

The author acknowledges help received from many sources, including "Mr. J. L. McPherson, of the Alaska Bureau of the Seattle Chamber of Commerce, who has made the study of Alaska almost his life work; Mr. Kenneth Kerr of the Seattle 'Railway and Marine News,' and many others." The second chapter of the book is entitled: "From Seattle Northward." EDMOND S. MEANY.

Central Oregon. By W. D. CHENEY. (Seattle: The Ivy Press. 1919. Pp. 149. \$1.00.)

This little book locally produced and published has the distinct purpose of calling attention to a part of the Pacific Northwest in which railroad building is being rapidly developed. In addition to the descriptions of new resources to be made available there is also a note of preparedness, which is best told by the author himself on pages 144 to 146, as follows:

"This book is being written in the midst of the European War; and these words are written the day following an address by the Governor of Oregon in which he appeals for the completion of the Pacific Highway as a matter of military importance. Exactly as this paragraph is being written, a representative of the Coast Defense League calls upon the writer for assistance in securing support for the Pacific Highway as a part of the Military Road System. If this highway is important, what of these railroads?

"The strength of Germany has not been in men and material alone. But would have been useless but for a wonderful system of railroads, permitting the quick shifting of armies and munitions.

"Our Pacific Coast is very vulnerable; and it is not because of seven hundred miles of coast-line between Cape Flattery and the Golden Gate. It is because of the long, easily broken thread of the Southern Pacific Railroad, lying undefended between the mountains and the sea. Even if not impaired, it is utterly inadequate to handle the congested traffic of war.

"Not only will the Strahorn Lines put millions of acres under cultivation: they will provide two lines north and south along the Pacific Coast instead of the one line now existing. By double-tracking only seventy-six and one-half miles of the Strahorn System, three lines will be provided for the entire distance between Mare Island and Puget Sound, over which troops and munitions can be rushed north and south; and two of these lines will be east of the Cascade Range, a natural fortification."