

PLEAD FOR UNITY TO DEVELOP OREGON'S GREAT RESOURCES

(Continued From Page 1.)

Harriman would make the trip overland from Roseburg or Drain. Mr. Chamberlain said that he personally would accompany Mr. Harriman on this trip and show him the wonderful resources along the way that were only awaiting the arrival of the railroad to be developed.

As to the harbor, he said that it should be so improved that the greatest vessels sailing the high seas, no matter their draught, would be able to come clear up Coos Bay and load at the Smith mill.

Urges Good Roads.

He said that the construction of good roads would hasten the development of the state and compel the construction of railway lines. He said that this was up to the people as the way to get good roads was by taxing themselves.

He said that the citizens of Coos Bay must remember that it is seldom that anything comes to those who do not ask for it. He said that the people should unite and keep pressing their legislators and others for the things they need. Personally, he said, he wished the people to know that he stood willing at any and all times to do anything that was in his power for them.

DRASTIC WAY IS SUGGESTED

JUDGE S. A. LOWELL TELLS HOW TO DEAL WITH INTERESTS THAT ARE RETARDING DEVELOPMENT OF OREGON.

Rather drastic remedies for the alleged drawbacks to the development of Oregon were outlined last evening by Judge Stephen A. Lowell of Pendleton in his address before the Oregon-Idaho Development Congress. In the flowery and forceful manner which has gained him the reputation of being the best orator in Oregon, Judge Lowell presented a graphic word picture of existing conditions and of what might be done. He held his audience from start to finish and was warmly applauded at frequent intervals during his talk and at the conclusion of his address.

Two things are essential to the development of Oregon, according to Judge Lowell. First comes the building of railroads and secondly the breaking up of the large land holdings in the various counties of the state and instead of having great stretches of non-producing and unsettled country have numerous small farms denized by thrifty people.

Railroads First.

Judge Lowell declared that the country had reached the stage where the people no longer would settle far from railroads and wait for the railroads to be built to them. He said that now the railroads have to be built through the new country and population rapidly follows, developing the great tracts tapped by the lines. He declared that he personally was tired of awaiting the caprice of Edward H. Harriman to build railways in Oregon and that he wanted the people of Oregon to extend a welcome to J. J. Hill, the great railroad builder of the north who had tapped that great section and was rapidly extending branches to the undeveloped sections of the northwest.

He declared that while he did not advocate the confiscation of property, he thought the people had stood for the dilly-dallying tactics of the Harriman lines long enough. That Harriman had bottled up the state and was taking the immense earnings from his Oregon lines and using them to build roads in other states. He said that the railroads are public service corporations and that if the legislature would not act, he was in favor of applying the initiative and referendum and securing laws which would compel Mr. Harriman to use the earnings of the Oregon lines, above the fixed charges and a reasonable income on the investment in building new lines in the state, or if he would not build lines, to divert the money into the state treasury and reduce the people's taxes.

He told of the wonderful possibilities of the "Great Inland Empire" and how it might and will be reclaimed. He said that while his home section around Pendleton was tributary to Portland, much of undeveloped Oregon was naturally trib-

utary to Coos Bay and with the construction of a line eastward, Coos Bay would come into its own and the great region would become the home of thousands.

The Great Land Grants.

Judge Lowell told of the great land grants whereby over 5,000,000 acres of very valuable land had been ceded to the railroads and corporations for the construction of five wagon roads and three railways between 1864 and 1870. He said that this immense acreage had passed into the hands of alien owners who were simply holding onto it. They wouldn't develop it or they wouldn't sell, simply getting the benefit of the improvements and developments by the few settlers who were able to edge in here and there. He said that the people of today owe to themselves and to the unborn generations to see that these holdings are broken up in order that the land may contribute to the world.

Three Remedies.

He suggested three means by which this would be done, namely:

First, if the present government case is lost, have the constitution of Oregon amended so that the state can exercise the right of eminent domain and condemn the tracts, pay the owners a reasonable amount for them and then sell them in small tracts to bona fide settlers.

Second, by providing a special tax on unimproved and undeveloped property and make it so high that the owners of the large holdings can't afford to keep it idle.

Third, the single tax, which Judge Lowell is not in favor of, would be adopted by the people who are becoming irate.

