemplated in their undertaking is in excess of 800 miles. They propose to develop from the McKenzie, the Sautiam and the Deschutes rivers and streams in general Oregon the enormous power necessary for operating the system planned.

I believe it would be a gold mine from the start, either conducted by the commonwealth as an independent line, or leased to some railroad corporation, or sold outright as the case might be.

You have no conception of the country such a road would tap. Millions of acres of good land which is now non-productive because there is no chance to market its products; timber belts which are now isolated and cannot be used in the commerce of the world; mineral and coal deposits that it would not pay to develop for wagon transportation; beds of borax and soda and common salt that are inexhaustible; water powers that could be utilized in generating electricity and furnishing power for factories—in fact, innumerable natural resources lying dormant because it is impossible to bring in the paraphernalia needed for their development or to take to the outside world their products.

You have only to imagine a railroad passing through the heart of Oregon and terminating on the ocean at Coos Bay to picture to yourself a large and prosperous seaport and distributing point, and a state interior, unrivaled for beauty and prosperity the world wide. I hope to live to see the picture completed and I believe your people will support any movement that will inaugurate the desired change. I do not know whether anyone from here could attend the proposed congress in January. It is a hard winter trip and a costly one from here, and consumes a lot of time, but we shall be glad to co-operate with you and there may be some person from here visiting in western Oregon that we could get to attend.

Command me for your service, but I don't think I can get away from here before spring. Sincerely your friend, (signed) FRANK R. DAVEY.

City Treasurer's Notice.  
All warrants endorsed by the city treasurer of the city of Marshfield prior to June 30, 1906, will be paid on presentation at my office. No interest allowed after Dec. 2, 1907.  
John F. Hall,  
City Treasurer.  
Dated, Marshfield, Dec. 2, 1907.

—Safety razors at Milner's.

The Steamer  
**M. F. PLANT**  
Plant sails from Marshfield Thursday  
No reservation will be held after the arrival of ship unless ticket is bought.  
F. S. DOW Agent  
MARSHFIELD, OREGON

**MARSDEN**  
—: FOR :—  
**Straight Whiskey**  
—AND A—  
**Square Deal.**  
PHONE 481.....

Portland & Coos Bay S. S. Line  
**BREAKWATER**  
Sails from Portland Wednesday at 8 p. m.  
Sails from Coos Bay Saturdays at Service of Tide.  
C. F. McCollum, Agt.  
Phone Main 34 A. St. Dock

WHY DO PEOPLE BUY IN SENGSTACKEN ADDITION BECAUSE  
It is choice inside residence property, lots 50x100 with alleys, is well sheltered with a good bay view, and prices of lots are reasonable. For particulars see  
**TITLE GUARANTEE & ABSTRACT CO.**  
Henry Sengstacken, Manager.

California and Oregon Coast Steamship Company.  
**Steamer Alliance**  
B. W. OLSON, Master.  
**COOS BAY AND PORTLAND**  
SAILS FROM PORTLAND SATURDAYS, 8 P. M.  
SAILS FROM COOS BAY TUESDAYS, AT SERVICE OF TIDE.  
F. P. Baumgartner, Agt. L. W. Shaw, Agt.  
Couch St. Dock, Portland, Ore. Marshfield, Ore., Phone 441.

**Order It Now**

- Some of that fine furniture for Xmas.
- Don't forget your friends when the time comes but you had better put the order in now.
- We make all kinds of fixtures as well as furniture.
- We give any finish as well as any style to suit the customer.
- See us about the goods you want.
- We will build what you want and save you money.

**Coos Bay Furniture Co.**  
North Bend, Oregon.

WHO IS?  
**GEO. GOODRUM**  
The Gent's Furnisher  
If you do not know him it will be to your advantage to get acquainted, for he always has a swell line of NIFTY TOGGERY as well as STAPLES.  
Something new in NIFTY HATS, TIES, COAT SWEETERS, UMBRELLAS, BATH ROBES, PAJAMA SUITS, HOSIERY AND SUSPENSERS for the HOLIDAY TRADE just arrived.  
ASK FOR WHAT YOU DO NOT SEE

"CRYSTAL"  
Two Changes This Week.  
**Monday and Thursday**  
Performances 7:30 and 9 p. m. Matinee Saturday 3:30.  
Admission Ten Cents.

Cook with Gas  
— use —  
Electric Power and Flatirons  
**The Coos Bay Gas & Electric Co.**

**STEAMER FLYER**  
M. P. Pendergrass, Master  
and 10:30 a. m., and 1:00, 2:30 and 4:00 p. m.  
Leaves North Bend at 8:15, 9:45 and 11:15 a. m., and 1:45, 3:15 and 5:00 p. m.  
Makes daily trips except Sundays. Fare: One way, 15 cents; round trip, 25 cents.  
TIME TABLE.  
Leaves Marshfield 7:30, 9:00.

**Flanagan & Bennett Bank**  
MARSHFIELD, OREGON.  
Capital subscribed \$50,000  
Capital paid up \$40,000  
Undivided profits \$25,000  
Does a general banking business and draws on the Bank of California, San Francisco Calif., First National Bank Portland Or., First National Bank, Roseburg, Or., Hanover National Bank, New York, N. M. Rothschild & Son, London, England.  
Also sell change on nearly all the principal cities of Europe subject to check, safe deposit lock boxes for rent at 5 cents a month or \$5 a year.  
INTEREST PAID ON TIME DEPOSITS

**CAB CALL SERVICE AT ANY HOUR**  
GOOD HEARSE and VEHICLES.  
HEISNER, MILLER & CO.  
Livery, Feed and Sale Stable  
Third and A Sts. Phone, 1201  
Marshfield.

**GOW WHY**  
Always has on hand a good stock of  
**General Merchandise**  
AT PRICES THE CHEAPEST  
All Kinds of  
**Groceries and Clothing**

**The Launch Tioga**  
Leaves Marshfield at 8:30 a. m. for head of the tide water on South Coos River. Returning, leaves at 2:30 p. m.  
Thomas Goodale

**Business Directory**

**Doctors.**  
DR. J. W. INGRAM  
Physician and Surgeon.  
Office over Sengstacken's Drug Store  
Phones—Office 1621; Residence 783

Dr. A. L. Houseworth,  
Physician and Surgeon.  
Office over First National Bank,  
Residence, two blocks north of  
Crystal Theater. Office Phone  
1431.

**Lawyers.**  
J. W. BENNETT,  
Office over Flanagan & Bennett  
Bank.  
Marshfield, - - - Oregon

Francis H. Clarke Jacob M. Blake  
Lawrence A. Liljeqvist  
**CLARKE, BLAKE & LILJEQVIST,**  
ATTORNEYS-AT-LAW  
Times Building, Marshfield, Ore.  
United States Commissioner's Office.

C. F. McKNIGHT,  
Attorney at Law.  
Upstairs, Bennett & Walter Block  
Marshfield, - - - Oregon

COKE & COKE,  
Attorneys at Law.  
Marshfield, - - - Oregon

A. H. Eddy  
Architect  
Modern cottages a specialty. Office  
opposite Bianco Hotel, Over Telephone Building.

MR. ALBERT ABEL,  
Contractor for Teaming of all kinds.  
Phone 1884.

L. J. POST,  
Contractor and Builder  
18 Years' Experience  
Has taught us a Motto, "Take Your  
Time and do Our Work Right."  
Prices Consistent with Best Work

Piano Tuning.  
By J. F. O'REILLY,  
Resident Tuner.  
Address Box 249, Marshfield.