

As an Outsider Sees it

VISITING NEWSPAPER MAN DISCUSSES GREAT CENTRAL

Some Reasons Why Coos Bay Should Be the Terminus of a Great Railroad

Interviewed yesterday by a Daily MAIL representative Mr. T. F. Kane, the well known newspaper and mining man who is now visiting the Coos Bay country, evinced the utmost confidence in the speedy completion of the Great Central railroad and gave expression to the belief that the outlook for the future for this section was very bright.

"What impresses you most favorably with the country", was asked.

"The great variety and extent of its natural resources and the excellent harbor Nature has placed here for commerce," he said.

"How, in your opinion, will the building of the Great Central railroad effect the Coos Bay country?"

"First I believe unquestionably that the road will be built. Its backers have not taken me into their confidence, still enough is known to warrant the firm belief that the road will be speedily built, and that means fully ample to complete it to a transcontinental connection at Salt Lake are behind the enterprise. The import of the enterprise, I am convinced, is not altogether realized here. The construction of this road will stimulate every industry in the country, also create many new industries here and build up a great commercial city on the shores of Coos Bay. With railroad connections into the interior of the continent and some further improvements in the harbor all conditions

would then be favorable for the establishment here of great manufacturing industries. Ships from many shores would come to meet the trains and deep freighted cargoes be carried from Coos Bay to all the great ports of the broad Pacific. With the completion of the Great Central road to tide water Coos Bay would be on an even footing with other Pacific Northwest sections where great cities are now coming into existence. Neither Portland nor Seattle has better natural advantages. Natural conditions are much the same. In relation to cheap fuel for manufacturing Portland is greatly overmatched by this locality. You have also every other requisite here for the up-building of the greatest commercial cities on the coast.

But first you must have railway connection with the great lines crossing the continent. Possession of transportation facilities is the only advantage the larger trade centers have over Coos Bay, and it is all that is needed to start this section on an era of prosperity that will ultimately place it side by side, in population and wealth, with the best of them.

"The events in world politics the past few years have opened the great Oriental markets to Americans. These markets want the products of our soil and output of our factories in almost limitless quantities. Through Pacific ports and by Pacific coast factories this trade demand can best be supplied. With a transcontinental railroad terminating here, Coos Bay would be in position to enter the lists for supplying this trade and through the establishment of great trans-Pacific steamship lines, plying between here and the Hawaiian Islands, the Philippines, Japan, China and other Oriental countries would be in a position to actively compete for it.

Merchandise imports of the Orient amounts annually to \$1,200,000,000. The United Kingdom supplies about 50 per cent of this, while the United States furnishes but 10 per cent. But our great captains of commerce are seeking through every possible means to gain a larger share of this enormous trade. No one conversant with the great trade movements under way throughout the United States doubts of it. The Pacific will be the great highway for this traffic and Pacific coast ports will be made the centers of unrivaled commercial activity.

The railroads already in existence reaching the coast are utterly unable to take care of the immense traffic offered them. There is a continual shortage of cars, trackage and other facilities for handling the trade. It is stated that within the past twelve months the railroads of the country lost \$80,000,000 worth of traffic through their inability to handle all that was offered. There exists, then, the actual necessity for another railroad. Now, in Uncle Sam's possessions on the Pacific coast, aside from Alaska, there are only five good harbors where deep water vessels can enter and anchor in safety—San Diego, San Francisco, Portland, Coos Bay and Seattle. But at all of them, save Coos Bay, all the great terminal advantages and facilities have been grabbed up long ago by existing railroads. No other independent line could possibly enter on a footing that would enable it to do business. In the quarter-of-a-century-long

fight between the Santa Fee and the Southern Pacific, wherein the former sought to gain entrance into San Francisco, we have an object lesson.

At the tide water terminal of a great railroad, vast tracts of land, many hundreds of acres, are necessary for the immense terminal facilities required, and many miles of water front must be controlled to facilitate shipping and accommodate allied enterprises.

Thus it can be seen why, when an additional railroad across the continent was found to be necessary and a tide water terminal was to be selected, Coos Bay was chosen. At no other point where harbor conditions were favorable could the company have obtained what it wanted in lands and water fronts.

From a profit yielding standpoint I regard the enterprise as one having a particularly bright future. The Great Central road will be a paying road from the beginning. The rapid development of the rich and varied natural resources of the country through which it will run, and the quickened activities radiating from its coast terminal consequent upon its completion and operation, will I believe, give it an immediate profit paying traffic."

Bangor and Empire Notes

A visit to the Bangor town site Saturday showed work being energetically pushed, in the way of clearing and grading. The site for the hotel building has received considerable attention and has been graded into shape, though the work is not quite completed. The site is on a knoll close to the Empire-Marshfield wagon road, and commands a fine view to the bay and in all directions, as the ground falls off on all sides.

A street is being graded from this point west, to the Eckhoff residence and much dirt has already been moved.

The lay of the land here is excellent for a town site, having a gentle and nearly even slope toward the bay at the mouth of Pony slough, and here will be the central point of the projected city.

The commissary building for which the contract has been let, will soon be erected and will be a two-story building 50 by 100 feet in size, and a large part of the outfits and material now stored at Empire will be brought to the new location.

At Empire, quite a transformation has been wrought. The old Cammann building, one of the landmarks, has disappeared from the corner where it stood so long, and piles of old timbers, which are being converted into firewood mark the site.

The old stove mill is also a thing of the past, and the new company's warehouse stands in its place. In this are stored a large outfit of tools and supplies, cooking and camp outfits etc for railroad construction work, and the adjoining street is covered with scrapers graders etc.

The new wharf is completed and is substantial and roomy enough for all present needs.

The number of men employed at Empire is not so great as a short time ago, as the work there is advanced enough for the present and quite a number of the men have been sent to the new town site and to the crew engaged in brushing out the right of way for the Belt Line road.

It is needless to say that Empire presents quite a different appearance since the new enterprise has been inaugurated and people may not only be seen on her streets at all times, but they seem to have something to do. The hammer and saw may be heard at work and even the paint brush is active. The Pioneer hotel has undergone quite a transformation at the hands of its new proprietor and fairly shines with fresh paint.

In fact the old town has come to life again, with good prospects for a continued existence.

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