

PORT ORFORD POST.

THURSDAY, JULY 8, 1880.

AN ADDRESS.

Delivered by Captain William Tichenor, at Port Orford, Monday, July Fifth, 1880.

CONCLUDED FROM THIRD PAGE.

Fixed Carbon 46.83 per ct.
Ash 3.80 "
Volatile Combustible Matter 41.03 "
Water 8.34 "

100.00

Specific Gravity 1.3029.
Coke 50.63

The sample contains only a trace of Sulphur.

Respectfully,
HENRY G. HANKS.

The reasons I have not sooner made the matter public, are known to many of you; and as they are now removed, I will proclaim it to the world, and I assert, without fear of contradiction, that on this river, and the south fork of the Coquille are the best and most extensive deposits of cretaceous coal on the Pacific Coast. From the point last alluded to, viz: Fourteen miles East, Sixes river turns a little East of North, for the distance of three miles; thence South of East two miles to the dividing ridge separating the waters of Sixes from those of Salmon creek basin. This dividing ridge has an altitude of six hundred and thirty feet; the last five miles embraces one of the most fertile and beautiful tracts of land to be found in our State. The mountain on the North sloping to the South is clothed with the richest pasturage, and well adapted to the culture of all kinds of fruits belonging to this latitude. Salmon basin embraces nine sections of land, the Northern portion grass land; the center and south with decidedly the heaviest and best body of "Port Orford cedar" in the State. In the South rim of this basin are located the gold deposits, which are now worked and have been for a number of years. The North and East are filled with the same character of coal, before alluded to, and the East is the well known and celebrated Johnson's Mountain, upon whose summit and slope are inexhaustible deposits of copper and chromatic iron. On its Northern slope is one of the finest sulphur springs upon our Coast, and which is surrounded with the most lovely scenery, open groves of oak and cedar dotting the gradually rising grass-covered mountains, gaining an altitude of two thousand feet. The opening from this basin is at the Northeast, at which point Salmon creek runs and discharges itself into the South fork of the Coquille river, running from the Southeast, distance two miles, reaching the South fork and ascending through and over rich bottom lands burthened with myrtle, ash, maple and cedar, six miles, we reach Johnson's diggings, and the mouth of Johnson's creek, a tributary coming from the West. Ascending a short distance, or less than a mile, the Coquille leads now to the East, and at that point re-

ceives Rock creek coming from the South and East, ascending which for six miles, it makes an abrupt turn, coming from the West, and immediately against a low divide separating the waters of the Coquille river from those of Rogue river, which is three miles distant. This divide has an altitude of twelve hundred feet above the ocean, and is the lowest and most practicable pass through that chain of mountains. Ascending the South Fork of the Coquille river through immense growths of timber before named, and vast deposits of coal, cropping out at short intervals on every grade, you reach the watershed of that river and Cow creek, a tributary of the South Umpqua river, and John Mule creek, having an altitude of twenty-two hundred feet; after passing which, and making a gradual descent of two hundred feet, and reaching a bench very regular, and extending to the head of Whisky creek above the Big Meadows. The country East of this I have not examined, but to this point I know that the route from Port Orford is practicable for a railroad with no engineering difficulties intervening. At the same time, owing to its altitude, snow falling in the Winter might present an obstacle or objection to this route. To now return to the first divide at Rock creek pass, where there is not an obstacle intervening, until John Mule creek is reached, at which point a short side cut on the face fronting the river would relieve a railroad of every difficulty to Golden creek, with fine ground on which to build, the same passing along on the Southern slope of the mountain, opening a large country for the culture of the grape, as there is no better land for that purpose to be found. I know of no portion of the Pacific Coast, that has the wild, native grape growing, save this portion of Oregon, where it grows in great luxuriance. Above Golden creek I am not acquainted and cannot speak, but from all reliable sources, there can be no doubt of the practicability of the country for the construction of a railroad from that point East through the Eden of our Coast, i. e., Upper Rogue river valley, embraced in Jackson county, where the grape, peach, apricot, pear, apple and other fruits are cultivated with unsurpassed success. Nor is its climate surpassed by any country on earth; they have, also, in the vicinity of Jacksonville, seventy-five miles East and nineteen South of Port Orford, vast and extensive placers of gold, quartz and silver lodes of great richness. I am reliably informed that the country lying between Jackson and Lake counties is well adapted to the construction of a railroad, and from thence, the great Cascade mountains being passed, the counties of Grant and Baker, and in fact the whole of Eastern Oregon lies open, enabling the producers of that vast, fertile country, to ship the products of their labor when on wheels to reach a port from which all could be shipped without any handling, and exempt from the great charges accruing

from handling, insurance, towage, demurrages and pilotage, all of which must be paid by the producer, in addition to wheelage.

