LANE COUNTY'S SEAPORT.


The following letter taken from the San Francisco Bulletin shows that when E. Harwood, a well known educator of Oregon who resides a few miles from the Willamette valley, writes directly to the point, and is sure to attract the attention of persons interested in the future of the Willamette and Willamette valley.

The Letters published an article recently concerning the abundant and famous amongst the merchants and boards of trade in San Francisco in regard to controlling the trade of the Willamette valley. At this time while the people are thinking seriously about the matter, I wish to submit, through the Bulletin, a few facts which will probably be of interest to the business men of San Francisco.

The industry of the Willamette valley is not limited to the trade that flourish to the and from the Willamette valley cannot and never can cross the bay. This is known well to the engineers who have charge of the work at Yaquina Bay. All the facts and figures which are made in the future for that place will be some for the bay.

Building jetties will not deepen a channel through a reef of rocks. This is, without doubt, the reason the Yaquina bay is rejected in favor of the Willamette. The bar is as good today as it ever will be, besides a plentiful lack of water inside the bar, there is no harbor. The sooner these facts are known the better it will be for all those who want to trade in the Willamette valley.

The object of this article is to correct a seemingly general impression which has been current for years. The only short route to the valley, but the real gateway through which all that commerce will eventually pass is forty miles nearer to San Francisco than the Yaquina Bay.

The Willamette valley is the place that will bring the most to the people of San Francisco and the rest of the country. When the present assessment of $100,000 is added it will be safe for very few miles the Willamette valley is built.

The entire estimated cost of the work on the Willamette is $70,000, and when completed it will be the best harbor from San Francisco to the Columbia. The Yaquina valley has the advantage of being unusually deep and being built. But this difficulty can and probably will be overcome. If there is a scheme on foot to build an electric road from Eugene to Siuslaw, the Willamette valley would be of immense value. The export shipments of Douglas lumber and lumber have been hauled to the west coast. Mr. H. Markham, general freight agent for the Oregon rail road, claims that the Willamette has a value of $1,700,000. Take this as an average, the exports from tidewater companies are estimated at least through the Siuslaw would be $3,000,000.

The shipping interests and boards of trade of San Francisco are well aware of the fact that there are unlimited resources immediately tributary to San Francisco. The Willamette valley has a large forest of six to seven miles in size, which San Francisco was only too willing to claim to its own in the possession of the one.

With a railroad from Eugene to the willamette valley, the entire Willamette valley trade would go directly through Portland and thereby double the district.

Chairman, GEORGE W. HARRISON, Grants Pass, Ore.

W. C. T. U. CONVENTION.


The following is a report of the W. C. T. U. LANE county convention held in Eugene, LANE county, at the conclusion of last week.

The LANE County Woman's Christian Temperance Union met in Cottage Grove, on May 16, at 2 o'clock in the afternoon, in the ceiling an address of welcome from Mrs. Francis J. Chamberlain, President of the Union in Lane county. Mrs. Elizabeth V. Wilson, of Eugene, delivered the opening address. The most of the county superintendents of scientific temperance instruction were present, being Mrs. B. D. Page, of Eugene, was read by Miss Margaret S. McGlynn, of Roseburg.

The meeting was read by a resolution of the LANE County women's union, approving the facts and conclusions of the Union's work on the state of the work of the Union, stating that every woman is not in it for the sake of our friends who will be of interest to the business men of San Francisco.

The Oregonian.

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