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HOME OF DOUGLAS COUNTY CREAMERY

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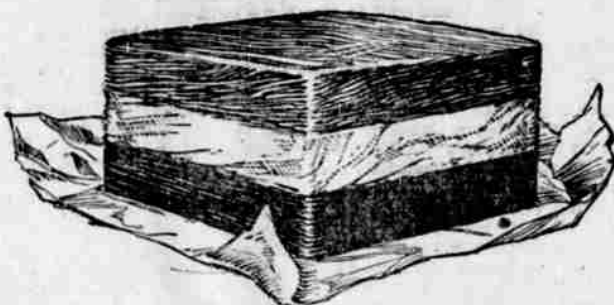
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ROSEBURG, OREGON



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SHOULD PROMPT YOU TO
USE PRODUCTS MADE IN
YOUR OWN HOME
TOWN



UMPQUA RIVER HARBOR IS ONE OF THE BEST ON THE COAST; IMPROVEMENTS PLANNED

Government to Survey Inner Harbor and to Aid Port District
In the Improvement of the Facilities for Handling
Deep Water Traffic—Umpqua, Largest River
Between Portland and Sacramento.

Official recognition of the Umpqua Harbor has been given by the United States army engineers at a hearing recently held in Washington, where a survey of the harbor was authorized. The Port of Umpqua has had a hard fight in securing development of the port, and a large sum of money has been spent with practically no assistance from the outside. Re-

cently, however, the government has appropriated funds for work on the jetty and bar, and indications are that there will be a much greater improvement during the next few years. The Umpqua river is the largest river emptying into the Pacific ocean between the Columbia river on the north and the Sacramento river on the south. It is formed by the

junction of the north and south forks which take their rise in the Cascade and Calapooia mountains about 120 miles east of the Oregon coast line elevations of about 5,000 feet and flow in a general northwesterly direction finally emptying into the Pacific ocean about 165 miles south of the Columbia river and about 443 miles north of the San Francisco Bay.

With its tributaries it drains over 4,800 square miles subject to moderately heavy rainfall. From the junction of the forks below Roseburg to Scottsburg it is a succession of rocky rapids with pools of quiet water between with varying depth and an average low water width of about 500 feet. This stretch of river is not navigable for any kind of boats at low water, nor is navigation practical at the intermediate or highest stages. The river between Scottsburg and its mouth is navigable. Boats drawing about 17 to 18½ feet loaded can navigate to a point approximately nine miles above the city of Reedsport or 19 miles from its mouth, and smaller gasoline craft can navigate between the mouth and Scottsburg, some 30 miles.

The Umpqua river for the last four miles before entering the ocean flows in a southerly direction and before any improvement had been made on the bar it was separated

from the ocean by a broad sand spit about one mile wide.

To the east and south the river is bounded by a rocky shore covered with timber. A marked indentation in the shore of Winchester is situated; which town has great promise as a summer resort and during the summer months numerous families spend their vacation on the beach.

The harbor prior to construction of the present jetty was about 900 feet in width at low water and widened to about one-half mile at high tide.

The tidal area of the Umpqua river is about nine and one-half square miles, with a mean range of tide of five feet at the ocean which extends practically undiminished from its mouth to Brandy Bar, nine miles above Reedsport, a distance of about 19 miles from the mouth. The average rise of the tide above mean low water is about six feet. The average tidal discharge of the river is about 61,000 cubic feet per second. This of course is greatly increased during spring freshets, which gives the Umpqua river first place on the Pacific coast for scouring capacity and when the Umpqua bar is improved there will be no necessity for bar dredging. This feature places the Umpqua river in a class by itself inasmuch as the original expense of jetty construction will after this construction is completed make Umpqua bar an improved project. But until this jetty is completed, these freshets have a tendency to produce changes in the position and depth of the bar channel and without proper jetties are sometimes detrimental by scouring the sands of the north spit and depositing them on the bar. For 20 miles south to Coos Bay to 23 miles north to the Siuslaw river the coast line runs nearly due north and south in a straight line with low, sandy shores backed by sand dunes, some of which rise to a height of from 200 to 300 feet at the forest line. There are no rocks or hidden dangers off the mouth of the Umpqua and the depth one mile from shore is about 19 fathoms. About four miles below Reedsport there exists a shoal with a controlling depth of about 19 feet at mean low water.

An examination of the Umpqua river between Scottsburg and Roseburg was made in 1870 by Major R. S. Williamson. This part of the river was considered worthy of some improvement at this time. An examination was made in 1871 by H. P. West. Survey of the river from Scottsburg to its mouth was ordered by act of March 3, 1875. The survey was assigned to Major Wilson and was made in 1875 under the direction of Major Gillispie. The river was considered worthy of improvement.

A preliminary examination of Umpqua bar was ordered by act of August 5, 1886, and made under direction of Captain Powell. A survey

of the Umpqua river between Scottsburg and its mouth was made under the act of August 11, 1888, and in 1890 under the direction of Capt. T. W. Symons, corps of engineers. As a result of this survey Captain Symons recommended that \$9,000 be appropriated for removing rock from the river below Scottsburg but did not recommend further appropriations at that time.

A survey of the river was made in 1894 by Lt. Graham D. Fitch, corps of engineers, under Capt. Symons and it was found that \$5,000 would be required to complete the existing project and it was recommended that this amount be appropriated.

A preliminary examination of the bar and entrance was made in 1897 by Capt. Fiske, corps of engineers, and he at that time reported unfavorably and a similar examination was made in 1902 by Major W. C. Long-witt, who also reported unfavorably, but in his report stated that where improvement of this entrance was as worthy as several of the Oregon coast harbors, where such work had been undertaken by the general government, the expenditure of \$662,000, could hardly be recommended at that time, but if the cost of this improvement could be reduced to from two-thirds to one-half of this sum, favorable recommendations

would be justified. An unfavorable report was also made in 1910 and by Major J. F. Melode, but by the foregoing it is easy to see that the unfavorable reports were rendered not so much from an economical standpoint, inasmuch as at that time of the survey made by Major W. C. Langfitt in 1902, the estimate for a complete project was only \$662,000.

A port district was organized here in 1913 and the development has been rapid since then but the government has contributed comparatively little towards development of this harbor thus far.

Under the provisions of the tri-partite agreement between the United States National Bank of Portland, the Port of Umpqua and Captain George Mayo, the government commenced work on the north jetty. The government has agreed to match the money spent on the jetty project by the Port.

The length of the projected jetty is about 7500 feet. About 4500 of that was constructed at the Port leaving a balance of 3000 feet.

The port sold bonds in the sum of \$335,000 to raise money for all purposes including the building of the dredge "Umpqua." Junior Engineer R. W. Williams is in charge of jetty construction which is underway at the present time.

Good-by, Old Year

By Grace Scribner Dawson, in Kansas City Star

GOOD-BY, Old Year, good-by, I bid you farewell tonight, And I watch you go with a bit of a sigh, But my heart is strangely light. For in my hands I hold The treasures you brought to me, Gifts more precious than wrought gold Or gems from a tropic sea. Good-by, Old Year, good-by! Smiling I watch you go; We have been good comrades, you and I, But you cannot stay, I know. The New Year stands at the door, Her promises fair I hear, But still I linger to say once more, Goodby, goodbye, Old Year. A friendship proven true, A hard task fairly done, And a love which lives to bloom anew With the light of every sun. And you bear away, Old Year, In your garments of trailing white, An old regret and the ghost of a fear As you vanish from me tonight.

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