

PROMINENT RAILROAD BUILDERS COMBINE
To Build the Great Central Railroad—
Two Contractors for Each
End

Plans for actual construction of the Great Central Railway have been furthered, it is understood through the completion of negotiations concerning the affairs of the Empire Construction Company. The Construction Company was organized May 2, 1902, to build the Great Central road and its allied enterprises, the Belt Line Railway Company, around Coos Bay.

A combination of wealthy men, experienced railway contractors, called the "Big Four," has been effected between Nelson Bennett, of Tacoma; William H. Remington, formerly of the Astoria & Columbia River road; David Eccles, of Ogden, Utah, and W. C. Nibley, of Baker City Or. These four well-known men are understood to have taken over the stock of the Empire Construction Company, and will henceforth control it exclusively. A great portion of the stock has been taken in Tacoma. The plans for the gigantic task before this corporation contemplate that Messrs. Bennett & Remington will construct the Coos-Bay end of the Salt Lake line, and Eccles & Nibley the Salt-Lake end of the line.

Mr. Eccles is a millionaire railroad builder, of Salt Lake City, and interested with him is the First National Bank, of Ogden. The Utah Construction Company is the creation of Mr. Eccles. Within a few days it is believed the announcement will be made of the completion of this organization and the establishment of its headquarters at the bay.

There are not four men better known in the railroad-construction world than these. Nelson Bennett is the man who bored the great Cascade tunnel for the

Northern Pacific Railway. He was formerly the owner of the Tacoma Ledger, and is a man of great executive ability. Mr. Nibley is a well-known Eastern Oregon banker and capitalist. Mr. Remington is a man of reputation, also, and the announcement that they have been making preparations to organize for construction work in connection with the Coos-Bay enterprise interest deeply a great part of the public, owing to the extensive operations the Great Central combine is entering into in Southern Oregon.

THE GOULDS AND
THE COOS BAY ROAD

Milner of the Moffatt Road in Portland—The M. P. R. R. May Be in The Doe.

(Portland Journal)

In speaking of the presence of Chief Engineer Milner, of the Denver & Northwestern railway, the ("Moffatt Road") in Portland the Portland Daily Journal has this: "It is generally conceded that the Denver & Northwestern is an adjunct of the Missouri Pacific, one of Gould's strongest properties. It is to run between Denver and Salt Lake, 555 miles, via Park City and cuts off 280 miles from the distance between Denver & Rio Grande Western, two separate roads that connect and work together.

"The D. & N. W. is an enterprise that was inaugurated by Dave Moffatt, who floated the bonds at \$20,000 per mile, and is now actually under construction. "Efforts are being made to secure the routing of the road through the famous Echo canyon, which would cut off 75 miles more from the distance between Denver and Salt Lake,

"The coming of Mr. Milner to meet Mr. Kinney has induced considerable speculation by people who are wondering about the proposed Coos Bay line. It bears the earmarks of the bruited connection between the Coos Bay or the Great Central and the transcontinental plans of the Goulds, which have been in the public mind during the last few weeks, and that appear to be wrapped in a mystery insoluble by Portland brains.

"Mr. Milner maintains a profound silence regarding the object of his visit and remarks merely that he has come out here to see whether or not there is substantial truth in the report that the climate of Portland is as delightful in the summer time as heaven itself. He is a pleasant gentleman who knows much about railroading that he will not tell to reporters.

"It is learned that certain propositions have been thought of relative to loosening the tight hold upon the Coos Bay enterprise that is held by Mr. Kinney and his confederates. Mr. Kinney refuses to say anything, feigning surprise that any other railroad interest has evinced concern for the project with which he is connected.

"Really," said he to The Journal, "I don't know what it is you mean. Perhaps you can give me some information that will elucidate our business to us.

"Nevertheless, it is learned that some other railroad people have cared enough to make propositions to the Great Central people, or, at least to ask for the privilege of making propositions to them.

"Regarding the probabilities of construction going ahead, Mr. Kinney is not hesitant about asserting that soon there will be no doubt in the mind of the most skeptical person on this subject, but he will not give any facts at present that would furnish basis for giving details. There are things doing that appear to outsiders exceedingly interesting, but it is impossible at present to ascertain anything definitely.

GRAND WEDDING OF
MISS VIVIAN SATORIS
Granddaughter of Ex-President U. S.
Grant Weds At Coburg,
Ontario

Coburg, Ont., Aug. 23.—A number of distinguished Americans witnessed the marriage today of Miss Vivian Sartoris, eldest daughter of Mrs. Nellie Grant Sartoris and granddaughter of Gen. U. S. Grant, and Mr. Frederick Roosevelt Scovel. The ceremony was performed in St. Peter's Church, which was prettily decorated with palms and white roses. A wedding reception followed the ceremony at the home of the bride's grandmother, Mrs. U. S. Grant. Mr. and Mrs. Scovel left for a honeymoon trip.

Washington, D. C., Aug. 23.—The announcement last week of the engagement of Miss Vivian Sartoris, whose marriage to Mr. Frederick Roosevelt Scovel took place today at Coburg, Ont., was received with considerable surprise by her many friends in this city. She was reported engaged twice before, once to Archibald Balfour, a cousin of the English premier, and again to Timothy Nichols, a rich New York clubman.

The bride of today was born in London twenty-two years ago and made her social debut in 1896 at a large reception given at Mrs. Grant's home in this city. She is a pretty brunette, with chestnut hair and a rich olive complexion. She is of medium height with a tendency to plumpness. She was educated abroad under the personal supervision of her mother.

Mr. Scovel is a son of Chevalier and Mme Edward Scovel, cousin of President Roosevelt, and nephew of Frederick Roosevelt of New York and of Mme. Ricardo Dian Albertini of Cobourg.

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