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PORTLAND WEST COAST

R. R. AND NAV. CO.

Sketch of Proposed Road From Newport Direct to Portland.

Favorable franchises have been secured in the City of Newport and in the towns along the line to Portland. Rights of way, Depot and Terminal sites have also been secured and are a matter of record for the greater part of the line. At Newport, the southern terminus of the road, a large waterfrontage for dock purposes has been secured, with a water depth of 31 feet at the present time.

Route of the Railroad.

The proposed route, according to the survey from Newport, on Yaquina Bay, follows the coast north past Agate beach, Otter Rock and Depot Bay; thence to the mouth of the Siletz River on Siletz Bay, and on north to the mouth of Salmon River via Forrester; across the divide of the Coast Range, which is the Gateway to the Pacific Ocean, to Grande Ronde. Then via Williams, Sheridan, McMinnville, Dayton, Newburg and Whitford into Portland.

Shortest Coast Line Out of Portland.

The mileage of the main line of the Portland & West Coast Railroad and Navigation Company, as now surveyed and proposed and planned into Portland from Newport, is 112 1/4 miles. The maximum grade does not exceed 1.5 degrees and the maximum curvature is 6 degrees and destined for a 75 mile track. This line from Portland to Newport, in connection with a steamship line to California points, will shorten the distance 106 miles or 212 miles on each return trip, as the Hill line from Portland via Flavel or the mouth of the Columbia River, to Yaquina Bay is 218 miles or 436 miles each return trip against the Portland & West Coast and Navigation Company's line, a distance of 112 1/4 miles or 224 1/2 miles return trip. Certainly

a wonderful advantage over all lines now operating out of Portland to California points, and especially San Francisco.

Opportunities For Success.

The Portland & West Coast Railroad has wonderful opportunities for success—even more than the Oregon Electric, by reason of the fact that it goes through a rich farming and dairying country with heavy commodity tonnage; passes through one of the heaviest bodies of timber in Oregon; and connects up a number of lively progressive towns between Portland and Newport with the many coast summer resorts, by a much shorter route. It is 53 1/2 miles shorter than the Southern Pacific line from Portland to Newport via Albany, and so far as passenger and freight traffic from Portland is concerned, this line could not be considered as a competitor. The population of the cities and towns on the lines of the Portland & West Coast Railroad is 275,870 from the latest census statistics, and is increasing every year.

Scenic Route.

As a scenic route, this is considered the finest on the Pacific Coast, and when completed, being the shortest route, thousands of people will travel over it in preference to any other line in Oregon.

Fish Industry.

The fish industry on Yaquina Bay is very valuable and supports many hundred people. The Oyster beds, crab and clam fisheries and the salmon canneries have a large yearly output, but the leading industry is the halibut fishing of the Halibut Banks, which are located only from 7 to 15 miles out from Yaquina Harbor. Tables show that the total number of fish caught in 1915 was 1,115,000 lbs. These figures will be largely increased when the railroad and harbor improvements are completed.

Stone Industry.

The best building stone in Oregon, by competition test, is located on Yaquina Bay. This same stone was selected by the United States Government for the U. S. Post Offices at Roseburg and The Dalles. It has already been used in the United States Custom House and the Call Building at San Francisco, which were the only

large buildings to survive the Great Earthquake and Fire of 1906. There are a number of the quarries, and they are all tributary to the lines of the Portland & West Coast Railroad and Navigation Company, and will furnish a very heavy tonnage.

Coal Resources.

There are large tracts of coal land on Yaquina Bay and the users of this coal declare it of a much better grade than either the Coos Bay or Nainamoo Coal for all purposes. The State University at Eugene has pronounced it the best coal on the Coast.

\$100,000.00 Bonus Offered.

The Citizen's Committee of Newport have raised a large portion of the \$100,000.00 Bonus, and have assured the Portland & West Coast Railroad and Navigation Company that the balance will be raised. The railroad company has full confidence in the citizens and timbermen of Lincoln County that the \$100,000.00 will be raised in time, for the timbermen realize that it will make their lands 50 per cent more valuable, and will furnish transportation to water and inland and to coast and foreign markets, opening up a section of Oregon that has remained dormant for years for the lack of transportation much valuable timber deteriorating as the result. Work on the first unit of the Portland & West Coast Railroad was commenced last September and the work since that time has progressed very rapidly. As soon as the surveys and construction details are completed, actual construction will commence. This will be early in the year.

New R. R. Will Benefit Government.

The new railroad will be a great benefit to the Government when completed, affording quick transportation for troops and supplies from Portland to the Coast. The time is not far distant when it will be necessary for the government to have troops stationed at Yaquina Bay to protect the commerce of that harbor, for it is bound to become one of the best harbors on the Pacific Coast.

