YAQUINA BAY.

An Oregonian Man's Observations and Impressions of the Coast Harbor.

DESCRIPTION OF THE BAY AND THE ENTRANCE TO IT.

Purpose of the Government Improvement now in Progress—Yaquina River and the Country along its Banks, etc.

STATUS OF THE OREGON PACIFIC RAILROAD.

Twenty Miles of Roadbed Graded—Work in Active Progress in Six Tunnel Ends—Preparation for Construction Work in the Spring, Etc.

CORVALLIS, Oct. 29.

Yaquina bay is a deep and narrow harbor in the Oregon coast one hundred and twenty miles south of the Columbia river and about one-third of the distance along the ocean shore from the northern toward the southern limit of the state. Its shape is not unlike a baby's stocking—toe to the sea, heel to the northeast, with ankle reaching inland toward the southeast—and its area is about fifteen square miles. Much of this place is shoal flat, but a deep ship range, nowhere less than twelve hundred feet wide, and broadening in places to double that width, extends from inside the bar to where the bay narrows to the Yaquina river, distance about six miles. This channel is nowhere interrupted by shoals, its depth varies from four to eight fathoms and its bottom affords a secure hold for anchors. On all sides hills rise with gentle slope from the water line to a considerable height, completely land-locking the harbor and protecting it from the nor'west gales of summer and the southerly storms of winter. One river, the Yaquina, pours its flood into the ankle extremity of the figurative stocking, and three large tide sloughs, almost rivers in volume, empty into its northern and southern sides. These tributaries disgorge large streams, which, with the ebbing tides, rush in a deep, swift current through the bay and out into the ocean.

THE ENTRANCE

To Yaquina bay has been much written about and much lied about. It has been ignorantly sneered at as a "schooner channel," and its friends retorting have represented it as much better than it is in fact. Its surrounding features are much like those at the mouth of the Columbia river but on a much smaller scale. A sand cliff on the north side rises abruptly to a height of 200 feet, in appearance very much like Cape Hancock, and the southern side is low and flat not unlike Point Adams. The distance across from land to land is half a mile. The channel from deep water inside to deep water outside is 2000 feet long. Its course is southwest from a point midway between the headlands out half a mile from the shore line, its outer end being off shore a quarter of a mile of the southern point. It is straight and narrow, and in rough weather is clearly marked by the breaker line on either side of it. During the greater part of its 2000 feet the water is comparatively deep, and for only 600 feet is it dangerously shoal. This is the channel at the present time. Its southerly trend is due to the force of the summer north winds, which pile the sands in from the north side, but the winter gales from the south will force the sand in from the shore on the south side, and by the 1st of February the channel will have shifted a quarter of a mile toward the north.

The bar is of sand overlying a rocky ledge, and the lead-line at extreme low water shows a depth of nine feet, which the tidal variation deepens to 18 feet at high water. This is increased, at rare times when the underlying ledge is cleared of sand, to 24 feet, and this depth at high tide, it is expected by

