

PORT ORFORD POST.

THURSDAY, JUNE 3, - 1880.

THE DUTY OF THE HOUR-- WHITEAKER, OR GEORGE?

THE POST not being a partizan journal, is at liberty to take such position as to men and measures as may seem most likely to conduce to the best interests of the people at large, and to the permanent advancement of the Southern Coast counties of Oregon. We have a duty in connection with the Harbor of Refuge at Port Orford to perform which seems to us plain. The Harbor has been located here, and work will proceed on it speedily if Congress shall take no adverse action in the matter. It is of the utmost importance to the people of the whole State, and particularly to the people of Southern Oregon, that no tardy, negative, half-way measures are adopted in Congress toward this great work. For one reason or another we find a leading journal of the State hostile to the construction of a Harbor of Refuge anywhere in Oregon; said journal calls upon Oregon's representatives in Congress to adopt and press measures before that body looking to the defeat and indefinite postponement of operations as to said Harbor. Two men are up for Congress, each claiming the suffrages of the people—one chiefly for being a Republican, and the other chiefly for being a Democrat. With partizanism the people should have nothing to do when weightier matters claim their attention. The people of Southern Oregon are now called upon to forego partizan preferences and unite on the candidate for Congress most likely to subserve their interests. M. C. George, the Republican candidate resides in Portland. That city is more or less hostile to the interests of Southern Oregon, touching the matter of the construction of the Harbor of Refuge as now located. Mr. George is the pet candidate of the Oregonian, which paper would not, of course, support him without an understanding expressed or implied, that he will oppose the construction of our Harbor. This is reasonable. It follows logically.

Whiteaker, of the two candidates would, of course, be the most likely to sustain us in our contest against envy and prejudice, since he may almost be said to be a Southern Oregon man. His actions heretofore with respect to the needs of Southern Oregon might be accepted as a guarantee that he will stand by us in the future. Let voters think of these things. The action of the voters of Southern Oregon at the polls on the 7th of June will be fraught with a weighty significance.

The following from the Oregonian of the 12th ult., foreshadows very clearly the policy of that paper and its immediate backers at least, concerning our interests. Our representatives in Congress are distinctly urged to adopt measures looking to the permanent defeat of our interests. Read and

ponder. That paper says:

We have by telegraph a long and very full summary of the report of the Board of Engineers on the selection of a point for the proposed Harbor of Refuge. The reasons for the selection of Port Orford are fully given. Merely as a Port of Refuge, such improvement is needed but little or not at all. Not half a dozen vessels are likely to enter it in as many years. Port Orford is remote and practically inaccessible by land, and its Harbor, though ten million dollars be expended on it, will therefore never be a depot of commerce. And yet as it is within the geographical limits of Oregon, the great expenditure will be charged up against our State, and will deprive us for years of all other important aid from the Government. We trust Congress will repeal the act rather than allow so great an outlay of money at a point where it will be practically wasted, or indeed worse than wasted, as it will be the means of defrauding the State at large of really necessary improvements. Now is the time for Oregon's representatives at Washington to show that they have a proper comprehension of the subject, and courage to act with the judgment it requires.

Two Harbors of Refuge Wanted.

S. F. Post.

The report of the government engineers upon the proposed Harbor of Refuge for the northwest Coast of this country, appears to us to point conclusively to the necessity for constructing two such harbors instead of one. The engineers, of course, proceed upon the assumption that only one is to be constructed, and from this point of view they submit their arguments and conclusions for the information of Congress. Doubtless this was in the strict line of duty, their instructions being limited to a single port; but we think commercial and seafaring men will agree with us in the remark that they made out a conclusive case for constructing Harbors of Refuge at Trinidad Humboldt county, California, and Port Orford, Curry Co., Oregon. The majority report, signed by Colonel C. S. Stewart, George H. Mendell and Major G. L. Gillespie, designates Port Orford as the most suitable point, and estimates \$8,954,000 as the total cost. This estimate of nearly \$9,000,000 is based on a calculation that the breakwater is solid, and no allowance is made for rocks, but it includes \$250,000 for purchases of land, construction of buildings and other preliminary expenditures. They suggest that if Congress decides to construct, it will be economy to make an appropriation of about \$1,000,000 per year until half the time for the work shall be completed. The point which decides them to prefer Port Orford to Trinidad, the only other point considered, is that it is situated midway between San Francisco and the Straits of Fuca, in the center of the storm belt, and is easily accessible to sailing crafts, being the most westerly point on a long line of Coast.

Under all the circumstances therefore, we conclude that the interests of commerce upon this Coast demand the construction of both harbors. There is no want of money in the United States treasury, one month's surplus revenue being more than sufficient to construct both. Now, instead of hastening to pay off the public debt, which really benefits no living being, if Congress ordered the construction of these harbors for the safety of life and property, it would be doing a noble work. We trust our delegation will not overlook this point, and unite to that end, instead of fighting in the interest of one or other location.

LETTER FROM "FREEDOM."

EDITORS POST:—It is with feelings of joy and pride that we now welcome the first issue of a newspaper published in our midst.

