

OREGON-IDAHO CONGRESS
Continued from first page.

gress and able addresses were delivered again by Governor Chamberlain and Judge Lowell, and also by Hon. Oswald West and Hon. B. W. Johnson of Corvallis. Able speeches were also made by Hon. J. W. Bennett, of Mashfield, who praised the speakers who come over long rough roads from the interior to boost for the opening of this harbor and to help attract attention to the need of better transportation facilities. H. C. Diers, of North Bend, gave an address showing the shortest practical route for an electric line from Roseburg to Coos Bay. Judge John H. Scott gave an able address, outlining the good roads movement that has been inaugurated to secure state aid for the construction of permanent highways into the remote parts of the state.

Resolutions by the Congress.
A committee of seven had been appointed Monday and at the close of the congress submitted an able report covering the needs of the state in the way of development, and the report was adopted with unanimity and amid great applause. It is as follows:

Permanent Highway Policy Advocated.

Resolved that we favor entering upon an active policy of highway construction by the co-operation of the state and the counties in the construction of a system of state highways. In addition to this a system of local highways must be constructed in each county with state aid, such highways radiating from the county seat to the undeveloped but highly productive outlying regions. To this end we recommend that county and road district taxes be levied so as to include a proper assessed valuation of the large non-resident timber-land holdings and land-grant-lands, together with an assessment of their timber upon a stumpage basis to assist in the construction of such permanent highways through the thinly settled and undeveloped portions of our state.

Encourage Electric Roads.

This congress speaking for the people of western Oregon recommends the encouragement of electric railroads by every possible means. We recognize them as the most potent factors for substantial development, and the most efficient means of bringing about the cutting up of large ranches into small fruit and dairy farms, thus enabling a large number of people to buy and own little homes, becoming self-supporting citizens and rapidly creating interurban communities with all the comforts and conveniences of cities, promoting the greatest good of the largest number. We favor taking up and organizing the enterprises already begun for the construction of electric roads from Roseburg to Coos Bay and from Eugene to Siuslaw. The people of Coos Bay extend the

most hearty co-operation in the financing or construction of either of these lines. With cheap coal to produce abundant electric power, and with enormous water-powers going to waste on the line of both these roads they afford splendid opportunities for the investment of capital.

Roseburg and Coos Bay Highway.

We favor the construction of a first class permanent highway, finished in macadam and planking as may be best adapted to the locality from Coos Bay to Roseburg, along the line of the original wagon-road and grant road as far as practicable, with special tax levies in the road districts along the line wherever they can be secured, in addition to county and state aid. The standard of this road should be that it be made passable at all times of the year for modern vehicles and auto-cars with a maximum speed of at least 20 miles an hour for the entire distance.

New Water Code Needed.

This congress heartily commends the efforts of state engineer Lewis in his campaign to secure the enactment of a more just and equitable system to preserve water rights and establish proper distribution of water in the arid regions of this state. We recognize that the title in water should be seen as a title to land and that perpetual franchises and filings upon water powers are inimical to the development of the state. We demand that the state acquire possession of all franchises that have lapsed or have been left unimproved and are held merely for speculative purposes. Such titles inhering in the state should be leased for power purposes and the rentals placed in the common school fund.

Develop Our Water-ways.

We give our most cordial support to the policy inaugurated by the Rivers and Harbor congress of expending at least \$50,000,000 annually by the national government in the improvement of our national water-ways. We endorse the recommendation of the board of engineers that \$500,000 annually be expended in deepening and dredging Coos Bay harbor and a sufficient appropriation be made by congress to complete the jetty at the mouth of Coos Bay to the end that this shall become what nature has intended, one of the great deep sea harbors of the Pacific coast. We demand similar improvement of the harbors and navigable channels Tillamook bay, Yaquina bay, Siuslaw harbor and other ports of entry that are developing manufacturing and commerce. We believe the standing army of industry and the battalions of the dinner-pail brigade are entitled to as much consideration as the army and the navy which we are taxed to support and have always give our loyal and enthusiastic devotion.

Open the Interior Water-ways.

