

THE BULLETIN.

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Editor and Proprietor.
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Associate Editor.

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The Weekly Oregonian and BULLETIN
\$2 for a year.

SOMETHING NEW.

Just published by the Southern Pacific Co. is a pamphlet upon the resources of Western Oregon, which includes an excellent map of the state, and contains information on climate, lands, education, etc., existing industries and their capabilities.

Attention is also directed to such new fields for energy or capital as promise fair returns.

This publication fills a need long experienced by Oregonians, in replying to inquiries of Eastern friends.

Copies may be had of local agent S. P. Co., or from
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3 Daily Trains 3 Between Ogden and Denver

The increase in transcontinental travel by way of Salt Lake City in consequence of the scenic and other attractions of the route, has recently justified the Rio Grand Western Railway—in connection with the Denver & Rio Grande and Colorado Midland Railroads—says the Salt Lake Tribune, in establishing a triple daily fast passenger service between Ogden and Denver. All of these trains are equipped with the latest appliances, improvements and cars. This road now operates through sleepers between Chicago, Ogden and San Francisco, also a perfect dining car service. Send 2c postage for literature, rates or other information to J. D. Mansfield, 253 Washington St., Portland, or Geo. W. Heintz, General Passenger Agent, Salt Lake City.

RAILROADING PATENTS.

A single firm of Patent Lawyers, C. A. Snow & Co., of Washington, D. C., have in the last year procured 1,630 patents for their clients, many of them for rejected inventions. C. A. Snow & Co. have been accused of railroading patents through the Patent Office, but they insist that this allegation is better than ex-cerating them for by the latter process the inventor often dies before he gets his patent.

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Address Youth & Age Pub. Co.,
Nashville, Tenn.

No matter what may be said of Congressman Tongue's previous record in Congress, he is doing heroic work for Oregon at this session.

+++
If there are any dome-builders at this session of the Legislature, they should keep hid until the appropriation for the Pan American Exposition is a law.

+++
Inasmuch as the Democratic members of the Legislature have no chance of electing a Senator of their own political belief, they should do the next best thing and vote for John H. Mitchell.

Vote on Senator.

SALEM, February 14.
Corbett, republican..... 32
Hermann, republican..... 29
Inman, fusion..... 29
Robertson..... 1
Dick Williams..... 1
George H. Williams..... 1

Letter from C. A. Harp.

The following letter from Mr. C. A. Harp, of Stockton, Cal., is of great interest to the people of Junction, and should be given the consideration it deserves. There is not the least doubt but what if this project was pushed to completion, a saw mill would be immediately located here, followed by other enterprises, and the town would double in population and amount of business transacted in no time, comparatively speaking.

STOCKTON, CAL., Feb. 6, 1901.
Editor BULLETIN, Junction City:

DEAR SIR—Confirming my verbal agreement to write for you a short article regarding the water ditch from a point on the Willamette River, near the mouth of the McKenzie River, through the chain of lakes to Junction City, I wish to state that during my residence in your city, several of us made up a sum of money to hire Mr. Collier, of Eugene, to go over the proposed ditch line; which he did, and reported the project a feasible one in part. However, we were figuring on the ditch as a power proposition as well as to float logs or lumber down, while there is, as I remember, about 23 feet fall from the point where water would be taken from the Willamette River to Junction City. However, the only fall for power purposes that can be figured on is from the lower end of the last lake, near Junction City, and the fall from the lake to the south line of the city is about eight feet, and, deducting the depth of your ditch from this fall, it would leave not more than five feet, possibly less. Then to secure any fall of value the tail race would have to be several feet deep. Either this, or the lakes would have to be levied so as to raise water higher in them.

After several years' reflection on the matter and following along the lines found to be most practical by others, I would recommend that the question of trying to secure power from the ditch be eliminated. I do not hesitate to say that I believe the ditch, if constructed, simply to be used as a ditch to float logs, lumber or wood down to your city, would be of sufficient benefit to you to justify the expenditure of five times what the ditch will cost. The ditch can be cheaply constructed if the power question is eliminated and a system for handling logs and lumber can be put in that will give your city even greater advantages than you would have if located in the midst of the timber. The land slopes toward the streams, and you can get logs into a stream when it would be very expensive to get them out and hauled to a saw mill. As this ditch would leave the river at a point below the mouth of the McKenzie river, your city would have access to that entire timber section for less than \$10,000, while it has cost the Booth-Kelly Lumber Company \$200,000 or \$300,000 to get into one little valley; and there is no doubt but if you had the ditch constructed you could cut logs side by side and you could get your logs to your mill one third less than Booth-Kelly, even though their mill is only a short distance away. Nature has been over-indulgent to your city. She has left a low depression and clearly marked the course of a great commercial highway into your city. She has done more. She has even formed a number of great storage basins where millions of feet of logs can be stored in safety, land-locked and out of all danger. Could nature do more? Could you ask more? With the ditch constructed, lumber can be hauled cheaper than any place in the Valley, and this will create a demand for mill locations. Build the ditch and your city will immediately jump to the front by leaps and bounds.

Yours truly,
C. A. HARP.

Reader, the columns of the BULLETIN are open to all. Send in your communications.

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Trains leave Junction City for Portland
and way stations at 3:30 a. m. and
1:37 p. m.

Lv Portland..... 8:30 am	8:30 pm
Lv Junction City. 1:37 pm	12:46 am
Ar Ashland..... 12:25 am	11:30 am
" Sacramento..... 5:00 pm	4:35 am
" San Francisco. 7:45 pm	8:15 am
Ar Ogden..... 5:45 am	11:45 am
" Denver..... 9:00 am	9:00 am
" Kansas City... 7:25 am	7:25 am
" Chicago..... 7:45 am	9:30 am
Ar Los Angeles... 1:20 pm	7:00 am
" El Paso..... 6:00 pm	6:00 pm
" Fort Worth... 6:30 am	6:30 am
" City of Mexico 9:55 am	9:55 am
" Houston..... 4:00 am	4:00 am
" New Orleans... 6:25 pm	6:25 pm
" Washington... 6:00 am	6:42 am
" New York..... 12:43 pm	12:43 pm

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Portland, Oregon.

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located here for the winter and has his
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Lodge Directory.

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MRS. C. E. NICHOLS, C. of H.
MISS GRACE PARKER, Recorder.

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third Monday nights in the month.
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LUCULLUS LODGE, No. 52 K. of P.
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Fourth Fridays.
S. O. STARR,
President, S. P. GILMORE,
Recording Secretary

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I. O. O. F., meets every second and fourth
Wednesdays. Visiting members cor-
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Miss Lena Sanders, N. G.
Miss Bertha Nichols, Rec. Sec.

Dead Men's Good Intentions

never shelter the homeless
nor feed the hungry. Good acts unfail-
ingly produce good results. One of the
best of these is to join the Woodmen of
the World, and thereby provide for
those dependent upon you.