

miles. The Siuslaw is the natural railroad route from the upper end of the Willamette valley to the ocean. The bay offers a good harbor, easily accessible now to coasting vessels, and capable of being made so for ships and steamers of deep draught. The bay extends inland in the form of an estuary a navigable distance of twenty-five miles. That a railroad will sometime be constructed from Eugene City to Siuslaw bay admits of little doubt, and that the bay will be the ocean terminus of some transcontinental route is extremely probable. Both the Chicago and Northwestern and the Union Pacific are looking closely into the question of routes across Central Oregon and ocean terminal points, and the advantages of the Siuslaw can not escape their attention. The Oregon & California road traverses the county from north to south, passing through the most important towns and cities. This road will soon be a portion of a through route between Portland and San Francisco, as the gap in Northern California is being rapidly closed up, and connection of the two roads is expected to be effected before the close of 1887. From Junction City to Corvallis, the terminus of both the west side division of the Oregon & California and the Oregon Pacific, running to Yaquina bay, a line has been surveyed, uniting the two divisions of the Oregon & California. This will, no doubt, be constructed, and give Lane county another route to Portland, as well as an outlet to Yaquina bay. Steamers ascend the Willamette as far as Eugene City, and offer additional transportation to the Portland market. The narrow gauge road of the Oregonian Railway Co. enters the northern end of the county, terminating at Coburg, seven miles north of Eugene. Its other terminus is at Ray's Landing, on the Willamette, above Oregon City, where it connects with steamboats for Portland.

The following communication from Dr. J. P. Gill, an old and influential resident of Eugene City, states succinctly some of the advantages and needs of Lane county:

Sixteen years ago I came up the valley from Portland, having just arrived from San Francisco, after a trip across the plains and mountains. We passed over so much rich soil from Chicago to the Rocky mountains that we could not help asking ourselves "why leave all such fine land and journey to a land so far away?" We did not find better land, but we found land good enough, and when we got to the head of the valley and anchored in Eugene City, we could not wonder at the exclamation of delight of Vice President Colfax, when looking north down the valley. With cool nights after the warm days, with freedom from noxious insects, mad dogs, cyclones, destructive lightning, and so many other pests that infest the summers of the old homes we left behind, without the snow and ice of the winters, I say to find ourselves away from these makes it seem that we are in fabled Elysium. What have we at the back of all this? We raise plenty to eat and a large surplus to sell. We have great undeveloped mineral resources. There are numbers of poor men prospecting in the mountains, and their finds in any other country would be worthy the at-

tention of capital; but here where capital is lacking our mineral wealth will have to wait till capital aids, or till the poor miner can work a plan to reduce his own ore. I hear of men who feel confident they have ores that can be reduced by cheaper methods than have commonly been used. This beautiful town will one day be a great center for legitimate mining enterprises. I know of rich ores that would be bringing in vast wealth to the state if found in any other state than Oregon. Oregonians are an agricultural and pastoral people, enterprising enough, but no speculation in them. The poor man can not find any provision made by the legislature to help him to an assay or working test. The state has professors in her colleges to make scholars for any business but what the state needs—a development of her ores. I don't think we turn out one well qualified expert in mines and mining from the colleges of the whole state.

The county seat and chief commercial point is Eugene City, lying at the head of navigation on the Willamette. It is one of the most beautiful, prosperous and enterprising cities of Oregon. The view on pages two hundred and forty-four and five will give a good idea of the general appearance of the city, the site and surroundings. It is the natural trade center of a large tract of country, and has no rival within forty miles. It has a population of two thousand people, intelligent, thrifty and prosperous. The streets are broad, laid out at right angles and are lined with handsome shade trees. It possesses twenty-nine substantial brick business blocks and a number of handsome residences, two banks, eight general stores, twenty-two other stores, two breweries, five hotels and a large number of shops and places where minor industries are carried on. Its manufactures embrace leather, flour, woolen yarns and hose, furniture, carriages, vinegar and evaporated fruits. Other and larger industries would find this a desirable location. Three newspapers, six churches and a public school building costing \$12,000.00 testify to the intellectual and moral character of the people. The State University, a view of whose imposing buildings is given on page two hundred and thirty-three, is located here, and is one of the leading educational institutions of the Pacific coast. The edifices cost \$100,000.00.

A few miles east of Eugene City is the town of Springfield, with a population of three hundred, and containing three stores, several shops, a flouring mill and a sash and door factory. It is an incorporated town, in the midst of a good farming country, lies close to the railroad, and has an abundance of good water power which may be had on reasonable terms. Cottage Grove contains two flouring mills, saw mills, planing mills and a population of three hundred. Junction City, a shipping point on the railroad near the northern end of the county, has a population of about four hundred. Other towns on the line of the road are Latham, with saw and flouring mills; Creswell, with a flouring mill; Irving and Goshen. Pleasant Hill, Willamette Forks, Lowell, Long Tom and Siuslaw are interior villages. Florence is located on Siuslaw bay.