THE GOVERNMENT WORK

Now in progress to make permanent. It is proposed to build from the point on the south side of the entrance a jetty three thousand feet directly west and out through the surf into the ocean. Its purpose is to close up the present or south channel and divert the flow westward in a straight line from a point midway between the headlands. This will afford a channel which neither the summer nor winter storms can change, and will by confinement and increased acceleration of the currents scour the sand from the underlying rock ledge and keep the ledge clear. Work on this jetty was commenced in 1881 and it has been built out five hundred and fifty feet from the high water line. The first appropriation for the work was $40,000, two-thirds of which was required for a plant—docks, tugs, scows, donkey engines, etc.—and the second appropriation, last year, was only $10,000. The appropriation for this year is $60,000, which will extend the jetty seven or eight hundred feet. Work commenced on the 1st inst. and will be continued through the winter months with a force of twenty-five men. They will do nothing on the jetty itself, but will lay in large store of rock to be used when good weather opens in the spring. The rock used on the work is hard and durable, and is brought by scows from a quarry on the Yaquina river fourteen miles from the point, and landed on the inside shore of the point half a mile from the work itself. The task of transporting the rock is slow and expensive, in fact the most difficult and costly item of the improvement. The jetty is built of brush mattrasses, cribs and heavy stone, is from sixty to one hundred feet wide at the base, twenty feet wide at the top and so far has been built up to high water line. It pushes out into the surf and must stand the tremendous pounding of the waves with the added force of the currents as they rush in and out. It stood through last winter's storms without break or damage and now appears to be solid as the eternal hills. From the beginning, Mr. J. y. Polhemus, C. E., an attache of the United States engineer office at Portland, has had charge of the work. I found him busily engaged in the hard work of preparation for next spring's extension and he seemed to be doing it thoroughly and well. It was a pleasure to find in this important place a man so thoroughly fitted for it and so enthusiastic in it.

THE ROCK LEDGE

which forms the backbone of the Yaquina bar, is a series of comparatively sharp points which could easily be blasted out. Expert engineers who have examined it, variously estimate the cost at from $275,000 to $450,000, the larger figure probably more nearly approaching the cost. But until the business of the bay is greatly increased, it is not probable that the government can be induced to begin so great and costly a work.

Three quarters of a mile from the shore line and directly opposite the entrance a sunken reef lies parallel to the coast line. It is composed of a series of ledges, upon one of which the water is but eighteen feet deep at low tide. In rough weather the surf breaks heavily upon this reef, but the waves spend their force there and even in the most boisterous storms the space inside the reef and between it and the entrance is comparatively calm. Vessels entering, sail south of this reef and before reaching the channel pass into the space protected by it. This is a peculiar advantage which no other harbor in the world possesses and is of the highest value.

There is no tug on the bar, but a pilot lives upon the point near the government work and he can easily be hailed by approaching vessels; but they too often trust to their charts and to luck and come unpiloted. While I was at the bay a little steamer, the Ona, entered, guided by an Indian sailor whose only knowledge of the channel had been gained by one or two former visits. Such recklessness is unjust to the owners of vessels and likely to hurt the reputation of the bar. Ship masters have no right to put property in peril or to jeopardize the good name of the bay.

So much for the entrance. It is now eighteen feet deep at high tide, its depth will soon be permanently increased to twenty-four feet and by the expenditure of less than half a million dollars it can be made deep enough to float the deepest ships that sail the ocean.

YAQUINA RIVER,

Which empties into the bay at its southeastern extremity, is at its mouth about equal in width to the Willamette at Salem and its volume is much greater. It, with its tributaries, the Big Elk and Little Elk, and a great number of creeks, drains a great section of country west of the Cascade mountains and pours out their gathered waters in a swift, deep stream. It is navigable to a point twenty miles above its junction with the bay. Two small steamboats ply regularly upon it, and schooners have frequently ascended as far as Elk City, twenty-five miles from the ocean. There is some tide-flat and bottom land along its banks, but the greater distance they rise from the water line to steep hills, clothed to their summits with a thick under-growth, which, at this season, presents a beautiful variety of autumn tints. There is no single landscape feature on the river which may be called grand, but along its whole course the views are fine. Neat homes dot the alluvial patches contiguous to it and even among the high lands there are many good places.

In another letter I shall write of the industrial, commercial and social conditions of Yaquina bay and of the western part of Benton county, and of important railroad operations now in progress there

A. H.

CORVALLIS, Oct. 30.

