

of rod and gun, scenery and interesting studies of nature are included in the attractions of Yaquina bay as a popular seaside pleasure resort.

But Yaquina bay does not depend for its growth or existence upon the patronage it may receive as a watering place. It was selected as the deep water terminus of a railway that will soon be numbered among the great transcontinental lines of the country, not because it would make an attractive summer resort, but because of the natural advantages which it held as a commercial point. When the railway project was inaugurated there had been no improvement of the harbor, but there was then a prospect that justified the scheme for crossing the mountains to tap the rich Willamette valley and carry its produce to the nearest seaport. The railway was then a local enterprise. Now that it has secured support which indicates very clearly that it is fostered by one of the strongest railway corporations in the country its significance to Yaquina bay is of the utmost importance. When connections that make Yaquina the western terminus of a great transcontinental railway system are completed—which event, judged by all ordinary indications, can not be very far in the future—that point can not fail to become an important commercial city. But Yaquina bay is able to stand alone on its own merits. It is surrounded by a productive country and it offers such inducements that a large portion of the Willamette valley and Eastern Oregon will seek that outlet to market simply because it is the most profitable they can get. The bulk of the great staple of the state—wheat—will be shipped abroad by way of Yaquina bay in spite of all the influences that can be brought to bear by other routes of transportation. Other products must gradually seek the same channel for shipment. This advantage is one supported by natural conditions and it can not be overcome. Without transcontinental connections Yaquina has an assured prosperous future; with those arrangements completed it surely will not have a less gratifying prospect.

Among the projects that are in view for Yaquina bay is the extension of the narrow gauge railway system of the Willamette valley across the Coast range to that harbor. In order to successfully compete with the Oregon Pacific (which operates the Willamette Valley & Coast railway) it would seem that the Southern Pacific company, which lately secured control of the narrow gauge system, must obtain some more convenient outlet than it now has for the grain it carries to market. Yaquina is the only available point to reach the sea by another route than it has now in operation. The present terminus of the west side division of the narrow gauge system is at Airlie, only forty-five miles distant from Yaquina bay

by a route that is entirely feasible for railroad construction. This would traverse the Siletz river valley, which is one of the most beautiful and productive little valleys in the state. The Indians of that valley, now included in the Siletz reservation, marketed last year one hundred thousand bushels of oats and if convenient transportation were afforded this amount would probably be quadrupled. At one point on the surveyed line a vein of good coal five feet thick is struck. The construction of that road would open up a very rich country tributary to Yaquina, and afford an additional artery to make the Willamette valley contribute to its prosperity as well as gaining a direct benefit in return.

The most important element in its commercial growth, for upon it the success of the others in a great measure depends, is the government work to deepen the entrance to the harbor. This work was commenced in 1881, and by the end of the current year a total of \$385,000 will have been expended on it. The plan contemplates the construction of jetties, one on the north side and one on the south, and their enrockment so as to confine the waters which enter and leave the bay by the tides in a channel one thousand feet wide. The channel, narrowed to this width, will have a current strong enough to keep the bar at the entrance to the harbor free of sand. When the work was begun there were only about seventeen feet of water on the bar at high tide. Now, though the work is not yet half finished, the depth of water at high tide is twenty-two feet, and when the work is done and all the sand washed from the rock bar it will carry twenty-nine feet at high tide and twenty-two feet at low tide. The revetment on the south side will be about five thousand feet long, of which four hundred and fifteen feet will be completed by the end of this season. About one thousand feet of the north revetment will be completed this year. The government has invested over \$60,000.00 in the working plant besides the tramways and walls, and it is in the interest of economy that the work be pushed to completion as rapidly as possible. Yaquina bay and the vast region tributary to it are vitally interested in the work.

Being located at the seaside the climate of Yaquina bay is mild and equable. In winter but little snow falls, not enough for sleighing, and it remains but a few days. The lowest temperature known there was eight degrees above zero. Flowers generally bloom uninterruptedly throughout the winter. It is unnecessary to state that the summers are cool and delightful. Neither the soil nor climate lack moisture at any season of the year, though the precipitation during the wet season is considerably less than in the Willamette valley. Immediately on the coast