

# COOS BAY RAILROAD AS BUSINESS PROPOSITION

Francis H. Clarke of Marshfield, Coos bay, who has been in Portland some days and whose article in The Journal recently on the value of Portland's coastwise trade attracted much attention among Portland business men, makes the following striking statement of the reasons why the Southern Pacific could not lose money or business by building the Coos Bay-Drain road:

"The Journal of the 3d instant contained an article entitled 'Road to Coos Would Cut Harriman Profits.' The theory of the writer seems to be that the freight to Coos Bay, Oregon, Portland, Ashland, Jacksonville, Grants Pass and other southern Oregon towns would go by water from San Francisco, Portland rather than over Mr. Harriman's rails. This, he argues, would cut down the rates now charged so radically that the Southern Pacific would lose rather than gain by opening the southern Oregon coast over the Drain or any other route. Therefore, it is concluded, Mr. Harriman, being a business man, will not build a railroad to Coos bay.

Another Side of Question.

"There is another side, however, to this question which should not be overlooked. Although it may be admitted that if there were no other facts than those stated in the article upon which to base an opinion, the conclusion would be correct, yet there are so many other important facts which should be considered, that it would be unbusinesslike for Mr. Harriman not to build the Coos bay line.

Will it admit that freight rates to Coos bay and all southern Oregon cities will be greatly reduced through water competition, and that the business between all way stations and over the extension to the sea would be so greatly accelerated, immediately, as to more than offset the loss which the article in question apprehends. Mr. Harriman is well aware of these facts and it is a certainty that he will build into or out of Coos bay in less than another year. He may not complete his road within that time, but it is a safe prophecy that it will.

Rich Region With Railroad.

The reasons for expecting the Coos bay extension to pay—not merely 4 per cent on \$5,000,000, but much more—are as plain as the vast resources which exist in Coos bay's tributary country. The first of these reasons is that from the forty-four miles of coastline south to the California line, a distance of 150 miles as the crow flies, a vast and extremely rich region is within 40 miles of the ocean and has no railroad or any other convenient or commercial way of getting to the sea and cheap water transportation.

"Its people must go from 100 to 340 miles to reach the outside world through Portland, and 400 to 450 miles to reach it through San Francisco. That is as the crow flies. But the extended railroads which transportation must be paid for are many times greater in length.

"The Coos bay line from Drain would be about 70 miles in extent. What would its business be? It would be the business of the district would be diverted from the long haul to the sea through Portland and the installation of the short haul to the sea through Coos bay and it is claimed the loss would be \$1,000,000 annually. This is only partly true, but it is evident to the most casual observer that enough new business would develop to offset the loss to the full measure of very large profits.

Population Is Increasing.

"The counties of Coos, Curry, Jackson, Josephine, Douglas and Clatsop, geographically, than to their present water outlets. These counties in 1900 had a population of about 50,000 people and at present have more than 140,000 people. They are increasing rapidly. All of them have unusual resources. Great mines, great agricultural and grazing areas, great forests of fir, spruce and cedar, great fruit and dairy products, and Coos bay and Curry there are great deposits of excellent coal.

"The 140,000 people, in whose keeping these resources have been slightly developed, find difficulty in getting a market for all they can transport, at reasonable rates, but they know the same market is yearning for much more. Their transportation facilities, however, are so deficient that development is necessarily limited. One hundred and forty thousand people demand a short road to the sea. Thousands of them will never go the distance to Portland or San Francisco. The same thousands would, as they do everywhere else in America, make the short trip to the sea to find a market and a cheap waterway.

"The Coos bay line would also send thousands of tons of freight monthly to market which it is not now profitable to pay the freight on. The people of Lane and Douglas counties would find the seaport city of Coos bay a great market for their fruit and produce. The sawmills of the timbered country—some of the very greatest being now located at Coos bay—have attracted a large population which must be fed from the interior counties. Commission houses at Coos bay would handle the surplus of the fruit, dairy, agricultural and meat products which the Willamette, Willamette, Umpqua, Coquille and Rogue river valleys must now allow to go to waste.