Yaquina bay, like all the other harbors along the coast, is rich in resources, but unlike most of them, it has no great store of timber. Good patches of fir and cedar there are, but the area of forest is limited. The whole country shows the marks of great forest fires, and thousands of desolate white tree trunks, standing memorials of forests gone, dot the country over. The shores of the bay present a fine vicissitude of elevation, outline and color, but are almost wholly barren of large trees. Along the tide sloughs, however, and in the gulches, fine timber is found and a good share of the population is engaged in working it. Three sawmills of comparatively limited capacity are in operation, their added daily cuts being about 50,000 feet. Most of this lumber is manufactured to order for the Oregon Pacific Railroad Company, whose operations are the life of this as of nearly every other enterprise on the bay. The mills, however, existed before the railroad company, though their cut was much less. San Francisco was of course the market, and during the past few years a great many ship loads of Yaquina bay timber have found their way there. The absence of extended timber fields, however, has prevented establishment here of the large merchant mills which are found in almost every other inlet along the coast.

Very few of the famed Oregon ornamental woods are found on Yaquina bay. The myrtle grows no further north than the Umpqua river, but the curly maple and knotted ash grows everywhere.

FARMING AND STOCK RAISING

Are carried on in small way, but there are no extensive places devoted to either. No such broad levels as are required for grain exist and though wide ranges abound, no one has gone extensively into the stock business. Operations in these lines of industry are on that compromise system known as "rauching." Narrow, level strips along the river and bay, and small field spots between the hills are of rich soil which yields abundantly. Tillage of these tracts is easy and the return is great. Potatoes are everywhere a fine crop, both as to yield and quality, and large shipments are made to the San Francisco market. Other vegetables thrive well, and the local market at Newport is supplied through the seasons with articles of this class as fine as can be produced anywhere in the Willamette valley.

When the natural advantages for stock raising are examined, one can but wonder that the business is neglected. The hillsides are covered half-a-foot deep with a productive decayed ash, the remains of what must once have been great forests. Naturally they yield a nutritious small grass, but where they have been seeded by the simple broadcast process, they produce wonderful and perennial crops. One man in a month could so "set" a thousand acres to grass and would have a range which would support, without other feed, a thousand cattle. And, too, the region is wholly free from lasting snows, the great obstacle to stock raising. It is remarkable indeed, that this inviting opportunity is neglected.

But it is neglected, and so completely that there are not enough cattle on the bay to supply the small local market with fresh butter. On one or two tables I did not find butter at all, and Mr. Abby, the hotel keeper at Newport, informed me that he was compelled to supply his table from Tillamook bay, a hundred miles away.

FRUIT CULTURE

Has attracted the attention of several practical orchardists and two or three experiments are being made on a large scale. The most important venture in the line of fruit raising is that of Messrs. Briggs, Denlinger & Humphrey. Their place is on the south bank of the Yaquina river, four or five miles above its junction with the bay, one of the most sightly on the river. It consists of 424 acres of good open land, about half of which is under cultivation, the whole being well situated for general farming as well as the special fruit enterprise to which it is chiefly devoted. In March, 1875, Messrs. Briggs, Denlinger & Humphrey, after careful study of the fruit question, determined to go into the business of prune raising, and commenced looking about for a location. The equable climate of Yaquina bay and the special excellence of its river soil attracted their attention, and soon determined their choice as to location, and Mr. Briggs, the managing partner in the company, at once commenced the work of planting, and to-day they have one of the most extensive and well kept orchards in Oregon. Their fields contain 3500 Italian prune trees, 500 petite prunes, 500 plums, 1000 apples of 10 varieties, 500 pears of 10 varieties, 100 chestnuts, almonds and walnuts, and a general assortment of cherries, apricots and small fruits. The prunes bore for the first time this season, and though the yield was not large, it showed the perfect healthfulness of the young trees and gave gratifying promise for the future. The difficulties and expense attending the establishment of such an enterprise in a section so remote have been great. Mr. Briggs, who has personally labored through them all, points with pardonable pride to his trim rows of graceful saplings. There can be no question that the enterprise which to this time has been a constant and severe drain upon the firm, will in the end yield them a rich profit. My visit to the orchards was of special interest, not less that the venture is an important experiment, than because two of the partners in it, Messrs. Denlinger and Humphrey, have long been in the service of THE OREGONIAN, and are as worthy men as ever deserved well.

