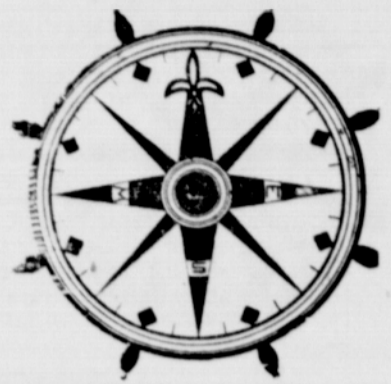


Brookings-Harbor Pilot



Nowhere a Finer Climate -- Nowhere a Finer Community

SECTION TWO

Thursday, October 25, 1956

CHETCO COVE PORT HERE LACKS ONLY REAL EFFORT

Now that the story of the Port of Brookings, as it definitely was during the fore part of this century has been told—and authoritatively so, a recap of one venture to revive it seems to be in order.

Less than ten years ago the then small Chamber of Commerce started to explore the possibilities of reviving ocean commerce from the area. Many letters were written to various large medium and small prospects, asking for an expression of their attitude in reference to what is in

the public mind today—docks at Brookings and access to the upper Rogue Valley. An example of reaction to these inquiries was that previous to them, various oil companies were tank-trucking oil products from Eureka to Grants Pass. Brookings-Harbor Chamber of Commerce letters, calling these companies' attention to what we had to offer in the way of a shorter haul, were quite interesting to them. There is a very strong possibility that inability, at the time, to follow up this interest led to

the oil companies later pitching their tank farms at Crescent City.

Most of the letters—and there were many—addressed to potential users of Brookings dockage, in the upper Rogue Valley, asked that local people come over there and tell them about our proposition. They even offered to invite their county chambers of commerce and all other businessmen to assemble so they could hear the story and were, definitely, keenly interested. The newspapers of the area were behind the plan.

That is about where the matter came to an unfortunate end. At that time, although the Chamber of Commerce was active, there were so few of them who could afford to take the time, the plan just fell flat—not because of anything avoidable but because our rapidly growing area needed every bit of attention here at home. One has to but look back, say ten years, and review the expansion of the area to realize someone, locally, had to attend to negotiations at home!

The picture has now changed, and brightly so. We now have a federal grant for the beginning of port development and we now have a commission to handle the business of the port. Government recognition of the project may be well considered the principal asset and demonstration of need for further federal expenditures should bring them—and in a hurry.

It is up to the people of the Chetco mouth area to bring about this demonstration of need. No path toward its accomplishment should be abandoned until pursued to the end. Facts and figures concerning the potentialities of, especially, volume and variety of inbound and outbound freight should be accumulated, especially in the rich area of the Upper Rogue and the coastal area of Curry and Del Norte counties. Concise presentation of probable freight from the lower Rogue should be a determining factor for the re-alignment of 101.

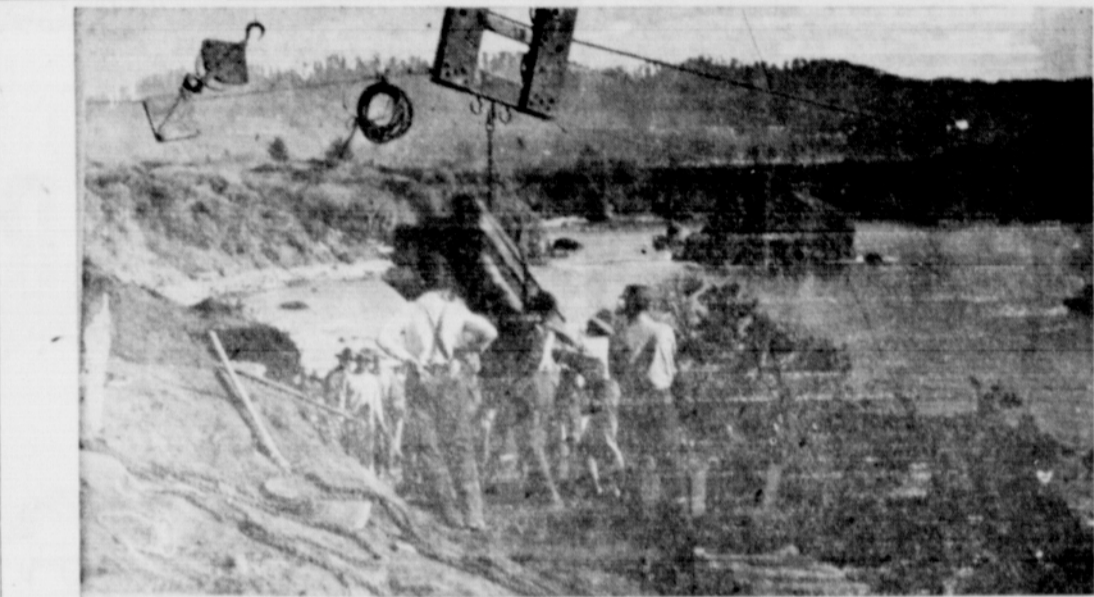
The route linking the Port of Brookings with the market area to the east is entirely an engineering problem. If the potentialities of the transportation system are presented in a tonnage-dollar and showing a definite need for the project, men skilled in the art of finding and providing the best link between dockside and warehouses should be entrusted with hooking them up.

