

YAQUINA BAY, OREGON.

THE arm of the ocean bearing the name of Yaquina bay indents the western shore of Oregon about midway between its northern and southern boundaries. It is an enlargement of the Yaquina river near its mouth and extends inland a distance of a little more than four miles. It is now one of the most popular summer resorts in the northwest. It also has a commercial future of more than ordinary promise and as certain of realization as the vast inland country is of development.

Yaquina bay was in the midst of an unbroken Indian reservation extending along the coast a distance of one hundred and twenty-five miles and from the crest of the Coast range to the sea, until the latter part of 1865, when congress opened for settlement a strip through this tract from the Alsea river, about fourteen miles south of the bay, to a line touching the coast six miles north of Yaquina. Previous to that time a company in San Francisco had the oyster beds of the bay leased from the government, and for several years prosecuted a profitable business there, it being necessary, however, to pay the Indians a shilling a bushel for all the bivalves harvested under this agreement. As soon as the tract was subject to settlement a number of men who had been watching the turn of affairs in that section hurried in and staked out claims on the unsurveyed land, which were confirmed to them when the survey was made. The first claims taken were where the town of Newport now stands. This was platted on the south side of the point enclosing the bay on the north, a few years after settlement. Seven years ago it was regularly incorporated under state law and given a full city government. The city of Newport now has a population of about six hundred. The usual trades and professions represented in a thriving community are found there. The business portion of the town is located on a narrow flat along the water, and from that the land rises rapidly back to the undulating surface of the interior. The buildings are of wood, but the salt spray that is sometimes blown in from the ocean renders them almost fireproof, and it is a fact worthy of note that not a single building of any kind in the town has been destroyed by fire since the first settlement was made there. There is a well organized fire company, however, to extinguish any threatening blazes that may occur. A water supply for public and private uses is obtained from springs a short distance back in the hills, and it is soft and of singular purity. The city has good wharfage, a weekly newspaper, well conducted public schools, public reading room, two good hotels, two livery stables, express office, etc., and a number of general

shops and mercantile houses. The Episcopal church is in charge of Rev. Chas. Booth, the well-known organizer of missions, formerly of Corvallis. This is the neatest church edifice in the county. A rectory has been erected at Newport at a cost of \$4,000 00. It commands a magnificent view of both the bay and ocean. Mr. Booth is now erecting a church at Toledo. The Roman Catholics are completing a house of worship, and the Methodists are also erecting a neat and comfortable church building. A ferry line crosses the bay and another plies to Yaquina City, about three miles farther up the harbor. San Francisco steamers and coasting vessels also land at the wharf there.

Yaquina City was started about five years ago—the tide water terminus of the Willamette Valley & Coast railway, the construction of which was then begun at that point. Though not yet incorporated it has more than five hundred inhabitants. It is the actual, operating, deep water terminus of the railroad, and as such it is an important business point. It is the point of transfer between railroad and ocean traffic. It has good school and church privileges, a fine hotel, a saw mill, three salmon canneries, the only banking house in the county outside of Corvallis, which is the county seat, a ship yard, custom house, telegraph office, large warehouses and docks with equipment for handling freight, railway depot and yard and the company's machine shops and a number of other business establishments. It occupies an excellent business location and its connections insure it a good growth, now that the extension of the railway through Eastern Oregon is assured.

Besides Newport and Yaquina City and their recorded additions there have been other plats of land on the bay filed. There are Clyde, Alexandria and Brooklyn between Newport and Yaquina City on the north and east sides of the bay, and West Yaquina opposite Yaquina City, and South Beach opposite Newport. These are all attractive localities and will eventually be included in the one city that will occupy the banks of Yaquina bay. There is no conflict of interests, no jealous feeling between the towns on the bay. Altogether they are strewn along the water for a distance not exceeding four miles, and it is certainly indulging in no very wild dream to say that it will not be many years before the city will be continuous from the head of the harbor to its foot, and on both banks. It will not be thus expanded by a boom, but by the steady growth induced by the advantageous situation which it occupies for commerce and its rare merits as a pleasure resort and a place of residence. The towns on the bay are identical in all material interests, and in this article the term "Yaquina bay" will apply to all of them collectively ex-