As I read in THE POST the following declaration, "THE POST will not be a political organ or the organ of any combination or interest other than the development of the resources of Curry county, and incidentally of the whole State," I make bold to say a few words on the other side of a question occupying one and one-half columns of THE POST, and headed "Coos Bay and her Prostrate Industries." I need not now call attention to the fact that the argument alluded to is just now being made use of by a paper whose leading editor aspires to a public office, and hopes to ride into office on the back of the discarded steed of Denis Kearney and his coadjutors. Denis obtained his reward—a similar one will surely come to everyone who uses his influence to make the working man discouraged and discontented by throwing obstacles in the way of the success of present enterprises, and cause them in part or entirely to close operations and thus throw people out of employment. In reading the article referred to, one would be led to believe that the mill owners of Coos had come there, found a prosperous and thriving community, and "gobbled" it. Now in truth, such is not the case as everyone knows. Whatever Coos is, she owes directly or indirectly to the mill owners. Without their capital and enterprise what would Coos Bay be? Where would go her shipping, building, merchandising, aye, the very existence of the newspaper referred to? Let those "mercenary and heartless" "birds of evil omen" withdraw their capital and where would be the show of those competing merchants spoken of?

It is a noted fact that wherever some man of capital starts up an enterprise, there is immediately an effort made by some one to throw obstacles in his way by crying down his methods of business. We have an example of the same case at Ellensburg in our county.

They avoid taxation, do they? Look on the list of heavy tax payers and see whose names are found.

In conclusion I will state that I am not acquainted with any of the Coos Bay mill men. I simply wish to see every man left alone to manage his own business in any lawful manner that to him seems best. Equal rights to all.

Yours, truly,
FREEDOM.

REMARKS BY THE EDITOR.

Waving the element of impersonality which should characterize all productions over a nom de plume, we insert "Freedom's" reply to our article of last week in full, simply eliminating his reference to the mines of Coos county which had not been touched upon in said article, because some of the chief mines of the county have been operated in the interest of the county and the people. Flanagan & Mann constitute so much of the people of Coos county; they are permanently identified with Coos Bay; they pay their full share of taxes and support and encourage schools, and are, in all respects, with the people and of the people of the locality.

The comparison of Mr. Siglin to Denis Kearney is gratuitous and unprovoked, since every person who knows anything of that gentleman and the conduct of his paper, knows that he has made it a point to denounce the methods of Kearney, and deplore that such a

man, with such pretensions, could acquire such a following as to make him a menace to good order.

Now, as to "closing of operations, and throwing people out of employment." Did "Freedom" ever know one of the gang of non-resident mill owners which come under the ban of the article complained of to shed a tear over the distress entailed by the closing of operations when one of them was subsidized by the combination to shut down? By no means. And did "Freedom" ever know an employee of the sort we arraigned to have enough ahead to tide him over a single month after the close of operations? He never did, and for the very reason we stated, viz: That the system of payments adhered to by these barnacles made such a thing impossible. No person lays up "store goods" against the "rainy day."

As to finding a "thriving community and gobbling it," that is about the name for it. If the crowd whose mode of procedure we criticized had never set foot upon Coos Bay, the forests had been intact and a standing invitation to persons who would now gladly identify themselves legitimately with the country to come and operate mills—not for the exclusive benefit of Oakland and San Francisco, but for Coos Bay and the whole country contiguous.

"Let these mercenary and heartless 'birds of evil omen' withdraw their capital," etc. Why, my dear sir, they have no capital other than "store pay" partly purchased at auction in San Francisco. What do they do with their capital if they have it? They improve nothing—make nothing more valuable than when they found it, they defeat the beneficent objects of our Common School system by combining to defeat levies for school purposes; they bend all their energies in the direction of getting everything out of the country and leaving nothing in return.

"Freedom concludes by saying that he is not acquainted with any 'Coos Bay mill men.' He need not have said that; his estimate of them foreshadowed above told the story.

And finally, he says: "I simply wish to see every man left alone to manage his own business in any lawful manner that to him seems best."

Well, the people of Coos Bay propose that it shall be no longer "lawful" to scale a log at 400 feet and then saw a square stick out of the same log measuring 750 feet. It "seems best" to these fellows to do these things, yet they are wrong, all the same. It "seems best" to them to pay their help in the store, yet it should be "lawful" for them to pay the cash, as other men do.

The House Committee has favorably reported a Tariff Bill which provides for material reduction of duty on many enumerated articles among which are printing paper and stuffs used in the manufacture of paper; agricultural implements and mining tools and sugar.

TO THE VOTERS OF COOS AND CURRY COUNTIES.

Since my nomination for Joint Representative, I have received letters from friends in Coos and Curry counties, inquiring what I would try to accomplish for these counties if I should be elected.

As the letters of inquiry are principally from the Coquille, I will state, that, in my opinion, the improvement of the mouth of the Coquille would be also in the interest of Rogue river and Chetco. It would encourage more light draught steamers to call at those ports. This would reduce the rates of freight and thereby encourage numerous industries.

Before I was nominated, or expected to be, I signed a petition which was gotten up at Ellensburg, asking Congress to make an appropriation for the improvement of Rogue river from its mouth to the mouth of Illinois river. This with a narrow gauge railroad to Jackson, or at least a wagon road to Gallice creek would open the trade of the counties of Jackson and Josephine to the Coast, and as this would be no infringement on the commerce and interests of Coos, I would expect the co-operation of the Joint Senator and Representative of Coos. (Those of Jackson and Josephine undoubtedly would co-operate.) Besides the river and road improvements, Port Orford and Coos Bay have strong claims which must be agitated by every Representative who feels an interest in the development of Southern Oregon.

While the above mentioned improvements would receive my principal attention, I would work and heartily co-operate in the framing of such laws as will protect and encourage FARMERS, FISHERMEN and WORKING-MEN in general.

F. O. VON DER GREEN.

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ASA CARMAN, - Proprietor.

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