I must now return to Port Orford and from here look and examine to the North. From this point to the Coquille is one continuous bench of land having an elevation of one hundred feet, void of an undulation of twenty feet in the entire distance, and this level continues up that river to the junction of the South with the Middle Fork; on the North side of this river are extensive deposits of lignite coal, embracing the Coos Bay coal district employing at this time a large number of industrious miners, who are located with their families upon permanent homes, with a large future before them. All the coal and lumber of the Bay could be shipped from this place. Should the navigation of the Bay be interrupted by filling up or other cause, it would, in any case enable the Bay to have a direct communication by rail with the interior, and bind our interests with theirs with a band of iron.

There is not another valley on the West of the Coast range that will compare with the valley of the Coquille river; all its tributaries are rich, the adjacent hills containing mineral wealth, extensive pasture lands, and vast bodies of beautiful timber. The valleys are broad and very fertile, capable of supporting a large population. The country has not improved as rapidly as some portions of our State, owing to the difficulties of getting their surplus products to a market. These difficulties are rapidly yielding before the onward march of the inhabitants. I see a number of the early pioneers before me, and having known you and the hardships and dangers you have passed through, I will say that no men on earth could have accomplished more than you have. When passing through Coos and Curry counties within the past year, I have been struck with the rapid progress made in educational enterprise. School houses are seen in the most remote portions, all filled with intelligent faces, intent upon securing knowledge, preparing for the great struggle of life. I attended last Winter the dedication of a new school house, amidst the hardy coal miners on the Bay. Hosts of rugged, hardy urchins rejoicing at the prospect of acquiring an education, were there.

I must now return to the junction of the Middle and South Forks of the Coquille river, distant from this place forty-two miles. From this point in a due East course lies Roseburg, distant fifty-two miles, via Camas valley, a lovely and fertile country the entire way, and the natural and only pass from the Coast to the Umpqua valley, without one difficulty to surmount in the construction of a railroad. Nature has not left us isolated, and has placed no barrier separating us from the interior of our State. Then we find the relative positions occupied by Jacksonville, Roseburg and Port Orford at the points of a triangle with nearly equal sides. On the side of the last named places the distance is ninety-five miles, the side between the first and last named, does not exceed one hundred and ten, and between Roseburg and Jacksonville ninety-five miles.

From Port Orford communication is opened with the whole of Southeastern Oregon, via Jackson, Josephine and Lake counties, and with Northern Oregon, via Rose-

burg.

I must now close this address, as I have trespassed too long upon your time, but must say something in conclusion as to the future prospects of Southern Oregon; it is not sufficient for the daring men who were the pioneers of this beautiful country, to have rendered it inhabitable, for the sake of simply displaying their energies to now stand still and let the world say they have filled their allotted destinies. They would spurn an imputation of that character. They sought not this country to gain the hand of the daughter of Van Diemen, as did Tessman. No! They sought homes for their wives and families, and after they have hushed the war-whoop of the savage, destroyed the wild beasts of the forest, and prepared the soil for extensive cultivation, they demand the results of their daring, in "no Utica pent up." They, with that same prompting energy, will remove every difficulty and surmount every obstacle, between them and that civilization enjoyed by the most favored portions of our vast country. We need only refer to our Anglo-progenitors the Plymouth settler of 1620, of those of Virginia of 1607, and of our Holland progenitors of 1602 on Manhattan Island, and their descendants not to be deterred and hindered by money worshippers, prompted by the low and sordid and groveling (say not principle) vice of selfishness. Is our great country to be deprived of the wealth or its enjoyment embosomed in our rugged hills? Are we to have revived that Spanish system, requiring all the nations of Europe to come and purchase from their second hands? Or, as Holland formerly required the purchase of Java coffee at Amsterdam?