This congress wishes to go most emphatically upon record as approving the policy of liberal national ap-

propriation for the opening of the Columbia river to the head of navigation on both branches in Idaho and Washington and maintaining a deep-water channel from Portland to the sea. The three states of Oregon, Washington and Idaho should assist in this undertaking. We believe in the earliest possible completion of the locks and canals at the falls of the Willamette by the co-operation of both state and national aid. These water-falls should never be permitted to be monopolized by private corporation in anyway to the detriment of free navigation as we all recognize that water competition is the only effective force to lower freight rates in the interior of our state.

Investigate the Land Grants.

Resolved that we favor investigation by a competent commission into the history and acquisition of the railroad and wagon road land grants by which alleged military wagon-roads were constructed in an early day and under which system nearly one-eighth of the unreserved area of this state is held in idleness apparently awaiting only the unearned increment, to the end that any frauds committed in acquiring those lands, or any failure to comply with the terms of the grant may be made public and laid bare and that any equities now residing in the people may be declared in a report the findings of which shall inure to the benefit

ties so completely dominating our state must realize that they are under a moral obligation to assist in the development of the state by annually devoting a fair share of their profits earned in Oregon to extending their lines therein. They are public service corporations created by the state and they are not warranted in continuing a policy of neglect of any section of this great commonwealth. This congress representing the great undeveloped areas of Oregon believes that no field of operations in the United States presents a greater promise of rich reward in constructing new lines of railroad than does Oregon and particularly Coos Bay.

State-Aided Railroads.

The Western Oregon Development congress desires to raise the new issue, that the time has come for the people of Oregon to help themselves and proceed by every instrumentality in their possession to organize and build a trunk line across the state of Oregon east and west, terminating at Coos Bay. We believe the construction of such a railroad would do more to break down the barriers of monopoly and open up the vast unsettled areas and encourage the building of a large city at the seaboard and other large cities in the interior of the state, adding hundreds of millions of wealth and half a million to our population in half of ten years. We believe the next legislature should take steps to

sonable distance of such navigable river, bay, estuary, lake or harbor into navigation districts and the election within each district of commissioners with power to administer the port, maritime and riparian affairs of said district to improve said waterway, to provide necessary conveniences for shipping and to levy a tax for the payment of the cost and expenses thereof; that the governor of Oregon be requested to appoint a commission which shall, before the meeting of the legislature of the state in 1909, meet together at such time and place as the governor shall designate and draft a suitable law to provide for all the needs of the state in the respect mentioned, for submission to said legislature for enactment.

- GEORGE E. CHAMBERLAIN, Governor of Oregon, Chairman.
STEPHEN A. LOWELL, Pendleton, Member State Senate.
WILLIAM GRIMES, Marshfield, Member State Senate.
FRANCIS H. CLARKE, Marshfield, Member State Senate.
B. W. JOHNSON, President Corvallis Com. Club.
C. W. CHASE, Member State Senate.
E. HOFER, President Willamette Valley Development League, Committee on Resolutions.

AN OFFICE SET FOR
GEO. E. CHAMBERLAIN

Coos Bay Citizens Present Governor with Fine Sample of Coos Bay's Products.

One of the handsomest sets of office furniture ever seen in this section is on exhibition in the State Fair pavilion. It is a gift from the people of Coos Bay to Governor Geo. E. Chamberlain and will be, at his suggestion, exhibited at the Oregon State fair at Salem at a Coos Bay product.

The office set which consists of a desk, desk chair, a table and six office chairs were manufactured by the North Bend Manufacturing company and are of fir, finished dark. Everyone who has seen the set has admired it greatly.

A year or so ago when Gov. Chamberlain visited Coos Bay he expressed great admiration for the furnishings of the North Bend Chamber of Commerce. A number of business men who heard his remarks immediately started a subscription to have a set made for him and within a short time \$250 was raised in subscriptions of \$5 or less and the order placed with Manager Bode. Mr. Bode has personally supervised the work on the set and the wood and workmanship are declared to be perfect. Do not fail to see this sample of Coos Bay enterprise when visiting the State Fair.

No cyclones or thunder storms.

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Chas. J. Brueschke
Marshfield, Ore.

