

RESOLUTIONS OF CONGRESS

ORGANIZATION GOES ON RECORD IN FAVOR OF IMPROVING COOS BAY HARBOR AND KEEPING DREDGE OREGON HERE.

President E. Hofer of Salem, today practically agreed to accept the re-election to the presidency of the Oregon-Idaho Development Congress of Boise, secretary for Idaho. The next session will probably be held in Roseburg at the call of President Hofer. Mr. Hofer is spending today in North Bend trying to arouse enthusiasm to push the railway through.

Following are the resolutions adopted by the Oregon-Idaho Development Congress:

"At the conclusion of this its first fiscal year of labor the Congress wishes to invite the attention of the delegates and the public to the fact that it is essentially a movement toward self-help by which the people may be aroused to the fact that their resources are their own and their strength is in themselves and they need not and ought not to wait helplessly until relief comes from the outside. In furtherance of this principle the congress lent its aid to and believes it secured the passage of two acts of the Oregon Legislature which mark a new era in the connection of the people with their own progress and development. One of these is the Port Commission Act by which any community is authorized by proper procedure, including submission to a popular vote to create a taxing district for raising funds to deepen and improve harbors and waterways within the district. Under this act four such districts have already been formed, viz.:—The Port of Coquille, the Port of Siuslaw and the Port of Tillamook.

The beneficial impulse thus given to local self help is apparent. The second is the passage of an act to refer to the people, the Constitutional Amendment to permit of state or District railroad construction. The Congress points out that no amendment is necessary as to the district plan and the state of Idaho passed such an enabling act, unanimously and already a railroad district has been created, including the county of Ada, in which Boise is situated, and the petition for the creation of this district was signed by the leading business men of Boise. But the Oregon Legislature was not so sure of popular approval and the submission to the people by the initiative was only procured by the aid given by the business men of Portland who went in a body before the Legislature and insisted that the measure be submitted to the people—to these men much credit is due.

Resolved that the thanks of this Congress are due to the Marshfield and North Bend commercial organizations for their entertainment of delegates and provision for holding this Congress; the hospitality of the people of Coos Bay was again fully demonstrated;

Resolved that the fearless and straightforward championship of the purposes of this Congress by newspapers, especially the Portland Journal, Salem Journal and others throughout Oregon and Idaho be recognized and the thanks of this meeting be extended to these publications.

Resolved that the importance of Coos Bay harbor and the territory naturally seeking it as an outlet and its possible value to naval vessels of our nation, warrant the improvement of the harbor on the most permanent plan, and that temporizing or nibbling projects are bad in real economy and injurious to the true value of the harbor.

Wherefore, it is further resolved that it is the decided sense of this Congress after investigation of the situation that the general government ought to at once undertake the improvement of the harbor on a jetty plan, supplemented by dredging, substantially as indicated in Project No. 2 of Colonel S. W. Roessler, U. S. Corps of the Engineers which may

be found in H. R. Document No. 958, 60th Congress, 1st Session in a letter dated, office of the Chief of Engineers, Washington, May 20, 1909.

Whereas it has been represented to this Congress that it is intended by the War Department in charge of river and harbor improvement to remove the dredge "Oregon" now at work on the channel of Coos Bay harbor to Grays Harbor, Washington, and whereas, it is further represented that the dredge was in fact constructed for work on the Oregon coast, and especially Coos Bay harbor, due to personal efforts of citizens of Coos Bay, and that the dredge was brought to Coos Bay and operated with money furnished by private subscriptions of citizens of Coos Bay, to-wit, \$16,500 and additional sums making a total of \$21,000, and whereas the Port Commission of Coos Bay is now offering a guaranteed fund of \$50,000 to continue the much needed work of said dredge.

It is unanimously resolved by this Congress that under all the circumstances it would be most inequitable and unjust to interrupt the important work the dredge is now doing in Coos Bay and which the citizens of this community are paying for and the dredge ought in good public policy and common honesty remain at its present work until completed.

Resolved that the good of the people has been in every age the highest law and it is against public policy and true equity to permit those who would not build when they could, to use the courts as means of obstruction against those who seek to develop the state by the indispensable modern highway—the railroad—such abuse of the powers of justice is an injury to the welfare of the people.

Resolved, that it is unwise to permit individuals to file surveys in or otherwise secure control of the great natural passes, merely to hold them against a rival refusing either to develop the country or permit others to do so, and that a law should be passed declaring and condemning all such controlling points to the state and that the state should not permit any right of way to be acquired therein except upon sufficient guarantees of building in good faith, without delay and open to use by all or any other roads under proper regulation.

