

Early Engineers' Report on Harbor

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at \$67,200 on lumber, and \$12,300 on logs, a total of \$79,500 per annum.

26. Prior to the completion of the Oregon Coast Highway, incoming water-borne tonnage was of some consequence as the region was very difficult of access by any other means of transportation. The needs of the community are now adequately supplied in small lots, by trucks operating on a first class highway, and it does not appear there would be any material savings on inbound freight if carried in ocean carriers to an improved harbor. The construction of a railroad from the interior to serve this region has been mentioned but it does not appear that such a project will be undertaken in the near future. While a railroad would stimulate the development of the natural resources of the region and thereby alter considerably the present stalemated condition, it is doubtful that its cost would be warranted from an economic viewpoint.

(Editors Note. A pertinent fact should be borne in mind that cooperative work on the part of the U. S. F. S., and private parties have, in actual operation, roads almost connecting between Brookings, on 101, and Selma, on 199, that access development within the area is going forward, and that oil companies are reported very much interested in transporting oil from Brookings, via pipe line, to the Upper Rogue Valley.)

27. Difficulties attending navigation: It has been possible to load ships at Chetco Cove during fair weather or moderate north-west winds, however, when southerly or westerly winds with moderate to heavy seas prevail, it is virtually impossible to load ships at any location in the harbor. During the summer months of 1935 and 1936, a number of vessels were loaded with logs from rafts towed to ships' side, the ship lying at a safe anchorage in deep water, some distance from the shore. The first large vessel (the BRAND) to enter the harbor in 1936, touched on an uncharted rock during the minus tide. She immediately put out to sea and was loaded with considerable difficulty at a point three quarters of a mile southwest of the end of the wharf. Following this incident, the U. S. Coast and Geodetic Survey caused a wire drag survey to be made, thus locating a number of submerged pinnacles.

28. Prior to the foreign shipments of logs in 1935 and 1936, ships drawing not to exceed 22 feet were berthed at the outer end of the wharf and loaded with cular difficulties were experienced in berthing and loading these smaller vessels at the then existing wharf during the summer weather conditions, but during the winter season sea conditions rendered operations hazardous and, in general, impracticable. But even in summer weather it was not practicable to approach and berth at the wharf with the deep draft larger vessels used in the foreign and intercoastal trade on account of the many submerged rocks in the vicinity. The larger vessels, therefore, in 1935, and 1936 as before stated, anchored in deep water offshore and logs were towed to shipside in rafts. The difficulties in this case are rafting the logs, towing them to ships' side, and picking the logs out of the water with ships' tackle. Chetco Cove is an open roadstead and is therefore subject to all the hazards of such a port.

DISCUSSION

29. The timber stand in Curry County, Oregon, including all Species, is about 9.5 billion feet, b.m. of this amount, about 3 billion feet is naturally tributary to Chetco Cove. At the present time there is no suitable wharf for handling lumber shipments from Chetco Cove and there are no sizable mills of logs for the export trade. The last shipment of logs was made in September, 1936 and there has been no activity since that time. Logging operations have been suspended, at least temporarily.

30. The improved harbor of Crescent City, California, lies 28 miles south of Chetco Cove, by highway, and this harbor, from standpoint, is a natural outlet for the territory south of Pistol River Mountain, a high ridge which, in effect, is a barrier between Chetco Cove and the harbors to the north.

31. The projecting headland of Chetco Point protects the cove from the northwest seas so that a topographical and geographical is a fair summer harbor though there are a number of submerged rock pinnacles which makes navigation hazardous, even to mode-

rate draft ships. There is no protection, however, against south-westerly storms and the construction of a breakwater is desired by local interests so that ships could be loaded at nearly any time of year. In addition to the construction of a breakwater extending about 2,000 feet south-easterly from the extremity of Chetco Point, local interests desire the removal of rock pinnacles in the harbor. Such an improvement would benefit shipping and would facilitate the storing of logs and assembling of log rafts within a protected area. Complete protection would not be afforded, however, as the harbor would still be exposed, in some degree, to the sweep of southerly storms.

