

YAQUINA BAY.

Some Facts Concerning This Important Seaport.

The fact that good harbors are few and far between along the coast line of the Pacific ocean, enhances the importance to commerce of every bay that by nature or artificial means, can be made safe for vessels to enter and depart from.

On the coast of California there are only two good harbors where large ships can enter and depart with cargoes, they are San Diego and San Francisco. On the coast of Oregon there are also two harbors where large ships can enter and secure outlet to the east by rail, they are the Columbia river and Yaquina Bay.

Ships entering the Columbia river are at the expense of towage to Portland, over a hundred miles to reach railroad transportation. Ships that can go to Portland and load to their full capacity, can enter Yaquina Bay and reach trans-continental railway connections in twenty minutes after crossing the bar. At the present time larger ships can enter the Columbia river and go to Portland, than can get into this bay, but they can only partially load at Portland, and have to take on the balance of their cargo at Astoria. Pilot and stowage fees cost from \$600 to \$1000 for vessels going to Portland. At Yaquina the cost for such service would not exceed \$50 for the largest vessel. A vessel of any size can be at sea in less than thirty minutes after she casts off her lines at the railroad docks in Yaquina. It takes from one to three days for a vessel to get to sea from Portland. Frequently a vessel can make the trip from Yaquina Bay to San Francisco in the time it would take her to get over the Columbia river bar.

Yaquina Bay is situated in latitude 44 deg., 40 min., 30 sec., longitude 124 deg., 03 min., west, and is 105 miles south of the Columbia river and about 450 miles north of San Francisco.

The United States government has recognized the importance of Yaquina Bay to the shipping and commercial interest of this coast, and is making very extensive improvements in order to deepen the water over the bar. Under the direction of the U. S. engineer department, nearly \$300,000 has already been expended in building jetties. The government will probably spend \$2,000,000 on the entrance before work is finished. The jetty on the south side is already constructed toward the bar, a distance of over 2000 feet. Work is now being pushed on the north jetty and it is expected to run this jetty out some 600 feet this season. At average high tides there is now from 23 to 24 feet of water on the bar. The deepest water on the Columbia river bar is only 30 feet. The engineers expect to get 30 feet on the Yaquina Bay bar when the jetties are completed. The distance across the bar is only 600 feet and the main channel runs almost straight from the mouth of the harbor to sea.

On the west end of Yaquina Head the government owns between 30 and 40 acres of land. A short time ago it was proposed to sell this land but the secretary of war refused to approve the sale on the ground that Yaquina Bay would soon be of such importance as a sea-port that the government would be obliged to build permanent fortifications and would need all the land it owned for military purposes.

The bay is, inside, one and one-half miles wide and about six miles long, and perfectly land locked. All the vessels on the Pacific coast could ride safely at anchor in this bay at the same time. Inside of the bar there is from 30 to 45 feet of water.

Yaquina river takes its rise at the summit of the coast range and empties into the bay six or seven miles from the mouth of the harbor. This river is navigable for vessels of ten feet draft for about twenty miles.

RAILROAD FACILITIES.

Yaquina Bay enjoys the great advantage of being the most accessible point on the Oregon coast. There are several places in the coast range through which railroads can be constructed by this bay with easy grades and a small cost. At present the Oregon Pacific is the only road built to the bay. This road has now been in operation about five years. It is of the standard gauge, and constructed in the most perfect manner. The grades are easy and the road is never obstructed by snow. It is now built to a point near the summit of the Cascade range, that divides Oregon about the center. About 150 miles of the road is in operation. It crosses the great Willamette Valley in the center and taps the very heart of the agricultural region of this state. It connects and crosses the entire coast system of railroads in Oregon. The road is being pushed to the east as fast as men and money can do the work. By the coming fall it will reach the great plain country in Oregon east of the Cascade range and inside of two years it will connect and cross the Union Pacific railroad near the mouth of the Malheur river and connect with the Chicago & Northwestern and other eastern roads at Boise City, Idaho. When completed to that point it will be the shortest line of railroad built from Chicago to the Pacific ocean. The road crosses the main line of the Southern Pacific at Albany, eighty miles east of Yaquina Bay.

STEAMSHIP LINES, ETC.

The Oregon Development company run a regular line of steamers between Yaquina Bay and San Francisco. Their vessels are commodious, well fitted and make the trip in about forty-four hours. It is a very pleasant voyage to take and varies the monotony of land travel. Several steam schooners make this bay their starting point in the coasting trade. Inside the bay there is a regular steamboat line between Newport and Yaquina City that makes a regular trip each way.

C. B. WINN,

Fire, Marine, Life and Accident Insurance Agency

Hartford Fire Insurance Co., of Hartford, Conn., organized 1794, assets, \$5,750,080.47; losses paid, over \$33,000,000.
Commercial Union Assurance Co. (limited) of London, England, organized 1861, assets \$12,229,194; losses paid over \$54,000,000.
Commercial Insurance Co., Fire Marine, of California, organized 1872, assets \$450,086.70, losses paid, \$2,101,032.71.
Travelers Insurance Co., Life and Accident, of Hartford, Conn. Assets \$10,382,781.92, paid policy holder, \$16,000,000.

SPECIAL ATTENTION GIVEN TO THE

Insurance of Grain in Warehouses.