Best Paying Line in Oregon.

The Portland & West Coast Railroad and Navigation Co.'s line, when completed from Portland to Newport, will be the best paying line in the State of Oregon because of the enormous timber and commodity tonnage tributary to this line. The road is now practically assured, and with the raising of the \$100,000.00 Bonus, the railroad without a doubt will be built.

Yaquina Bay Harbor Improvements.
The Joint Committees from Newport and Toledo Ports have met for the last two months for the purpose of providing ways and means whereby one-half of the cost of the proposed improvements of Yaquina Bay can be raised by Taxation.

The estimated amount required by the U. S. Government Engineers in an unofficial report in order to restore the jetties to their former height and extend the south jetty two thousand feet and the north jetty one thousand feet; that a 25 foot channel may be obtained on Yaquina Bar, is \$468,000.00.

Such an extension of the jetties will scour the sands off the bar and maintain a depth of 20 feet at mean low water. That this result will be obtained by the proposed improvements, there can be no doubt, for the old jetties have faithfully performed their work and have kept 16 feet of water on the bar at all times during the past 20 years, although not one dollar has been spent by the government for the upkeep of the jetties or the dredging of the bar all that time.

The Committees have figured that the Port Commissioners of the two port districts in Lincoln County will have to raise by Bond issue one-half of the estimated amount for the improvements, which they are now arranging to do. The committees feel sure the matter will come out satisfactory because the citizens of Lincoln County will cast their vote in favor of the enlargement of the Port Districts, and raising by bond issue their portion of the \$468,000.00 necessary.

The Committees have the assured support of all of our Representatives at Washington and the Commercial bodies of Oregon.

When these improvements are made on the Yaquina Bar the largest tramp steamers can then enter this harbor with safety and take full cargo from this port to the coast and foreign markets.

The timbermen who own the 18 billion feet of timber in Lincoln County stand ready to build sawmills and logging roads to manufacture this timber and place it upon the markets of the world just as soon as we get the appropriation for the proposed harbor improvements at this session of Congress. In fact, large sawmill Companies are now negotiating for desirable mill sites on Yaquina Bay with the expectation that the harbor improvement will be made, and the Oregon Delegation has already asked for an appropriation of \$250,000 to provide money for the Governments share of the Yaquina Bay Harbor improvement.

TRACTOR TO REVOLUTIONIZE WORK ON THE FARM

A newly invented farm tractor is widely discussed in scientific publications. Thomas A. Edison is not the inventor, but he has expressed his opinion of the new machine. He has seen the new tractor at work on a farm near Detroit, "some of them using kerosene." He says, commenting on what he saw, that the new tractor "is one of the most important scientific discoveries now claiming the attention of the world." The other is the "new process of manufacturing nitrogenous fertilizers directly from the air."

The tractor is run by an internal combustion engine, a "gas engine." The manufacture of nitrogenous fertilizers is operated with electricity. The process is expensive if current is dear. It is cheap when current is cheap. Much, therefore, for the future of agriculture depends upon low priced electric current. Mr. Edison thinks that the tractor will "revolutionize farming." These were his words to an interviewer for the New York Times.

Certainly a revolution in farming is on the way. The tractor will help it along. So will the nitrogenous fertilizers if we can ever get them at moderate prices. So will cheap time. And in all these good things electricity will have a hand. Mr. Edison prophesies that the machinery by which tractors are made will soon be operated by electricity entirely. The steam engine will go out of use except as a power agency for electro-magnetic generators.

The great inventor foresees a time to come very quickly when electric current will be a great deal more used than it is now. This bit of progress must naturally be effected through the application of waterpower.

Here is reason for safeguarding the water powers against monopolization. Foreknowledge of the greater use of electricity in undoubtedly the incentive behind the propaganda for placing the water powers under private ownership. It is a movement to be resisted and defeated. Grabs of water power are an assault on future development and future welfare.—Journal.

ADVERTISED LETTERS

The following is a list of the ad-

vertised letters in the P. O. at Albany, Ore., Jan. 9, 1916:

Miss Florence Brown, G. R. Bruce, Miss Susie Crapson, Mrs. Vida Carter, Mr. Jennings Cox, Mr. S. B. Crockett, Mr. Brune Ellis (2), Miss Grace Goldberg, J. H. Hockings, Mrs. Hinkle, Mrs. Russell Howard, Mr. E. R. Howell, Mrs. H. E. Heart, Mr. W. S. Hardy, Mrs. T. F. Higgins (7), Ola Jackson, Mr. Donald Jackson, Miss Gertrude Light, Mrs. Herman Miller, A. L. Miller, Mr. W. C. Miller, Mr.

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