

a distance of 2,600 feet directly west to deep water outside of the bar. This closes up the south channel completely, and by forcing all the water through the middle one tends to clear it of sand and deepen it. Work was begun in 1881, under an appropriation of \$40,000 made the year before. The next year an allowance of \$10,000 was made, and \$60,000 in 1882. In 1883 no appropriation was made, but the present year \$50,000 were given by Congress to carry on this work. The work is now well progressed and its effects are already noticeable in an increased depth on the bar at low tide. Another jetty will probably be constructed from the north point, protecting the channel from sands from that direction, and confining the water in one single channel. It is expected that by these means the current will strip the rocks bare of sand, when by blasting the ledge along the channel the proper depth will be attained. The results already accomplished are great, assuring the complete success of the engineers' plans. The bay itself is roughly shaped like an L, with the lower right hand extremity towards the sea, and covers an area of fifteen square miles. The ship channel, which is nowhere less than 1,200 feet wide, follows the north side of the bay, cuts across the corner and strikes the east side, which it follows to the mouth of the Yaquina, thirteen miles from the ocean. The depth is generally over thirty feet, only in one place being as shallow as twenty-five feet, and the bottom affords secure holding for an anchor. Vessels lying on the inside are protected by the low hills from ocean winds, and are secure in the stormiest weather.

At present the chief town of Yaquina Bay is Newport, lying just within the entrance to the harbor, on the north side. It contains three general stores, three hotels, four saloons, a brewery, two drug stores, a tin shop, barber shop, etc. The railroad company has located its terminus at the northeast corner of the bay, where the ship channel touches the bank. They have car shops, warehouses and large docks there of sufficient size to accommodate several ships at once, with a depth of over twenty feet alongside the wharf, and the custom house of that district and several other buildings stand on the site of the future town, which has been named "Yaquina City." The terminal improvements of the company are extensive and substantial, such as the magnitude of the enterprise of which they are a part requires. All the land bordering the water at this point belongs to the company, and has not been platted, nor is it on the market for sale. The company announces that when it is ready for business it will lay out the town site and encourage the sale of land to actual occupants rather than to speculators. Back of this property there lies considerable belonging to private individuals, some of which has been surveyed and is for sale. Other tracts within a mile or two of the terminus are for sale in quantity. Just below the company's property has been laid out the town of Alexandria, while other tracts, large and small, have been subdivided and are held for sale, lying on both sides of the bay and on the ocean beach outside. Preparation is thus made for the demand for property which is con-

fidently expected to follow the completion of the railroad project and harbor improvements. A mile south of Yaquina City is Oneatta, a sawmill town. Toledo and Oysterville are also small communities on the shore of the bay, and Elk City at the head of navigation on the river.

As a summer resort Yaquina Bay possesses many advantages and grows more in favor every year. Both inside the entrance and along the ocean beach on the exterior coast are many attractive spots. The climate is superb and the opportunities for sea bathing numerous. From June to September the hotels are crowded with visitors, while many tents may be observed in the sheltered nooks on both sides of the entrance. At points the coast is extremely rocky and picturesque. Ten miles south of the bay are the famous Seal Rocks, where thousands of seals may be seen sporting in the water or sunning themselves on the rocks. A magnificent drive on the hard wet sand of the beach lies between these points. There is no hotel at the Seal Rocks, but splendid camping places may be found. Four miles north of the bay is the rocky promontory known as "Cape Foul-weather," where the government maintains a light house station. The scenery about the cape is worthy the deepest admiration. When the railroad is completed between Corvallis and the bay there will be such an easy route to this attractive spot that it will become one of the favorite resorts of the Coast.

The seat of justice of Benton County is Corvallis, situated on a beautiful plateau on the west bank of the Willamette River and approachable by steamer from Portland. This is one of the oldest and best towns of Oregon, and was for years the head of navigation on the river, which, in view of the immense trade of Southern Oregon, gave it a commanding position. Of late years this element of its prosperity has been wanting, but the development of the magnificent agricultural resources of the surrounding country has served to continue it in the front rank of the commercial towns of Oregon. It has now a population of 1,500, and has its business established on a firm and permanent basis. Excellent schools and churches, two well conducted weekly papers—*Gazette* and *Leader*; a monthly, *Oregon Colonist*, devoted to the development of the resources of that region, and the *Temperance News*, a temperance paper, are features of the town. The dwellings are neat and tasty, and the whole city presents a pleasing appearance, as will be observed by reference to the engraving on another page. Corvallis will in a few weeks become the point of junction between the railroad now being built from Yaquina Bay and the West Side line of the Oregon & California road, of which it has been the terminal point for a number of years. The benefits to be derived are many, and will considerably increase the population, business and value of property. When, as is confidently expected, the Yaquina Bay route becomes the outlet for a large portion of the products of the Willamette Valley, Corvallis will occupy a still more important position and enjoy a still greater measure of prosperity. Other towns in the