32. In the event that lumber production at Chetco Cove were an actuality and if suitable facilities for loading ships were available, the saving on lumber and log shipments that would result from an improved harbor would not be sufficient to justify the expenditures necessary to provide and maintain a suitable improvement. Savings on other commerce, such as general merchandise or on the movement of ores cannot be anticipated in view of the present and probably future small population to be served and the undeveloped condition of the region.

Bill Herman Recruit

William C. Herman, son of Mr. and Mrs. Roderick M. Hermann of 212 W. Hare St., Brookings, Oregon, completed recruit training November 9 at the Marine Corps Recruit Depot, San Diego, California.

Relatives and friends of many of the new Marines were on hand to witness the graduation ceremonies.

Oregon Per Capita Car Registration

Oregon could easily transport every person in the state in the

The twelve week training schedule included drill, bayonet training, physical conditioning, parades and other military subjects.

Three weeks were spent on the rifle range where the recruits fired the M-1 rifle and received instruction in basic Marine infantry weapons.

privately owned passenger cars registered in 1955—and there would be plenty of room for baggage, according to the Oregon State Motor Association.

Figures compiled on per capita motor vehicle registration for 1955 show that Oregon had one passenger car for every 2.6 persons in the state. In that respect, Oregon was in a tie for fourth place in per capita registration, having the same ratio as Michigan.

In the first place is the state of Nevada with a ratio of 2.4 per-

Aboard Philippine Sea

Don Blachley, son of Frank Blachley, left San Diego recently aboard the Philippine Sea, in its hasty departure because of the world crisis. Blachley, a chief, is serving in the Helicopter division, and has three years to serve before retirement.

tions, Oregon stand in 28th place, while Nevada is last with 94,505 cars.