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"It is not alone the needs of 120,000 people outside of Coos and Curry counties which makes a railroad connection with Coos bay a sure profit earner. Coos and Curry counties are rich in products which must be sent to the interior. The coal mines within a radius of 25 miles of Coos bay produce a quantity of coal which can be gotten to the coast south of Puget sound. Except at Coos bay there is no coal on the Pacific coast within 100 miles of the mouth of the sound. The 120,000 people of Lane, Douglas, Jackson and Josephine counties want this coal. They can get it directly from Coos bay and there is an immense tonnage of such coal ready for the Coos bay line.

"It may be said that this is not a statement of the possibilities in figures. It is easy enough for anyone to figure that 120,000 people will use a road 70 miles for that commodity alone. It is not possible to point to any other part of the United States where such a population, such an obvious necessity and such supplies for the necessity, are so close together. It is possible to find such a combination where a railroad would not be regarded as little short of a bonanza.

Population Would Double.

"The conclusion is that such a road would so open the resources of the interior and the coast, alike, that the population of the entire Oregon coast would double, would double, treble and quadruple in a very short space. The development would be rapid. It has astonished the world in Washington or Oklahoma. On the present population and development of the Oregon coast alone a city of 40,000 is justified at Coos bay the moment proper transportation facilities are provided.

"The development of southern Oregon such as a railroad would insure, the way traffic would become enormous on the entire main line. The building of a large city at Coos bay would be supplemented by building Eugene, Roseburg, Jacksonville, Ashland, Medford, Grants Pass, Coquille, Bandon and Myrtle Point into places of far greater importance than now. As for Portland, her coastwise commerce with Coos bay and coast towns between would be far more valuable than her commerce with some foreign countries. Coos bay would be to Portland what Duluth is to St. Paul and Minneapolis, what Milwaukee is to Chicago, what Boston is to New York.

"Mr. Harriman knows all these conditions and he knows that no figuring is necessary to show that the Coos bay line would pay much more than 4 per cent on \$5,000,000—although the estimated cost of the road from Drain has been understood to be \$2,500,000 instead of \$5,000,000. Such conditions elsewhere were never left unexploited. Mr. Harriman's reason for not building are not the prospect of losses—for no such prospects exist."

# MAN OF HOUR A TIMELY PLAY

It was very appropriate for just this time when the air is full of politics. It was salutary in its lesson that politics should be clean and the machine and the boss should be put out of commission. And it very thoughtfully and with some little show of reason pointed out the triumph of the hero and the downfall of the villain. It was the "Man of the Hour" as shown at the Hotel theatre last night.

There was a big audience gathered to greet the company and its show. The men went there partly perhaps to see just how politics was worked, the women partly to see the pretty gowns of which there were quite a few, all made the journey to be entertained and amused, and were satisfied.

The "Man of the Hour" is known to Portland people and needs no extended notice to tell its story of political trickery and final triumph of the spirit of municipal righteousness. To say that the company was good, will be all that the theatregoers are interested in, they know the lines, what they want to know is whether they will be interpreted this season or mangled. They were not mangled last night, in fact it is a good deal as it was last time.

William Lamp plays the part of the young reformer and mayor, Alvin Bennett, and plays it in a manly way, Louis Hendrick is still the best boss of the Irish, and Felix Haney is still the good Irish alderman, James Phelan. The rest of the company are rich in characters well and the play as a whole is satisfying. It will remain in Portland tonight and Saturday with a Saturday afternoon matinee.

# CONFERENCE OF PRISON WORKERS

Noted Correction Speaker Will Attend Fourth Oregon Meeting.

Samuel J. Barrows of New York, secretary of the prison commission and president of the International Prison congress, and Mrs. Barrows, his wife, are to be among the prominent speakers who are to address the fourth Oregon conference of Charities and Correction which begins its session at the Church of Our Father Sunday and continues three days.

The dates of the conference have been chosen some days in advance of this time first intended in order to secure the attendance and cooperation of the leaders of philanthropy who have been attending the Washington conference.