—MARINE INSURANCE VIA—

YAQUINA BAY ROUTE

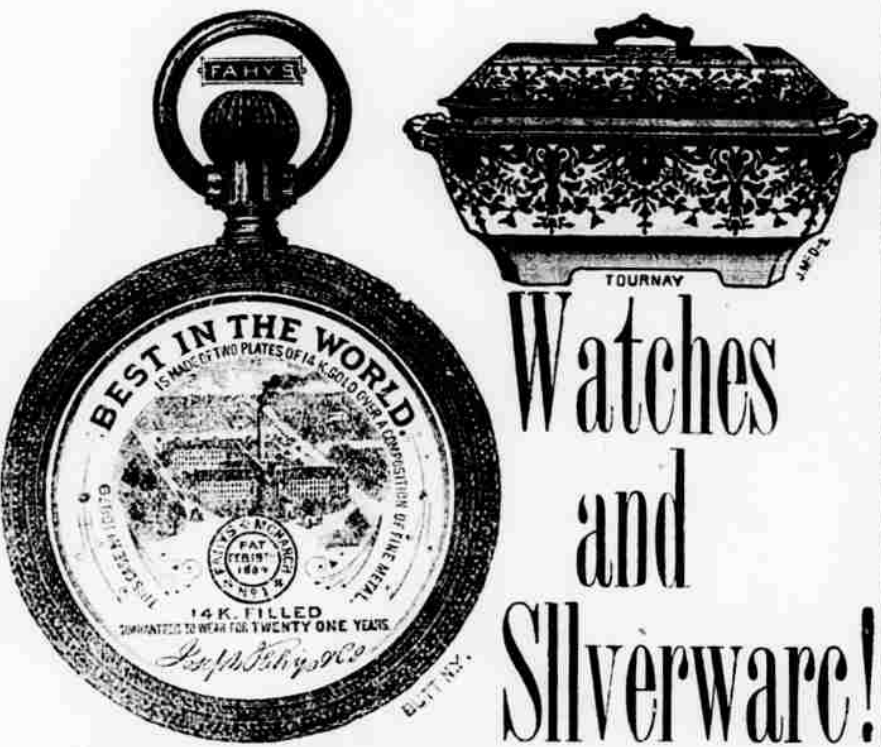
Accident tickets for sale at 25 cents per day, or \$1.00 for 30 days giving \$3000 in event of accidental death or \$15 per week for disabling injury.

CORRESPONDENCE SOLICITED.

WILL & STARK

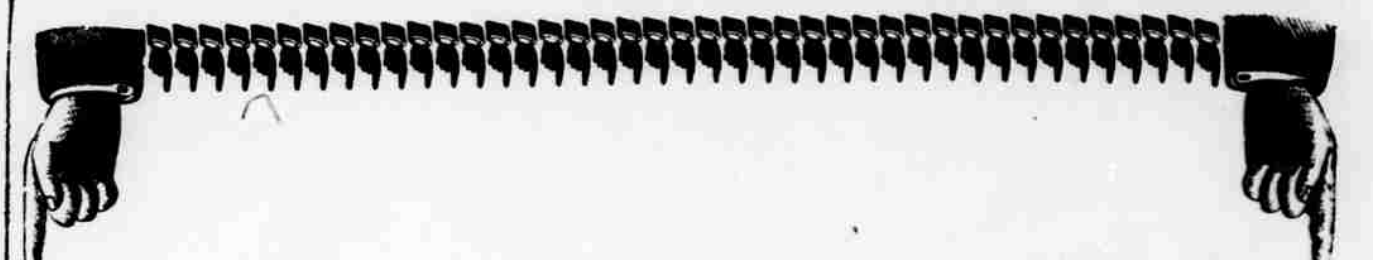
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Gold Headed Canes and Novelties in Jewelry at very reasonable prices.

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A GOOD LUNCH, FRUITS AND ALL KINDS OF CANNED GOODS, FRESH PIES AND CAKES, CAN BE FOUND AT THE STORE OF

CONRAD MEYER,

—PROPRIETOR OF THE—

OLD and RELIABLE Star Bakery

A FULL STOCK OF STAPLE GROCERIES, FINE GLASSWARE AND CROCKERY KEPT CONSTANTLY ON HAND.

Fresh Baked Bread Every Day, Cakes, Pies, Etc.

C. H. SPENCER'S MIDSUMMER ANNOUNCEMENT!

The people Of Albany and Linn county are now enjoying an era of Prosperity, and to keep pace with the progress of the city and country, I have largely increased my stock for the present season's trade, including

Lunch Goods, Fancy and Staple Groceries, Canned Goods of All Kinds, Fruits, Soda Water and Refreshing Summer Drinks.

FLAGS AND FIREWORKS FOR THE FOURTH OF JULY.

My stock of groceries, provisions, lunch and picnic goods, glassware and crockery, was never more complete, and prices are as low as any honest house can sell

A Great Convenience to City customers.

Is offered by my special delivery system. My wagon makes a trip the first thing every morning for the purpose of taking orders for the day's supplies. My patrons and myself are highly pleased with the working of this special delivery system. Kind words of commendation greet us on every hand, and people say it is a real luxury to have their goods delivered promptly and in time for the meals for which they are intended. My stock includes every staple and luxury belonging to the grocery business, and, as in the past, my best efforts will be directed to giving my patrons a complete and satisfactory service. An inspection is cordially solicited.

C. H. SPENCER,

AT THE OLD STAND, OPPOSITE THE EXCHANGE HOTEL.