Unless steps are taken to break up the large land holdings, Judge Lowell said that he feared it would bring about the landlordism that has been so disastrous to the common people of the old world and would make Oregon a second Scotland, all of the land in Scotland today being owned by less than 2,000 persons or concerns.

He said the people must make a stand soon and prevent landlordism getting a foothold. He said it was in the people's power and through organization and cooperation, they can secure and apply the remedy and have Oregon come into its own and eliminate the great land holdings which he compared to the "trail of the poisonous serpent."

MYRTLE POINT POINTERS.

News of Interest in Upper Valley From The Enterprise.

Fred A. Kribs, the Portland timber man, was in Myrtle Point yesterday with a force of men to look after his timber interests in this section and protect the same from forest fires.

Wm. Lange is preparing to build on his lots at the corner of Willow and Seventh streets. The old building that has occupied the corner is being moved back and will be re-modeled.

George W. Topp of North Bend, was in Myrtle Point the first of the week making arrangements to open up a dime theatre here. Providing all arrangements are satisfactory he expects to give the opening entertainment here next Tuesday evening. Such theatres are now running at Marshfield, North Bend, Bandon and Coquille.

Dr. and Mrs. M. O. Stemmler arrived home last Monday after an absence of several months. The doctor has been taking a post-graduate course at a New York college, while Mrs. Stemmler and the children have been visiting relatives and friends at Osage, Iowa. They were accompanied home by Mrs. Stemmler's sister, Nellie Barton, who was quite sick after her arrival here.

A band of California quail took up their temporary abode in the yard of Dr. K. A. Leep one day this week. They may have learned that their open season is about due and the safest place at that time would be in town where the firing of guns is prohibited. They took a risk, however, in locating in the Leep yard. An old time sportsman can only withstand a certain amount of temptation.

IMPORTANT NOTICE.

All Coos Bay Banks will close at 12 o'clock each day during the Fair, Wednesday, Thursday, Friday and Saturday.

Flanagan & Bennett Bank. First National Bank of Coos Bay. First Trust and Savings Bank. Bank of Oregon.

COL. HOFER ON OREGON'S NEED

WELL KNOWN SALEM EDITOR SHOWS ADVANTAGES OF DEVELOPMENT AND CLOSE TIES OF WILLAMETTE VALLEY AND COOS BAY.

Colonel E. Hofer, president of the Willamette Valley Development League, discussed the interest which the entire Willamette valley has in the development of a deep-sea harbor at Coos Bay and the construction of a railroad to that section:

Extent of Willamette Valley.

The Willamette valley, a rich farming and fruit-growing region over one hundred and fifty miles long and from twenty to sixty miles wide, settled with, at least one hundred thousand people, having rich and populous cities connected with interurban railroads, and traversed with three lines of the Southern Pacific, has an intense interest in securing a railroad connection with Coos Bay. Portland is the only large city affording a general market for our products. Our only other markets are Puget Sound, San Francisco and the vast intermountain region.

Location of Coos Bay.

As the great practical deep-sea outlet for all this vast interior region parallel to the Pacific ocean, and capable of sustaining a population of five million people, Coos Bay affords remarkable advantages. It is only seventy miles from Drain, the nearest point to the head of the valley, from which there is a water-level route for a railroad to Marshfield and North Bend, the manufacturing and shipping points on Coos Bay. This harbor is located nearly 200 miles south of the Columbia river and over 350 north of San Francisco. The harbor is landlocked and naturally protected at the entrance by Coos Head, a high solid wall of rock deepening the channel and affording protection and refuge to shipping in time of storm, making it in some respects superior to any river entrance on the Pacific coast. Coos Bay harbor can be most easily improved and has been selected by the general government as most worthy of large appropriations. A dredger has been provided by act of congress and the people have subscribed \$15,000 for deepening the inside channel and propose to follow this up by creating a harbor commission with an annual tax to continue the improvement.

A Great Coaling Station.

Coos Bay harbor is located in the midst of a coal area of 250 square miles. At a low estimate, a billion tons of high grade coal, most of which will burn to a white ash in an open grate, lies about this harbor, in many cases the entrance to the mines being at tide water, and the coal discharging into the holds of ships. In quality this coal is superior to most of the bituminous coal that is mined in the eastern states. Any other government in the world would long since have converted this harbor into a great fortified coaling station for the shipping and navies of the whole world.

Compared to Mare Island.

