THE CAPITAL JOURNAL

E. HOFER, Editor and Proprietor

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TYPOGRAPHICAL UNION LABEL CAPITAL

LITTLE TALKS WITH MEN IN OREGON WHO ARE DOING THINGS

Addison Bennett who runs two newspapers in eastern Oregon, has the nerve to say that Governor Benson may not be ineligible to become a candidate for Governor.

When there is a new candidate appearing or causing himself to appear almost every day, Bennett seems to think it would be common decency to consider **a man who is already filling the office.**

Bennett in his original way says a few things worth consdiering and thinking about. Listen to the sage of Rabbitville:

"Public service, fitness, just deserts—all these cut no figure."

"Nothing much counts save the length of the purse of the aspirant."

"It is a fact that some of those who aspire to be Governor are wholly unfit for the office."

"Some of them have only the requirement of nerve, gall, cheek—**call it what you may."**

"Others have only the faculty of working the granges, while others are adepts at shaking hands and kissing the babies."

"The logical candidate of the Republican party will be Frank W. Benson, **provided he makes as good a Governor as we hope he will and as he promises to be."**

"He is now governor and by making good will have a direct claim for that promotion upon the party."

The sage of the sage brush then announces that he has been asked to support other aspirants—and Governor Benson has not made himself an aspirant—**but Bennett says he will support Benson.**

This in interesting for it is done without considering the interests of the multiplicity of candidates.

It is enough to say that Governor Benson is making good, and while he modestly declined to put himself into the race the Republican party might find him available.

* * *

The very favorable report of Mr. Harriman's expert, Col. Holabird, on the resources of the Coos Bay country ought to settle Mr. Harriman's mind on the question of building the line from Drain to Coos Bay.

Harriman has advanced the money to build the line from Portland to Tillamook.

Harriman will into Klamath Falls by June 7th.

The Harriman interests are said to be ready and willing to penetrate central Oregon by the Des Chutes canyon.

For these things doing and to be done the thanks of the people of Oregon are due—the **railroads are long past due.**

The demand of Mr. Harriman that the Coos Bay people guarantee four per cent before he will build has had one effect.

It has determined the Coos Bay people to organize **and go to work to help themselves.**

After some one has built a railroad into the Coos Bay Country Mr. Harriman will wonder why his chump advisers **did not steer him in there ten years ago.**

Down in California the Spreckels company will begin to build a railroad across a desert just as Senator Clark did.

Work will begin within a month on the San Diego and Arizona railroad, according to an announcement made by the Spreckels company.

The road will connect with the Southern Pacific at Yuma, **150 miles east of San Diego.**

It will run for a distance of 50 miles below the line in Lower California, John D. Spreckels having secured the necessary concession from the Mexican government.

Besides the building of the railroad, the company has secured **a large amount of land for depot and other purposes,** as well as tide lands for wharves which the company will soon build.

At Chula Vista, a suburb of San Diego, on the southwest shore of the bay, they will erect warehouses, roundhouses, oil houses and tanks, machine shops, and storage and material sheds.

The building of this road means much for the surrounding country.

It will develop one of the most fertile valleys in the northern part of Lower California, Valle de San Ysidro, and will also pass through the Imperial valley, the phenomenal growth of whose fertile lands is now well known to the outside world.

Capitalists from all over the country, and more especially of the Pacific coast, have been investing heavily in and about San Diego since the announcement two years ago that the Spreckels interests would build this line.

Mr. Harriman has already sunk about a million and a half on the Drain and Coos Bay line.

The Coos Bay people are now organized to survey and build a line out the other way to Roseburg.

The Marshfield Chamber of Commerce held a meeting Friday, April 30 and raised several thousand dollars for the survey.

Men like Dr. McCormack, Henry Sengstacken, Dr. Mingus, Wm. Grimes, **and others will not stop with a mere survey.**

Besides there is plenty of room and plenty of business for another railroad out of Coos Bay to Roseburg.

Let Mr. Harriman in good faith go ahead and **build the line from Drain to Coos Bay.**

Let the Coos Bay Boosters go ahead and build the line to Roseburg.

The country is rich enough and **there will be business enough for both lines.**

The four per cent had better be spent building a new road out of the Coos Bay country.

Mr. Harriman's advisers **overreached in asking that four per cent.**

All western Oregon and the whole Willamette valley is interested in the fight for a railroad into Coos Bay.

It would mean the rapid development of all western Oregon **and the coast country for its whole length.**

The time is not far distant when there will be a line up and down the Oregon coast for the timber alone.

When deserts will support railroads in southern California and Mexico, where Harriman is building, and the Spreckels, **why quibble about four per cent guarantees on the railroad to Coos Bay?**

* * *

Oregon is in its infancy.

Its soil has only been scratched in spots.

Outside of a narrow belt running through the fertile valleys of western Oregon and along the Columbia, **the state is still undeveloped.**

These valleys are capable of a much higher state of cultivation, capable of sustaining ten times the present population—while the greatest portion of the state is still untouched save by the stock grower — only the bleating of sheep, the tramp of cattle and **the shouts of their solitary herders disturbs the virgin solitude.**

Oregon is a state of wonderful possibilities, the wealthiest of all in undeveloped resources, and her people have been content in their lethargy, because life under the old conditions was so easy.

But wth the invasion of newcomers, her people are awakening to their opportunities, and no state in the Union **will advance faster in material prosperity** or increase more rapidly in population than Oregon in the next 20 years.

Oregon is securing marvelous promise of railroads. Secregeneral land office and approvas affirmed the decision of the general lan doffice and approved the first 40 miles of the proposed Harriman and Hill railroads into Central Oregon, dismissing the protest of the Deschutes River Power & Development company.

The controversy between the Deschutes railroad, the Harriman projected line and the Oregon Trunk, the Hill projected line, remains to be adjusted, as do the claims of private irrigation interests along the routes of the proposed roads.

This decision is the first step towards making construction possible.

The Harriman line will be 130 miles in length, extending from the O. R. & N. branch at Shaniko up the Deschutes to Redmond, and will cost $4,700,000.

Construction has been promised to begin when the maps for the remaining 90 miles have been approved.

The plans contemplate the ultimate extension to Bend, **where it joins the projected Natron cutoff on the Klamath Falls Weed line.**

The Hill line is an extension from Kingsley, the terminal of the Great Southern up the Deschutes to Bend and thence to Klamath Falls, with a branch to Burns.

This great section of Central Oregon must eventually **have a short-cut railroad to CoosBay,** which government engineers have pronounced the only practical deep-sea harbor for warships between San Francisco and Puget Sound.

When these roads are constructed some of the richest territory in Oregon will be made accessible and homes provided for millions of people.

COLORADO CAPITALIST DESIRES LARGE TRACT FOR COLONIZATION

Is Enthusiastic About the Future of Oregon Development—Holders of Land Suitable for Colony Should Get Busy

A capitalist connected with one of the largest banks in Denver, Colo., has written to Col. E. Hofer, president of the Willamette Valley Development league, stating his desire to get hold of a large tract of land somewhere in Western Oregon for colonization purposes. He is associated with others who have more or less means at their command, and from the way he writes, he appears to be quite enthusiastic about Oregon's future development.

The Capital Journal nor its editor are in the real estate business, but at the head of a large development campaign take a deep interest in such matters. This is the most favorable time for eastern capitalists to get hold of large tracts of Oregon lands and improve them by clearing, orchard planting, cut them up and sell them.

Persons holding tracts of 2,000 acres or upwards, or even 1,000 acres of valley lands, should try to get into practical touch with these Denver parties, and the head of the Willamette Development league will take pleasure in giving all detailed information.

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