The program of the conference which begins on Sunday evening, October 11, at the First Congregational church, by Rev. Luther E. Dyell, D. D.

Monday—9:30 a. m. business session, address by the president, Dr. T. L. Elliott of St. Paul, Minn., "The Reformation of Women," by Mrs. Isabelle C. Barrows; "What We Are Doing for Our Delinquent Girls," Miss E. L. Butler, probation officer juvenile court; "Reform school," by Mrs. George H. Kelly, Eugene, probation officer of

by Governor George E. Chamberlain, "Prisons and Reformation," by Dr. Samuel J. Barrows.

Tuesday—9:30 a. m. business meeting, appointment of committee on organization for next conference; "Care for the Insane," by Dr. R. E. Steiner, superintendent Oregon State asylum; "Public Health," by Dr. Esther Pohl; "What We Are Doing for Our Delinquent Girls," Miss E. L. Butler, probation officer juvenile court; "Reform school," by Mrs. George H. Kelly, Eugene, probation officer of

Lane county juvenile court; 1 p. m. automobile ride and visiting local institutions; 4 p. m. report of committee on organization for next conference; "Care for the Insane," by Dr. R. E. Steiner, superintendent Oregon State asylum; "Public Health," by Dr. Esther Pohl; "What We Are Doing for Our Delinquent Girls," Miss E. L. Butler, probation officer juvenile court; "Reform school," by Mrs. George H. Kelly, Eugene, probation officer of

John Plut, Shotfire, Killed.

(United Press Special Wire.)

Realty, Wash., Oct. 9.—John Plut was killed and G. Mervin badly injured by falling rock in mine No. 7 near Cle Elum late yesterday. The men had been firing shots which loosened the

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TAFT IN BAD WITH FORAKER

Toledo Friendship Does Not Jibe With His Vorys Letter.

By John E. Lathrop.

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Taft's Letter.

The letters are:

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Mrs. Steunenberg stated that 17 months ago her husband gave her a ticket to Boise, Idaho, and told her to return to her father's home at San Francisco and never to return to him. Her father, Cord Wetjen, is a wealthy saloonkeeper here.

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OPENING SALE OF FURS SATURDAY, 1-3 OFF

Open Until 10 P. M. Saturday

Karo-Flapper Co.

Corner Third and Yamhill Streets

Saturday Special Shoe Sale

Bargain extraordinary in Men's, Women's and Children's Shoes and Oxfords for Saturday. Note the following low prices:

ONLY 58¢ for Infants' and Children's Shoes, made of fine stock of Dongola kid, values up to \$1.00 a pair.

ONLY 89¢ for Children's Shoes and Oxfords, made of vici kid, regularly sold for \$1.50 a pair.

ONLY \$1.19 for odd lots of Misses' and Children's Shoes and Oxfords, in plain tan and in combination of tan and patent leather, regular values up to \$2.00 a pair.

ONLY \$1.39 for Misses' and Boys' Shoes, made of vici kid or box calf; a good, serviceable shoe, value \$2.00 a pair.

ONLY \$1.89 for Men's and Women's Shoes, in vici, velour and box calf, values up to \$2.50 a pair.

ONLY \$3.88 for regular \$5.00 Shoes and Oxfords, the high-grade leather and make, in all the latest styles.

Ladies' Tailored Suits, Vals. up to \$30.00, Saturday Special at \$14.85

We have only 50 suits in this sale, and tomorrow will be the last day of this phenomenal offer. These suits are made of Broadcloth and Chevron, in plain blues, browns and black, also self-stripes and two-toned effects. Every suit in the lot is a correct reproduction of the latest imported model. Come early and make your choice. Values up to \$30.00—

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HOWARD HEATERS ARE SO CONSTRUCTED THAT EVEN THE SMOKE IS NEARLY ALL CONSUMED

FOR SALE BY

J. J. KADDERLY The Hardware Man

130 First Street Near Corner Alder

THE HOWARD HEATER All Sizes, All Styles, All Prices. Next to O. W. P. Wadding Rooms Running Clear Through to Front