BRICQUET INDUSTRY FOR COOS BAY

A number of experienced people are backing the enterprise of manufacturing briquets at Coos Bay from refuse coal and lumber products. Briquets have become the most economical and effective fuel for warships, and are now made in this country at Banff, Canada, and Wilton, N. D. They are the great source of fuel supply of the German navy, and a plant is to be established that will turn out 150 tons per day as soon as \$50,000 capital is secured. Government Coal Expert Kennerly has recently been at Coos Bay, and says briquets will do more to bring large ships to Coos Bay than any enterprise that can be taken up.

ONE HUNDRED AND TWENTY ACRES OF COAL LAND

\$15,000 worth of timber on the tract, a few miles from Marshfield, and only \$25 per acre, is one of the bargains we have to offer in country and city property.

I. S. Kaufman, Marshfield, Ore.

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Marshfield, Ore.

through suitable legislation by congress or the state or by the people in their sovereign initiative capacity, in order, if possible, that such large holdings of public grants may be thrown open to settlement by bona fide residents upon such lands, and that the evils of alien landlordism may be averted. These lands are needed for the establishment of homes and that the vast natural resources which they include may be developed, and we furthermore declare that the owners of these large holdings should bear their just share in the burdens of the counties in which they lie.

Co-operate With Capital.

This congress desires to impress on behalf of the people of western and southern Oregon a sincere desire to co-operate in every possible manner with the great financial genius at the head of our transcontinental railroad systems. We realize that our interests and theirs are mutual, that the hundreds of millions of capital invested in railroad property in this state are not only in the keeping of such men as E. H. Harriman and James J. Hill as trustees for our commonwealth, but that we are, to a great extent the guardians of such properties, and that we cannot insure or assuage such corporations by hostile legislation or unjust taxation without harming ourselves. On the other hand, the great master minds in control of the policies and proper-

grant right-of-way for such a railroad over all state lands and pass a bill authorizing the state to condemn right-of-way over existing land grants held by other corporations, and that the state should build, own and operate either electric or other lines in such sections thereof as might be necessary, utilizing the splendid water powers of the state for that purpose, or guaranteeing under proper restrictions the bonds necessary to be issued to raise money for railroad construction where railroad corporations fail to do their duty to the people in building proper and necessary extensions of existing systems.

General Port Commission Law.

Resolved, that the navigable water-ways and harbors of the state of Oregon, are an invaluable asset to the commercial interest of the entire nation and their speedy and proper development is necessary that the best interests of all the people may be subserved and fostered; that in view of the importance of such improvement at this time, and the necessity for general legislation in the state of Oregon whereby all property naturally tributary to such water-ways and harbors may be made to bear its just proportion of the cost of improving the same, a law should be enacted at the coming session of the legislature of this state which shall provide for the organization of the territory within a rea-

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We will gladly give information at office or by mail, and have some of the best investments on the bay.

193-acre farm, 5 miles from Marshfield, one among the best buys that has been offered to investors; will pay 17 per cent on purchase price; located on Coos River; sandy loam bottom land; 36 dairy cows and all kinds of farming implements. Price \$22,000, half cash, balance on easy terms.

A 163-acre farm on Coquille River; all bottom land; 70-acre woodland pasture, the balance has been cultivated and is in grass and hay; good new house, a large barn. This is a dairy proposition; close to school, church, postoffice, river and railroad. Income from dairy about \$200 per month. Price \$15,000, \$5000 cash, balance on long time at 7 per cent per annum. Will rent without stock for \$300 per year. Stock for sale in either case.

Coal right on 160 acres for \$2000, or the entire tract for \$4000.

An 8-room house, lot 48x100 feet, in good condition, fine buy. Price \$1600.

160x125 feet of ground, with house and barn, in good location, close in, good street, \$2000.

Business lot 25x140 feet, business block 25x70, two story, rents for \$60 per month. This is close in property, on one of the principal streets. Price \$3400.

50x140-foot lot on Broadway, close in, dwelling, nine rooms, two-story, modern store building, two-story flats above, store room first floor. Price \$4500.

Outside lots \$30 to \$150 per lot. Inside lots \$175 to \$1000 per lot. Business lots in business part of the city \$4000 up, according to location.

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Henry Sengstacken, Mgr.