Dr. Rich, whose place is on the north side of the river, and Mr. Jos. Thompson and others have extensive and fine orchards. The region has not been long enough settled to develop an important fruit interest, but it has great possibilities. The

COMMERCE AND TRADE

Of Yaquina bay are quite important. Capt. Wynant, of San Francisco, with his schooner, the Vanderbilt, 200 tons, makes monthly trips to San Francisco. He brings in miscellaneous merchandise and carries out the various products of the bay. Among the most important of these products are oysters, found in great supply on the shoals throughout the bay. Capt. Wynant is the proprietor of an oystering headquarters on the west side of the bay, and does besides a thriving business with a general store which is under the management of a resident agent. The business of oystering was carried on some years ago till the natural beds were exhausted. A few years of rest, however, have allowed the growth of a new crop. The Yaquina oyster is about double the size of his Puget Sound cousin, wholly free from coppery taste and fat and healthy.

The little steam and sailing schooner Kate and Anne, 40 tons, makes frequent but irregular trips between the bay and Portland, carrying merchandise in and general products out. Another vessel, the steam schooner Ona, has just been built at Portland for this trade, and made her first trip to the bay during my visit. There is no regular line either from San Francisco or Portland, and rates of freight carriage vary according to the amount shipped. No regular schedule can be depended upon, and this is a serious embarrassment to business men. The greater part of the business of the bay goes to Portland because it is easier to order there than at San Francisco; but singularly the merchants of neither place have made special effort to secure the trade. Portland has the advantage of proximity, and should properly have the business, but unless her merchants show better spirit than they have in the past, it will go to San Francisco. Capt. Wynant has done much this summer to direct trade to San Francisco, and there has been no counter offer from Portland.

There are now eight general stores on the bay, besides several small class stores at Newport, and their aggregate sales for the past year had been about $150,000. This business is capable of important development, and is well worth the attention of wholesale men in the large markets.

TOWNS.

The chief town of the bay is Newport, just within the north side of the entrance. It has three general stores, three hotels, four saloons, a brewery, two drug stores, a tin store and a barber shop. One lawyer finds short picking, but there is no resident physician in the place. Its stores and houses are neat and well built, and a substantial dock gives a commercial air to the place.

Yaquina, the proposed terminus of the Oregon Pacific road, as yet consists of a large dock, two large warehouses, the customs house, a small wooden building and two residences. Its site is at the extreme eastern end of the bay, is well chosen and affords room for a fine city. Many applications for lots in this new town have been made, but as the company has not yet selected its depot and other grounds, they have not yet permitted sales to be made.

Toledo, a mile south of Yaquina, is simply a sawmill town; Toledo consists of three of four houses, two of them being stores; Oysterville is simply an oystering station, and Elk City, at the head of navigation on the river, is a village of half a dozen houses. As a

SUMMER RESORT

Yaquina bay is already popular, and great numbers of people from the Willamette valley visit it every year. The situation of Newport—very like that of Fort Canby at the mouth of the Columbia river—is specially adapted for a seat of summer recreation, and its hotels are always crowded from June to September. On both sides of the entrance there are amply protected spaces for camping, and during the summer months scores of tents are pitched there. The beach on the north and south is hard and smooth, and picturesque rocks give the north side a rugged variety. Four miles up the coast Cape Foulweather pushes out into the ocean, and the magnificent ocean views from it fully repay the toils of the trip. Fine fish, clams, crabs and oysters are found in great supply.

IN GENERAL

The population of Yaquina bay and vicinity is about 1500. The people are engaged in ranching, logging, lumbering and the various branches of business which have been spoken of above. They are an honest, hard-working people and as a rule well-to-do. Wages are about the same as in the Willamette valley—for rough labor $2 per day and other sorts of work in proportion.