The plan is of vital interest to everyone. As an example, when ships were hauling freight from San Francisco to dockside, Crescent City, in the middle thirties, newsprint paper, manufactured in Oregon City cost less laid down in Gold Beach via San Francisco-steamer-truck, than it did direct from the mills. The grocers at Gold Beach found it to their advantage to have their merchandise similarly shipped to Crescent City and trucked to Gold Beach.

It is more than probable that recent sonic soundings by the U. S. Engineers will show there has been little or no silting of the Brookings roadstead where the old dock and anchorage area used to be. Formerly, this minimum depth was 36 feet with good holding ground for anchors, extended over a considerable period of time as reported by Mr. Ward in his thesis. It should be further noted from his survey as published in last week's Pilot, his proposed deflection of the Chetco to sluice out the anchorage.

This lack of silting into the area should be born in mind when comparing the Port of Brookings with other ports along the coast which require very expensive maintenance costs and frequent menaces to dependable navigation.

In subsequent issues we shall publish excerpts from a survey conducted by Charles Grayshel when the matter was previously being bandied about. It will deal with tonnage-dollar figures accumulated at the time and which have since been greatly increased



and would be further, at least, with greater access to timber now being and about to be freighted to market from the lower Rogue if and when 101 is improved between the county seat and the Port of Brookings.

We are indebted to Charles Grayshel for further data on the Chetco Cove-Harbor program giving some of the points which deferred previous consideration but which are now cleared up considerably by the setting up of a port district with commissioners for the Port of Brookings.

Grayshel's research turned up the fact that in the last year of operation of the former dock at Brookings, 76 vessels cleared with lumber cargoes for San Francisco which is quite a record when one considers that there was no protection from the open sea and when it got too rough, vessels had to pull off and return when the seas calmed.

Because the dock was a private enterprise, the U. S. Army engineers would have nothing to do with development of the port. In 1950 a hearing was held in the Chetco Grange Hall at which testimonial and a revised brief was presented to the U. S. Army engineers. Unfortunately, neither fishing, shipping, lumber, nor mining people showed up at this meeting with sufficient data to warrant favorable recommendations from the Portland office of the engineers.

In July of '52 Congressman Harris Ellsworth and Colonel Lipscomb, of the Engineers, met with the directors of the Chamber of Commerce, the purpose being to acquaint the Colonel with the two proposed projects, improving the mouth of the Chetco or the development of the port (Chetco Cove). After looking the ground over and hearing the arguments, the Colonel expressed his opinion that the development of the Port had economic value. At a later meeting, that same year, Sen. Guy Cordon advised the local harbor committee to prepare complete and detailed information on the project and make personal presentation of same at Washington D. C.

The plan, as then being de-

velop, foresaw a road from the Port of Brookings toward the east to connect with the market area of the upper Rogue Valley.

In January of 1953, Mr. Grayshel prepared the results of an exhaustive survey he made in which the following statement is as pertinent today as it was then. "Before starting an all-out drive for a harbor let's be sure that we are willing to back this request with our time and financial aid. This is a MUST and cannot be done by a few men or the Board of Directors of the Chamber of Commerce. It is a task requiring united community support from start to finish and will require many months of study and preparation.

The complete brief, Grayshel reviews, should contain the following material:

(a) The nature and extent of improvements desired giving depths and widths of channel, harbor area, etc.

(b) The number and type of vessels which are now, and which would be accommodated in the fu-

ture, including draft of vessels.

(c) The annual commerce in tons, anticipated, with origin and destination, and estimated savings in transportation costs.

(d) Location and nature of terminal facilities considered necessary.

(e) Amount of local cooperation to be expected.

There should be included the potential area to be served by the Port of Brookings, all industries, at least within a radius of 50 miles, which would profit thereby. This would include a tally of all the rough lumber, finished lumber, plywood, veneer and other products, not only within 50 mile radius but also the same information from the mills of Jackson and Josephine counties, as well as other outgoing and incoming freight which could be handled more economically by water. The more available tonnage that can be included in the brief as potential tonnage will be to our advantage in convincing the U. S.

Continued on Back Page of Section Two



AS ETERNAL AS THE TIDES AND STARS



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- FAMILY MAN
- CHURCHMAN
- COMBAT VETERAN
- Several Years Law Enforcement Experience

PLEDGES "IMPARTIAL JUSTICE"

Pd. Pol. Adv.

To the Voters of Curry County

I respectfully announce that I am a candidate at the November 6th election for Justice of the Peace, 1st District. I have been appointed as Justice of the Peace pro-tem in the place of Roy H. Brown and am now acting Justice of the Peace

On the ballots the name of Roy H. Brown will appear but he has left the district and will not qualify if elected. Therefore I respectfully request that my name be written in the blank space following the printed name of Roy H. Brown. Please write as follows: "X H. G. NELSON."

If you elect me to this office I promise to give the same efficient attention to the position of Justice of the Peace that I have given my position as Municipal Judge of the City of Brookings for the past five years.

I humbly refer the electors of the county to my record as Municipal Judge during this period.

X H. G. Nelson

Auth. Paid for H. G. Nelson

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