

# Junction City Bulletin.

VOL. 3. JUNCTION CITY, OREGON, THURSDAY, APRIL 11, 1901 NO. 7.

## THE... New Things

**Silk Flannels**  
FOR WAISTS  
**Panne Velvets**  
FOR WAISTS  
**Silk Waists**  
\$3.50 TO \$10.  
**Cotton Waists**  
50c TO \$7.00.

**Wool Challies**  
**Cotton**  
**Silk Foulards**  
**Persian**  
**Silk Zephyrs**  
**Percales**  
36 INCHES WIDE, 8c YD.

### Ladies' Tailor-Made Suits and Skirts

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**Pitts Harrows,**  
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**F. L. Chambers, Eugene, Or**

### Corvallis & Southern Railroad.

The Corvallis & Southern Railroad Company, hoping and confidently expecting the co-operation asked of the citizens along the line, recognizes the public interest in what the company proposes and the progress it has made. The company, composed of citizens holding large tracts of land and other properties along the route, was and is impressed with the fact that a people who do not protect their own public interests, and develop their own resources, may not expect other people to do so for them. The old fable of the quail is still true, wherein she assures her young that there is no danger so long as the farmer waits on his neighbors to cut his wheat, but said it was time to move when she saw the farmer and his sons grinding their sickles and heard them say, "We will cut our own wheat ourselves."

So if we, residing along the "West Side," wish to enjoy the business revival and general prosperity prevailing over the country, we must be active in developing our own territory and its resources. This can only be done by co-operating.

President Hayes' expression, "He serves his party best who serves his country best," is true in business as well as in politics. In business he serves himself best who serves his community best, for the time has arrived that the degree of success in any enterprise is measured by the number of co-operators and the degree of co-operation; consequently, the most popular child born of modern business is the "Trust," or many co-operating as one.

We have gone to the expense in time and money of incorporating and organizing ourselves, making surveys, securing right-of-way and procuring the necessary capital to build the road. For this purpose a representative of the company visited New York, consulting and advising with the "wise men of the East," who have not only all the sense, but also all the cents. While there he closed a contract for building and equip-

ping the C. & S. R. R. with capitalists possessed of ample means. But these Eastern capitalists require some substantial interest to be taken by those receiving the benefits of the enterprise, assuring us if those residing in the immediate territory and directly interested in the development of the country, sharing the benefits of such developments, manifest neither interest or faith in the enterprise, others can not.

Railroads are built by the sale of stock, bonds, and giving of subsidies. We offer no stock, for the reason that we wish to do all in our power to prevent loss; and it is so common for the majority stockholders to impose loss on the minority, in fact, this seems to be the rule. Neither do we ask any subsidies to be given. The co-operation we ask is that the citizens from Corvallis south along the line contribute toward the construction of the railroad, canal, etc., by buying bonds in common with other bond-holders, and of the same kind, viz.: five per cent gold bonds, secured by first mortgage on the road. Or, if satisfactory, we prefer to issue PAID-UP TRANSPORTATION CERTIFICATES, for both freight and passengers, the same being transferable, and may therefore be used personally or transferred to heavy shippers.

This plan amounts to you agreeing to give the C. & S. your patronage to the amount of your contribution by buying C. & S. mileage, good on rail or river, as the company's plan is to operate boats on the river, between Corvallis and Portland.

Railroads require business, business demands people, people must have homes and employment; therefore, we include in the proposition other enterprises calculated to develop the country, encourage immigration and furnish employment. Chief among the enterprises, is the building of a canal from the Willamette River via Junction City to the Long Tom River, which will carry it by Monroe, and may be carried to Corvallis. The canal will leave the Willamette just north of the mouth of the McKenzie, opening up all of the timber in the Cascade Mountains on the Upper Willamette and its branches. It will pass through a series of small lakes, and will hold in absolute safety 100,000,000

feet of logs. It will cross the S. P. R. R. at Junction City, where it also touches the C. & S. R. R., and will empty into the Long Tom River, about 2 1/2 miles northwest of Junction.