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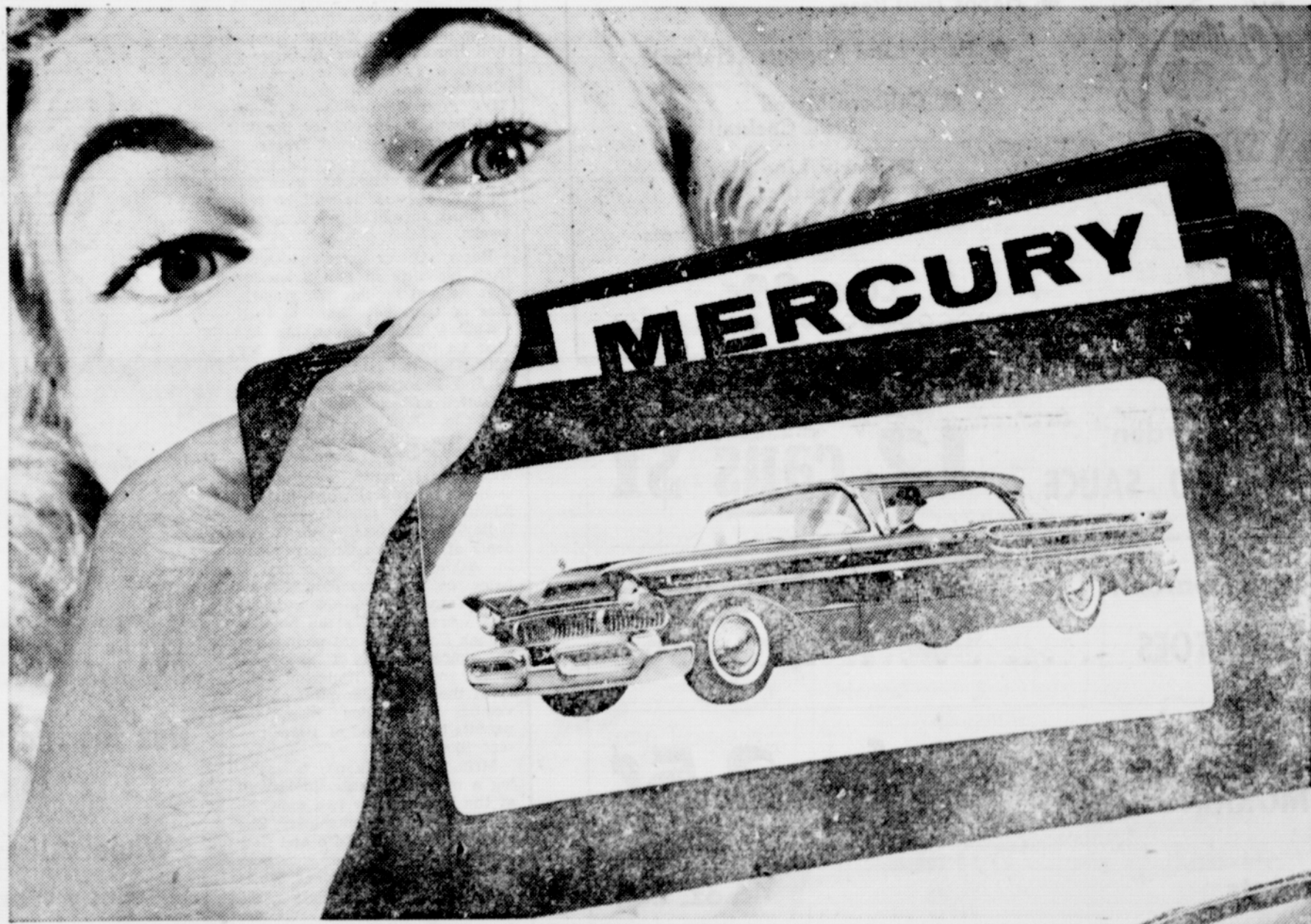
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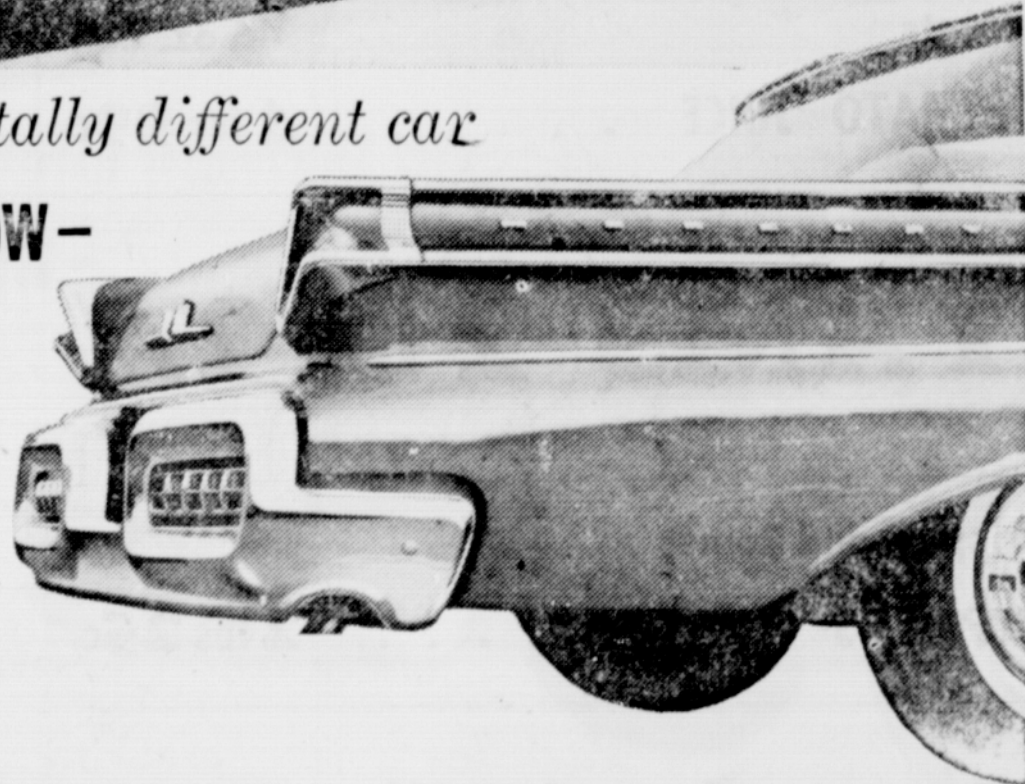
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DUNNING MOTORS

Highway 101

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Brookings, Oregon