

# The Daily Astorian

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### YAQUINA BAY.

Insurance men and vessel owners are at present interested in that point on the Oregon coast which bears the above name, as government and private enterprise is struggling heroically against natural obstacles to make that harbor a port of commercial importance. The steamer Yaquina is now en route from the East, and will ply between there and this port, being a factor in a great commercial enterprise inaugurated some years since by a number of capitalists interested in opening up the Willamette valley. They conceived the idea of building a railroad from Corvallis to Yaquina bay, and establishing there an outlet for the products of the valley. The plan only lacked one essential—a good harbor, and that Yaquina bay certainly was not. In fact so bad was it, that no engineer reported in favor of its improvement, although the government made a thorough survey of the coast for the purpose of locating harbors of refuge. Under the name of Yaquina bay and commercial capital united on this bay as a suitable place to expend a part of Uncle Sam's surplus revenues, and sufficient influence was secured in 1880 to obtain an appropriation of \$40,000 for the improvement of the entrance. According to the annual report of the chief of engineers for 1881, "the bar, besides being very changeable, was made especially dangerous by many small rocks visible at low water; that there were three channels across it with an average depth of seven feet at low water; that the entrance at a distance westward of the bar was covered by a dangerous reef of sunken rocks, lying in a direction parallel with the shore line, and that to the southward, as well as northward, there were many shoal areas closing the entrance to the harbor, except at high tides under the most favorable conditions of wind and tide." To show the importance of this harbor commercially in 1881, one more extract may be made from the same report: "Yaquina Harbor is in the collection district of southern Oregon; Newport, one and one-half miles inside the bar, is a port of entry; imports for the year ending June 30, 1881, none; exports to foreign ports, none; revenue collected, none; the small steamer *Kate and Anna* and the schooner *Alpha* have each crossed in twice since January 1." Owing to the dangerous character of the harbor no tug could be chartered for use in the government work proposed, and it was necessary to purchase one especially for the service. The plan adopted for improving the harbor was to build a jetty on the south side of the entrance, filling up that channel, and forcing the current into the central channel, which, it was thought, would sufficiently scour it to give a depth of not less than twelve feet on the bar at mean low water. The last official report to June 30, 1883, shows that a breakwater jetty 1050 feet long has been constructed, and a depth of ten feet on the bar at mean low water secured. The amount expended up to that time was \$80,974.89; an appropriation of \$140,000 was asked to continue the work during the current fiscal year, and the amount estimated necessary to complete the project was \$300,000. This is a large sum to expend on a harbor with little or no commerce worth speaking of, but when the work is completed the result may justify the expenditure, although until that time, it is evident from official reports, that Yaquina bay is not a desirable harbor for sailing vessels to visit.—*N. F. Cannon, News.*

### A Word About Cheese.

Having read the subscribers of this paper a rather severe lecture on the butter question about two weeks ago, we now come to the matter of cheese. In seven retail grocery stores out of ten in the city of Portland, you will find from four to seven different kinds of cheese. Some of this cheese is made in Iowa, some in Illinois, some in western New York, a little in Washington territory, a good deal in California, but not in our own State. Do you find any cheese made in Oregon? Now it is not surprising that Washington territory cheese should be seen in Portland stores, for two reasons; the first being that Portland is a base of supplies for the western portion of the territory, and, if she would sell merchandise to that region, she must take care of its products in return. The other reason is that the territory has just as many days of grass in the year as Oregon has, and hence should be able to compete favorably with our own dairies. But in California the case is different. Her green grass season begins in March and ends in June, after which her hills are as yellow as the tawny sand hills of the upper Columbia. Hence Oregon, with her eight months of green grass, ought to be exporting dairy products to California instead of bringing them thither. And as for the butter and cheese states lying east of the Rockies, our own dairies ought to crowd them out with the aid of the stringent railroad tariff now prevalent. In some parts of this country cheese factories have been established upon a sort of co-operative plan, by which the manager of the factory receives so many pounds of milk and pays the seller so many pounds of cheese and so many gallons of whey in return. And the empty cans that brought the milk carry home the whey to the pigs. This plan originated at the east, and was taken up by a settler in the Grand Ronde valley about five years ago. Everybody wanted to make cheese, and nobody but the newcomer knew how; so they all took kindly to the proposition and have all done well out of it. They are now shipping their butter and cheese by railway to the Idaho towns, and in good time will all be rich if they go on as they have begun. Something ought to be done to check the eastward flow of bullion for articles which might as well be produced at home. Here we see Elgin butter and Cedar Rapids bacon in all our

retail groceries, besides Onondaga cheese and a score of other eastern products. Now if we could sell our Oregon flour in Illinois and Iowa there might be some reciprocity about the matter, and we might be enabled to receive back as much value as we give. One thing, however, we could do and ought to do, which lies within the scope of our wool products. We ought to have some man established in Chicago to sell our water-power made Oregon blankets. When the Villard party were here every member of it, from big John Bigelow down to little Carter Harrison, took back a pair or two of straight wool blankets, because they could not get anything like them in Chicago or New York. What we need if an increase in that branch of industry, which will pay whenever backed by sufficient capital. Our advice to cattle-breeders and dairymen in the coastwise counties of Oregon is to patronize a cheese factory on the co-operative plan as above detailed. It will increase the cheese product and at the same time increase the price by enabling an experienced cheese-maker to furnish an article of uniform excellence, which could not be produced at home on every farm. A man may be a good wheat-grower and yet wholly ignorant of the miller's trade; and it is just so with many excellent cattle-breeders who know how to breed fine stock but are wholly ignorant of how to work up the products of the dairy. But one thing is certain—Oregon must awaken to a new life in cattle breeding. There must be less *ranchos* and more farms, and the farming must be conducted on strictly American principles.—*Oregonian.*

### Another Wendell Phillips Wanted.

The Boston Transcript says: "There never was a better chance for another Wendell Phillips than at present. There are no more human beings to release from servile bondage, but there are fifty millions of people whom the great corporations are enslaving, and millions of working men who affirm that they are already in a condition of actual slavery." Never again will the oppressed of earth know a friend and advocate like Wendell Phillips. The burning truths that fell from those proud, calm lips were of greater force than dynamite. His fearlessness was sublimity itself. There is no power like that of words that spring from a knowledge and conviction of wrong, coupled with the dignity and refinement that ever holds one above bluster and profanity. There is no courage like moral courage, that enables one to stand up for principle and defend the right against popular wrong. Yes, the world needs more than one Phillips, but it may cry out in desperation and no such will arise to plead its wrongs. He lived, worked, suffered and died, but not in vain. He left the world a rich legacy of thought and the example of a great and pure life, which is better than all else.

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