Compared to the expenditures on the Mare Island Navy Yard only a trifle has been spent on Coos Bay by the Federal Government while \$20,000,000 has been expended on Mare Island, and a warship drawing twenty feet of water can only enter that navy yard with the greatest difficulty. Unless a more liberal policy is pursued toward the development and fortification of Coos Bay, our country might well tremble with fear of an invasion from Japan at this important strategic point of entrance to the great inland empire of Oregon.

As a Commercial Port.

Statistics would show that Coos Bay is rapidly becoming a commercial port of some importance. It is a fact that commerce determines shipping, which is proven by the magnitude of business done at the port of Portland, over 100 miles inland from the sea and quite a distance up the Willamette river, yet its commerce surpasses that of Astoria or any of the Puget Sound cities. With a railroad pouring the tremendous volume of productions from the Willamette valley into Coos Bay over a railroad such as Mr. Harriman has projected Coos Bay could not help but become a great commer-

cial port of entry. The Hill Railroad system to the port of Astoria is building up a wonderful commerce there but it could never compare with the commerce that would develop at Coos Bay harbor were the tide of traffic and transportation from the great rich interior once delivered at this point. Astoria must always take the leavings of Portland; Coos Bay would have all the commerce of western and southern Oregon.

Great Passenger Business.

With the whole of interior Oregon to draw from, with the immense timber wealth and gold and coal mining on this coast, with the summer resort and sea-going shipping to lure thousands to the seaside a railroad to Coos Bay would have an immediate and constantly increasing passenger traffic. The people of Oregon, according to reliable statistics produce annually over \$1,000 per capita of new and original wealth for every man, woman and child and have more money to spend and spend more money on pleasure resorts than any equal population in the world, and this travel to the seaside would come from the warm, sun-smitten regions of the Southern and Eastern parts of the state, and as far as Idaho and Utah. There is no similar opportunity in the world to build a railroad that has an enormous traffic ready and waiting for it of the most profitable character.

Value as a Market.

Reliable statistics show that the imports and exports of Coos Bay amounted in 1905 to about a million and a quarter with a balance of nearly a million to the credit of this harbor, showing that the country is practically self sustaining and with its coaling industry practically undeveloped is already producing with the small population enormous wealth annually. The value of this deep-sea harbor to the Willamette valley can only be estimated but a railroad to this harbor would add from one to five dollars per ton to the value of all the principal crops produced. Most of the hay, feed and meat products consumed in Southwestern Oregon are now shipped in by water after first having been transported by rail to Portland, Puget Sound or San Francisco. A large amount of our fresh fruit and dairy products would come to this coast; the Willamette valley would get the benefit of competitive conditions which it does not now possess. We would be running a great store house, having an exit and an entrance on the Columbia river and the Pacific ocean with streams of commerce and population flowing in and out in both directions.

Effects on Lumber Industry.

Deepening this harbor and giving it a railroad would make this one of the great world markets for lumber production and wood manufacture. Sash and doors and manufactured products from cedar, myrtle, maple and the Oregon fir, all woods gaining in world-wide fame, and furnishing high class transcontinental freight would go out of here in train loads to all the cities of the American continent where there is unlimited demand for beautiful interior finishings, and there would be a hundred smoke-stacks on Coos Bay where there is one today. This class of traffic would add enormously to the earnings of transcontinental railroads, who are now complaining at having to haul unfinished lumber at a loss.

From Drain to Coos Bay.

This railroad was projected and surveyed as part of the Harriman system three years ago. Construction was begun and when we held our Farmers' and Shippers Congress at North Bend, May 23, 1906, telegrams were received from the Harriman headquarters, stating: "Railroad to Coos Bay ordered constructed immediately. Work to continue until completed." This was received with the greatest enthusiasm and it was supposed that our labors for the development of Coos Bay had been recognized. Steel for nearly the entire line was stacked in great heaps at Drain. Contracts for forty miles of grading including two tunnels were let. Contracts with saw mills for ties were entered into, and some new saw mills were established to execute contracts for ties and bridge timber. All western Oregon was thrilled with delight at the prospect of final relief from the embargo that nature has laid upon this section, and which a conservative policy of railroad construction has continued, and from which the development of all western Oregon is suffering seriously. But our dreams

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VOTING CONTEST COUPON

NOT GOOD AFTER SEPTEMBER 1, 1908, THE COOS BAY TIMES VOTING CONTEST

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