Resolved that it is the decided sense of this Congress that while it will welcome all bona fide private railroad building and will aid and not obstruct it, yet it believes construction and ownership of rail highways by the district plan is the correct principle, and is as feasible as the keeping open of waterways by the district or Port Commission plan, and it is further, the sense of this Congress that the people ought to adopt the proposed amendments to the Constitution which will come before the people in 1910:

Resolved that the thanks of this Congress be extended to C. J. Mills, (N. P. & Gen. Mgr.), superintendent of the Coos Bay, Roseburg and Eastern Railroad and Navigation Company, for the courtesy of providing this Congress with the use of the steamer "Breakwater" to carry the delegates and visitors to the jetties of the lower bay, and also to Captain O'Kelly and Captain Powers, Captain Rogers and the captains of the Alert, Mae, Flyer and other launches for use on the same occasion. They gave the delegates and visitors an afternoon of pleasure that will long be remembered.

RESUME COAST LINE.

Southern Pacific Seeks Rest of Right of Way.

EUREKA, Cal., Aug. 24.—J. L. Buell, right-of-way agent of the Southern Pacific Company, who was here two years ago securing a route for the proposed railroad from Eureka to Portland, Ore., along the coast, has written that he will return about September 1 to resume this work.

Numerous deeds of right-of-way for this line northward from Eureka have recently been filed for record here, and it is understood the route has been secured for practically the entire distance between here and the Oregon line. With each deed are filed agreements that the route can be changed to some other portion of the grantor's land if necessary.

The surveyors now engaged on the extension of the California Northwestern Railway between Willits and Eureka have been informed that they will have employment in this country for a considerable period of time yet and, as they will finish their present work about September 1, it is thought they will be immediately put on the survey to Portland.

RAISE FUNDS FOR SURVEY

(Continued from page 1.)

five years to build the railroad but that he was sure it could be accomplished without waiting. He said that the securing of the survey and right of way would give the company an asset worth \$250,000 or so and that the granting of franchise in North Bend and Marshfield would give another \$500,000 to the assets, so that the company would have a fine start. With this, he said it was certain that the road can be financed and carried to completion.

"And let me tell you one thing," continued Col. Hofer, "and that is 'Don't give away your valuable waterfront franchises here.' Your waterfront is the most valuable thing you have. Promoters and railroads are trying to tie up the waterfronts but don't give it to them without adequately protecting yourself. In this instance, the franchises should be given to the home railroad company. If anyone wants to build an electric line between here and North Bend, make them agree to the right kind of a franchise, a franchise that will permit other lines to operate over the waterfront lines on equal terms with them and then before you grant the franchise, make them furnish a bond for \$10,000 or so to be forfeited in twelve months if the line is not built."

Col. Hofer said that the reason that Harriman had not built in here before now was in order that he might keep up the freight rates in the Willamette Valley. However, if an independent line or another line is built, the freight rates will be broken and Harriman will have to build in here.

A. H. Powers Talk.

One of the most applauded talks of the evening was made by A. H. Powers. Mr. Powers said that the people here had started off right and the thing for them to do is to keep going until the railroad is built.

Building a railroad is not such an awful big undertaking," said Mr. Powers. "There is money enough right here on Coos Bay to put it through without a cent of outside help. Build a line ten or twenty miles and you will have something to borrow money on to build the rest of it. Besides when you build ten or twenty miles back, you will tap resources that will bring more mills and industries here that will enhance the value of the property more than the cost of the line. It can be built by Coos Bay people if they will just put their shoulder to the wheel and it will pay for itself aside from the great increase in values here."

C. S. Jackson Speaks.

C. S. Jackson of the Portland Journal, was also warmly applauded. He said that he believed that C. A. Smith had made a happy suggestion towards raising money for the line when he offered \$5,000 for a ticket over the line. He said that the Portland Journal could give \$500 for one of the first tickets also. He said that a large amount could be realized in this way. Later on, A. H. Powers, Dr. McCormac, C. R. Peck

and others offered similar amounts for the first tickets.

Mr. Jackson said that the people do not realize what a railroad would do for them. He said that everyone realized the big increase in population it would mean. He said this increase in population would greatly enhance values. For instance, he said that when the population of the town doubles, the real estate values will nearly quadruple and so on. He said the road could be built and that the building of it would mean that at least two more railways would build in here.

Need More Money.

Col. Grimes said that the situation now was as the speakers had outlined and that it was up to Coos Bay to make good. He said that the money already subscribed towards making the survey had been exhausted and the people must raise more. He said that during the past week, capitalists had been in here and were ready to take hold of the matter just as soon as survey was completed and the right of way and terminals secured.

Peck Offers Subscription.

C. R. Peck then jumped up and said that while he had given \$50 towards the matter, he would give another \$50, making two per cent on his entire capital of which he did not have a cent invested in property on Coos Bay. He said that he intended to own some property here, to make Coos Bay his home and he wanted to see it go ahead. He said that if everybody would give two per cent on their holdings, not only could the survey be built but the railroad could be completed. Further than this, he said he would also give \$250 more for one of the first tickets over the line.

Tom Bennett urged that Coos Bay work for the Coos Bay and Boise line which would make a big town here. He said that the building of the Drain line would only make Coos Bay a town on the stub end of a branch road.

G. W. Carleton urged the people to go ahead with the project and see that it is completed.

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