There is no church on the bay and religious services are not regularly held. Schools are not well established, even in Newport, and many children are sent out to the valley to be educated.

The climate is the usual coast climate of Oregon, almost exactly like that of Astoria. The summers are cool and the winters mild. A wholesome sea air at all times prevails and malarial and similar forms of sickness are wholly unknown. People who come from the valley in languid and drooping condition of health are speedily improved by the bracing breezes. A larger population and easy and rapid means of access will make Yaquina bay a desirable place of residence.

The hopes of the people of this whole section are now centered in the

OREGON PACIFIC RAILROAD COMPANY,

Which is engaged in the work of building a line connecting the bay with the Willamette valley. This company is, by an arrangement of contracts and transfers, the assignee of the Willamette Valley & Coast Railroad Company, organized several years ago by Col. T. Edgenton Hogg and others of Corvallis. By its charter, its property is exempt from taxation 20 years from the date of completion of its line from Corvallis to Yaquina bay, and when ten miles of such line is finished, the company becomes the owner of all tide and overflowed lands in Benton county. The original company did some little work, and got hold of a little material, in all not more than $30,000 worth. The enterprise languished for a time, till two years ago, Col. Hogg secured help from eastern capitalists, and with them organized the Oregon Pacific and make it the assignee of the W. V. & C. R. R. Co.'s property and rights. The change was in fact only a change of name. The new company, however, propose not only to build the line from the Willamette valley to Yaquina bay, but to push it eastward to meet an eastern connection at Boise City in Idaho. I took special care to inquire into the

STATUS OF THE WORK

As it now stands. I traveled over the whole line and found the roadbed for standard gauge track, graded for eighteen miles west of Corvallis. The rest of the distance is surveyed and location of the road staked. Between the summit of the coast range and the bay, the road must pass through three tunnels, and work in these I found in active progress. Tunnel No. 1 will be 750 feet long, No. 2 400 feet, and No. 3, 650 feet. Workmen are in about 75 feet at each of the six ends of the tunnels and are pushing the work as rapidly as possible. As far as they have gone the work has been done thoroughly. The first and greatest difficulty in tunnel work is to make the start, and this has been done at each of the portals. Shifts of men are employed night and day, and the work is progressing slowly but steadily. At no point on the line is grading now in progress.

AT THE BAY

A great deal of work has been done this season, and on the site of the proposed city of Yaquina, two large warehouses and a substantial dock for ships have been built, a rocky cliff along the shore for nearly two miles blasted away and a construction track laid. The road bed here is protected by a long stretch of expensive crib work, which is now being extended. A telegraph line sixty-five miles long, connecting Yaquina City and Corvallis, has been built, and is now in operation. In these various works fully $350,000 has been expended. The company has also on the ground ready for next season's work, a great quantity of

CONSTRUCTION MATERIAL,

Representing at least a value of $150,000. Wheels and castings complete for seventy-five freight cars are stored on the dock and in the warehouses, one locomotive set up and in running order, and vast piles of bolts, spikes, etc., are on the ground. I have learned upon inquiry of Mr. Wm. M. Hoag, the general manager of the road, that the company has stored in the Hatchaway, Oriental and North Point warehouses at San Francisco, 75 miles of steel rails, two locomotives, four passenger coaches in sections ready to be set up, three express cars in sections and two mail cars also in sections. The company has also in New York two locomotives. All of these materials await shipment and will be brought up to the bay by vessels during the winter.

On the ground between the dock at Yaquina and Corvallis, and belonging to the company, are five saw mills, 3,000,000 feet of lumber and 100,000 ties. All of these materials Mr. Hoag assured me are paid for and the company owes no man a cent. Its disbursements are now and have been large during the past two years, and every claim against it in promptly paid.

The officers of the road are T. Egenton Hogg (who is now in New York), president; Wm. M. Hoag, 1st vice president and general manager; Wallis Nash, 2d vice-president, and associated with Mr. Hoag in the work of general management here; Col. I. W. Smith, chief engineer, and Mr. H. Gates, superintendent.

