

Writes About Coos Bay-Eugene Line

RODRUFF, PUBLICITY AGENT FOR THE SOUTHERN PACIFIC, WRITES SPECIAL ARTICLE FOR EUGENE GUARD NEW YEAR'S EDITION ON COOS BAY RAILWAY

Important railway development has been undertaken in the Coos Bay region. It was witnessed by the Southern Pacific when the line was started from Eugene with the construction of the Willamette Pacific Railway. It is quiet in this district, but it has quietly been building a district larger than the combined wealth of a dozen of Eastern might be grouped for its completion gives the Pacific three lines anterior to the Pacific three cross valley lines: The Willamette Pacific connection with the Na-Coos Bay, the Salem-Western from Silver-Rock, and the Corvallis from Albany to Ya-

most importance in its scheme for giving all of its Oregon territory adequate transportation facilities, the Southern Pacific has given precedence to the construction of the Willamette Pacific and its electrical operations in the Willamette Valley.

Twenty-Six Miles Completed.
Starting at Eugene, the capital of Lane County, the Willamette Pacific strikes west toward the Coast range, 26 miles of the road is now being completed. In its approach to the mountains it traverses a rolling and rich agricultural district, the valleys being highly cultivated and the slightly timbered hills forming the most inviting prospects for the industry of the home builder.

Avoiding grades and difficulties of winter operation of railroads in mountainous countries, the Willamette Pacific burrows under the Coast range in making use of the great Notli tunnel, 2480 feet in length and all completed, and emerges upon the Stuslaw river. Passing down that stream to Acme, Florence and Marshfield, the new road crosses the Smith and Umpqua rivers en route and affords shipping facilities to a large area of the lower watersheds thereof. Porter Brothers, the contractors, have established grading camps at intervals from Coos Bay to the Notli tunnel, and it may be said that work on all parts of the western slope grade is now in progress. The construction of this road requires the building of so many steel bridges that the laying of rails can only proceed from bridge to bridge, ballasting operations keeping close behind the track layers.

The completion and opening of the Willamette Pacific railway means that the lumber mills of that section will secure better facilities in marketing the 100,000,000,000 feet of logs standing on the hills adjacent to Coos Bay, that the coal from its mines can be placed within the reach of the coast cities, that its fisheries will be available to market, that its unexcelled dairy lands will be more generally used and their products be enabled to find more ready sale and that within a short time the Coos Bay country will be rivaling the Willamette Valley in the value of its output of the farm. Its cheap logged off lands and burns are already in demand.

Recounting of the year's activities:
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would be incomplete without the story of what the Southern Pacific company is doing in preparation for the 1915 World's Fair rush to the Pacific coast. Five millions of dollars are being expended by the company in preparing new equipment to handle the crowds of people it will aid in showing "Oregon first, and all of Oregon."

Improving Other Lines.

In carrying out its policy for the interior development of Western Oregon, the Southern Pacific is now engaged in laying heavy steel on the line of the Corvallis & Eastern, the road which connects the Willamette Valley with Yaquina Bay and Newport. The rails are already laid from Albany to Corvallis and from Corvallis to Norton's, the track is being rebalasted a distance of 26 miles, while from Norton's to Yaquina Bay, another 36 miles of 75-pound steel is going down, making the road one of the best in the state.

Between Portland and the California line the Southern Pacific has this year constructed 12 miles of sidetracks as aids in handling the business of the farms along its main line, and preparatory to handling the excursion business of 1915, when it is hoped that thousands of people may be induced to take advantage of stopover privileges for investigating the country back from the coast. The main line has just been heavily ballasted from Oregon City to Hubbard, and during the coming winter crushed rock will be placed on the roadbed between Hubbard and Marion, another stretch of 36 miles. In addition to these improvements and betterments 90-pound steel has replaced lighter material on 70 miles of the main line in Oregon.

The use of coastwise steamship lines by which a large number of passengers are carried down the Columbia River and diverted from a view of the rich Western Oregon country can have no salutary effect upon the movement for the settlement of that fertile region. The policy of the Southern Pacific company for Oregon is to go forward in company with the people who are striving for a greater and better state, and in the light of modern understanding of the duty of public service corporations lend its co-operation where possible in accomplishing that result.

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