Portland in our extreme North, has her own legitimate sphere, and without forcing, will reap its advantages. Southern Oregon, embracing even portions of the Willamette valley, would seek a cheaper and less expensive route than by the Columbia river. The producer will never pay for handling, when that can be avoided and that expense saved. They will never pay for towage when they do not want towage, and when all the other charges can be saved, will they throw away their money uselessly.

Let us enumerate the charges deducted from the products of your labor as it now stands, by the shipment of your products through Portland via the Columbia river. In the charter of every ship going to Portland, the following charges are added to the same and deducted from your produce: First, insurance of from two to three per cent; second, pilotage sixteen dollars at least per foot draft of the ship; third, towage of the ship up and down, together with river pilotage. Demurrage is another charge also to be deducted from your labor. These all summed up and retained in your own hands would aggregate a nice little sum annually. If shipped out of Port Orford where there are no risks additional required more than on any outside voyage, no pilotage, towage, demurrage or lighterage, all the charges above enumerated would be avoided, and saved to the producer. We must all bear in mind this important fact, that from the vast area now under cultivation, and increasing annually, an immense surplus of bread stuffs must remain upon the hands of the producers in America, unless we can sell low enough to let the poorer classes of other countries enter into the consumption, and that cannot be done while you have to pay the enormous charges that are now exacted. The question naturally presents itself, How can the required reduction be made to enable us to compete with other portions of our own country as

well as other nations? I assume, that, by opening up and developing the mineral wealth of our country, say coal, iron and other articles demanded by commerce, we will augment the business of railroads, enabling them to carry for a less charge, increasing the number of consumers at home in having more operative, these again will require clothing and everything requisite for their comfort, thus requiring manufacturing, thus again increasing consumers. These will again open a thousand other enterprises, all of which enter into our commerce. Our merchant marine will attain the high position it occupied two decades back, and in our bottoms would be carried the plus products of our own labor, and in return would we receive articles that civilization has rendered indispensable. As Port Orford has been declared the place possessing the greatest number of advantages for a Harbor of Call by the Board of Engineers of the Act of March, 1879, corroborative of the expressed judgment and announced conviction of Admiral James Alden, Maj. R. U. S. Engineer, Lieut. Col. son, of the Engineers, should certainly preponderate over the interested parties referred to by Williamson. Every one of those referred to by the Col., except one, are extensive land owners in Trinidad. I have ever urged the improvement of all the harbors of our Coast, and ever expect to, without any egotism, I think I may say that I have as thorough a knowledge of our entire Coast as any man living. Fifty four years of nearly continuous experience upon water, makes me tardy in yielding to the opinions of others with less experience and judgment. Port Orford possesses every element requisite for building a place of importance, and being three hundred miles South of Portland, is required by the real necessities of Southern Oregon, and here you may depend the improvement will be made. Large and important cities will be built up, Jacksonville, towns in Lake, Grant and Baker counties will spring into importance as with a sudden impulse. Roseburg, sitting in the center of the rich Umpqua Valley will awake to new life, and in fact our whole country will be given a new impetus. Within my memory, not an ocean steamer was there, no telegraph, Franklin had bottled lightning, but not until I was well advanced in life did a Morse appear, courting gently that refractory element, induced it to enter into the service of man and convey his thoughts even in ocean's depths. Edison arose and commands its obedience to a thousand purposes. You may be assured from the rapid progress made in science, we are but in its alphabet. The improvements of our country though vast, are small to what they will be thirty years hence. Where you now suppose the villages of our country are as large as they will ever be, you are mistaken. Large manufacturing centers will arise not dreamed of now. Our country will support a vast population of our own race, which is in its youth—not dotage—as are the nations of Asia, which will rapidly disappear, for nations, by laws inevitable must pass through childhood, youth, manhood and old age. The nations of Asia are being supplanted by our own race and must die; the Indian and the negro will soon be extinct; but this, our own beloved United States is in its youth, sound, healthy and full of vigor. Cutaneous eruptions may cause us some uneasiness in the body politic, but being only skin deep, are easily removed. The Chinamen are of that character, the irritation caused by them will soon be removed.