It is proposed, so Mr. Hoag informed me, to complete the tunnels during the winter, and upon the opening of good weather in the spring to commence actively the work of construction all along the line. He confidently expects that connection between the bay and Corvallis will be made by next fall. Up to this time the chief work and outlay has been put upon the difficult points of the line, so that when the work of construction is begun it can be pushed rapidly.

A. H.

His Harvest.

It was a strange scene. A passionate, high-tempered boy had spoken, in heat of temper, words it was painful to hear, unfeeling, insolent, angry words. They were said to his father; a man who in earlier days would have responded with a blow. His hair was white now, and his blood had cooled somewhat. He looked at his son sadly.

"I had rather have given a thousand dollars than to see you give way to your temper like this. You are ruining your own life, and spoiling your chances for happiness.

"You are one to say that!" the boy cried, passionately, all his lifelong fear of his father s vept away by his anger. "You! if you haven't got madder than anybody else. I don't know what mad is! I never saw the time when I was not afraid of you."

And then the boy stopped, suddenly realizing how afraid he was, and half expecting some punishment immediate and condign. He was not prepared for his father's reply.

"I am the very one to say it," the old man answered. "If I had not suffered so much from my own temper I should not be anxious to spare you similar pain. Do you think I like to know that my own son has always been afraid of me; that I am dreaded and not welcome in my own home; that my old age will be embittered because I have been an unlovely though not an unloving man?"

"I have had my punishment all my life; and it's not the least heavy stroke of it when you can say what you have said this morning; and I know in my own soul that it is the truth."

"If I had been gentle, and patient, and self-controlled, I should have been happy and be loved instead of unhappy and avoided. Do you think I want you to sow what I have sown, and reap what I have reaped?"

Things could never be the same between that father and son if all their life together had been one of kindness and justice and self-restraint on the father's side, and loving obedience on the son's; but that mutual acknowledgement of the the truth brought them more nearly together than they had ever been brought before.—[Youth's Companion.

Preparing Plants for Winter.

It is a great mistake to delay the work of preparation for winter until it is suggested by cool nights or a warning given by blighting frosts. When a plant has been taken from a pot and planted in open ground it usually out-grows its former place and is too large for any vessel of convenient size. The root should be cut away to a considerable extent and likewise the top or foliage must be correspondingly reduced. Novices often fail at this point, for they dislike to part with any of the new growth, and set the plant in a pot unpruned and expect, what is not possible, that it will flourish. Cut back root system and branch system equally is the rule. Plants when thus transplanted need to be favored by being kept in the shade and sheltered from the drying winds until they have made a good start in the pots. Many of the house plants are kept in their pots during the summer and they will need repotting, or the pot washed and the surface soil replaced by fresh, rich earth. A larger pot is needed by those plants whose roots have formed a mat along the the inner surface. The ball of earth can be examined quickly by spreading the left hand on the vessel—the stem passing between the fingers, and with the other hand on the bottom invert the pot and give the edge a downward tap against some object. If this does not succeed, pour some water around the edge, and after a short time repeat the operation. All old pots should be clean, and if new ones are used soak them in water until the pores are filled. A piece of broken vessel is placed over the bottom hole before filling in the potting earth. All the necessary pots, soil, etc., should be obtained now, they may be at hand when needed at any time during the winter.—[Agriculturist.

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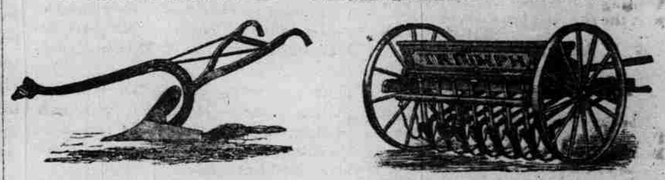

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