

PORT ORFORD POST.

THURSDAY, JULY 8, - 1880.

Port Orford and the Harbor of Refuge.

Since the decision of the Board of Engineers in favor of Port Orford as the most practicable point on this Coast for the location of a Harbor of Refuge, the tone of the press of the northern portion of the State has changed, and instead of speaking encouragingly of the work, some are silent and others openly oppose the commencement of the Breakwater. Up to the announcement of the decision, all united in commending the movement, and admitted the benefits that would result to commerce from the same. These professions were well founded, and no doubt, honestly made; and the change that appears to have come over these people leaves it open to the suspicion that their present opposition to the Breakwater is prompted by local jealousy. They have gone so far in this unfriendly course towards Southern Oregon as to misrepresent the situation of Port Orford, and have stated that it is practically inaccessible, being surrounded by high mountains, and that the development of the interior would not be promoted by the building of a Harbor of Refuge there.

The facts are quite the reverse of these representations. The country north and east of Port Orford to the Coquille river is not composed of high or impassible mountains, and there is an excellent route for a railroad from the Umpqua Valley, by way of the middle fork of the Coquille river to Port Orford. This road would traverse a region that is known to be rich in coal of superior quality, as well as various valuable metals, and it would also touch the navigable waters of the Coquille river and afford an outlet to one of the finest undeveloped agricultural regions of the State. The construction of a railroad would also be the means of constructing a branch to Coos Bay. But these considerations are of little importance compared with the benefits that would accrue to the great agricultural valleys of Umpqua and Rogue river and their tributaries, and to the entire Southern portion of the State. The construction of a Breakwater at Port Orford would assure to Southern Oregon a permanent and practical outlet to the ocean for all time, and would relieve the people of that region from the high tariffs by railroad and river to which they are now subjected in reaching the great highway of nations, at a point nearly two hundred and fifty miles north, which distance their exports and imports must again travel in

ships on the route to their destination.

The commerce of Southern Oregon should not be compelled to pay tribute to steamboat and railroad lines that only accommodate the same by an unnecessary and expensive transportation of over four hundred miles. It should, and ultimately must, find a point of shipment at one of the ports in the Southern portion of the State, and the construction of a Harbor of Refuge at Port Orford would at once secure such an outlet, and would be of incalculable benefit to the people of Douglas, Jackson, Josephine, and Lake counties.

This Harbor of Refuge is a work of national character, and the appropriations required to carry it on should not be computed in the appropriations for Harbors of the State in which it happens to be located. Congress could not treat it as an Oregon appropriation, and the theory that it would, when advanced as an excuse for opposing this work, is not even plausible. The people of Southern Oregon cannot but look upon those who are working against the Port Orford Breakwater as their enemies, and as the opponents of their prosperity. We favored Cape Gregory, but the decision has been made by the proper authority, and we accept it. We hope soon to be able to announce that the Secretary of War has directed work to commence in accordance with the spirit of the Act under which the location has been selected.—Coast Mail.

Correspondence.

We request that some person at each principal point in Curry county and also in Coos, furnish us with correspondence embracing current news, happenings, prospects, etc., etc., of each locality. Speculations as to possibilities in the way of improvements, and enterprises likely to be inaugurated, will prove of interest to our readers. When possible we would like to have correspondence reach Port Orford by Saturday's mail, since, if it comes Wednesday, it is liable to lie over for want of space, and time to put it in type. The paper goes to press on Wednesday evening to be ready for the Thursday morning's mail for the south. Accidents, deaths, marriages etc., should be promptly reported.

The San Francisco Call is keeping itself in training to play good Lord good devil in this campaign.

An exchange, speaking of the settlement of the Omaha strike, says: "We maintain that the strike was practically settled the moment the negro laborers marched out of the works and joined the white workingmen. It is very fortunate all round that the strike terminated as it did, but we deem it our duty to accord the credit for the peaceable solution to the black men with white souls who refused to supplant their brother workingmen who were endeavoring to better their condition."

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