A mill located at the Junction of the canal and Long Tom River, or anywhere on the Long Tom below the Junction of the canal, may have floated to it through the canal billions of feet of logs from the Cascade Mountains and hundreds of millions of feet on the Long Tom from the Coast range.

The fact that a point may be found so near the heart of these great timber belts to which timber will float down stream in such quantities in so short a distance, without the expense of towing, and held in such absolute security, renders it such a strategic point that it cannot be ignored by lumbermen.

The canal will develop at Monroe and other points a water power second only to that of Oregon City. The refuse from these saw mills will furnish the cheapest fuel for the flouring mills, fruit driers, warehouses, etc., now existing, and, with the water power, will invite other industries.

In order to satisfy Eastern capitalists, the company is compelled to ask and secure options on at least 50,000 acres of agricultural land along the line, on which to locate colonists of different nationalities, they having secured some of the best emigrant agents in the United States. We only ask to be permitted to advertise the lands in three different languages, namely, English, German and Scandinavian. The lands must be cheap in price (not worthless), and the present prices of land are cheap. We will not receive land listed higher than present prices.

We do not ask or recommend any one to list all their land for sale, but only a part, and many who are now land poor can list only a part and still hold very large tracts of land. What is needed is smaller holdings, which means more people and more business. The complaint of Eastern capitalists is, "you lack population; you need more people, and we will furnish them if you will cooperate by furnishing good land reasonably in price on which to locate them."

The company proposes to operate its cars on the inter-urban plan: making a number of trips daily, and offering such rates, schedules and general accommodations as will bring the High School at Junction and Agricultural College at Corvallis in reach of every home along the line, thus giving those residing along the line the advantage of city schools and churches, teachers, doctors and other professions and businesses and enabling the people to reach their country seat and places of business in comfort, escaping the clouds of dust in summer and rain and mud in winter. By thus encouraging people to settle and improve the lands along the line, to build up different industries and prosperous communities.

Solicitors will call on you and give you a chance to assist the enterprise by contributing money, land, labor and material, on the condition above stated.

As soon as this canvass is successfully completed, work will begin and be pushed to a finish this summer and fall. The amount required is not large, and we are glad to be able to offer an opportunity that the can take advantage of, and if taken will surely bring business, employment and general prosperity to our part of the valley.

C. & S. R. R. CO.  
By G. C. MILLET,  
President.

"I would rather be a first-class mechanic and toil with smutty brow and grimy hands, than a second-class lawyer or doctor."—C. H. Merkham, General Passenger Agent of the Southern Pacific.

### Summer Fallowing.

Dr. Withycombe, at the Sheridan Farmers' Institute, said on the subject of summer-fallowing: "The Summer fallow is expensive, wasteful and entirely wrong in principle in a humid climate such as we have in the Willamette Valley. In semi-arid regions it is not so bad, since there is little loss by leaching. About five times as much nitrogen is liberated by Summer fallow as the following wheat crop can utilize. When the Winter rains come on, this excess of nitrogen is leached out of the soil and carried away by the streams. The amount of nitrogen which in this manner has gone down the Willamette River is probably equal in value to the total production of wheat during the time this crop has been grown in the Willamette Valley.

"In place of the Summer fallow, the following treatment is recommended: Plow early in Spring, sow to rape early in May. Replow and sow to wheat in the Fall. The next February sow on the Fall wheat red clover to the amount of eight pounds to the acre, with about 50 pounds of land plaster. Allow the clover to stand two years; then break up and sow to Fall oats or wheat. It is essential for the best results in the production of clover to sow the land plaster not later than April 1."

President George H. Harris, of the Burlington Railroad, was once a brakeman.

## J. V. Kauffman

EUGENE, OREGON.



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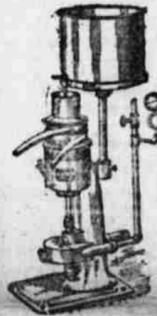
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