

## PORT COMMISSION REPORT

Prepared and Submitted by H. C. Diers, Chairman of the Commission

As chairman of the provisional Port of Coos Bay Committee, the members of which were appointed by the North Bend and Marshfield Chambers of Commerce, I beg leave to make the following report as to the progress of the work.

The following named men constitute the commission:

The North Bend Chamber of Commerce appointed H. C. Diers, Thomas B. James, Carl Albrecht and Eugene L. Robinson, and the Marshfield Chamber of Commerce appointed W. Grimes, Frank B. Waite, James H. Flanagan and Henry Sengstacken. At a meeting of this joint committee which was held Aug. 14th, 1907, at Marshfield, a permanent organization of the provisional Port of Coos Bay Commission was effected and the following officers elected and appointments made:

H. C. Diers, Chairman.

Henry Sengstacken, Secretary.

A committee of three, consisting of H. C. Diers, James H. Flanagan, and Henry Sengstacken to determine and recommend to the wharf and tide land owners as to the advisability of changing the present harbor lines and also to recommend to the property holders of Coos Bay a plan for the organization of a permanent Port of Coos Bay commission. The object, purpose and occupation of this commission shall be to so improve the harbor of Coos Bay that it will have a ship channel of good and sufficient width, and having a depth at all points at mean low water between the head of navigation and the sea, of not less than thirty-five feet.

In taking up this work the committee was empowered to employ an engineer and incur other necessary expenses to accomplish the work for which this provisional commission was organized. Eugene L. Robinson was appointed engineer to prepare the maps, indicating the proposed change in harbor lines and the boundary lines of the port district so that an intelligent idea may be gained by all those interested in the improvement of Coos Bay. In carrying on this work, numerous legal questions will from time to time come up and it was advised that an attorney be employed to keep the committee advised as to the law in the matter as the work progresses. Mr. Francis H. Clarke has been appointed to handle this part of the work.

The first work that this commission has taken up through its sub-committee is getting the consent of the wharf and tide land owners to have the harbor lines changed so that there will be a wide ship channel from Isthmus Inlet to a point opposite Glasgow. A map has been prepared showing the present harbor lines and the proposed change. This work is so far advanced as to indicate to the commission that over 90 per cent of the wharf and tide land owners favor the change in the present harbor lines. However, there will be some opposition in changing the lines in the water front at Marshfield. It is proposed—and I understand that the United States will agree to it—to extend the harbor line out into the channel twenty feet with the understanding that the water front property owners give twenty feet, making it a forty-foot public highway the full length of the Marshfield water front. To this proposition several individual water front owners are very strongly opposed. Whether or not the commission will be able to get them to agree to the giving of twenty feet is a question that cannot be answered at this time; but, however, it is argued by those who have given the Coos Bay water front a study that the state might have something to say as to that part which lies between the harbor line and the low water line.

The Circuit Court of appeals in the Oakland water front case holds that the land between the low water line and the harbor line belongs to the public, and that the state cannot dispose of it. If this decision applies to Oregon, every piece of land in Coos Bay which is located between the low water line and the present established harbor line, is state property and can only be used for the use of the general public.

Mr. Clarke is now investigating, and the commission will later on be able to give more definite information on this question. The commission is also having a map prepared showing the boundary lines of the proposed Port of Coos Bay territory. When completed, the map will accompany a detailed report showing the commerce in and out of the port, and the value of taxable property that will come within the proposed territory to be taxed for harbor improvement purposes. A great many

people who are interested in Coos Bay as yet do not seem to understand why the harbor lines should be changed, and the reason for this agitation, and why property should be taxed for the purpose of improving this harbor. They wish to know what warrant there is for such improvement and what reasons have induced the business men of the Marshfield and North Bend Chambers of Commerce to lend their support to the movement for a port commission. I think it devolves upon this provisional commission to answer that question at this time, so that all those who have interests tributary to Coos Bay may have an exact and detailed knowledge of what the improvements of the harbor means to them and the country tributary to it.

In the first place Coos Bay is the undisputed gateway to all the wide acres of southwestern Oregon, and with the coming of railroads, a considerable portion of adjacent territory extending into Idaho and Northern California. Every pound of produce, of whatever nature, that comes from this great tributary territory is increased in value by the harbor facilities of Coos Bay, and every dollar expended in increasing these facilities is a dollar spent to increase the value of the product of our farms, our mines, our forests and our factories.

The Coos Bay harbor is a tangible asset, and belongs as much to the man who has a farm in the valleys and foothills of the coast range, or he who has a mine in the heart of the mountain, or the one who has his logging camp in the vast forest, as it does to the one who has built his home within the sound of the waves which idly lap the sides of the vessel waiting to carry the products of the Coos Bay country to the markets of the world. Coos Bay Harbor and the producers are independent to a degree, but it goes without saying that the producer is much more independent on the harbor than the harbor on the producer. The traffic of a harbor is dependent upon the cargoes that come and go, but the harbor itself may have existed since time began. The utility of the harbor, consequently, is dependent upon its tributary country, and the better the shipping facilities of the harbor, the better the opportunity for the country to reach a wider market and increased prices for its produce.

Coos Bay Harbor then being its tributary country's most material asset, it behooves every one interested in the Coos Bay country to give countenance to every effort which has for its object the betterment of this port in order that every industry may be encouraged and advanced. There can be no question but what the Coos Bay harbor will be the making of a large city on its shores. If there had been no harbor here no thought would ever be given to the building of a city, either large or small. It is the harbor that will make greater Coos Bay and when one looks at the harbor and Coos Bay at large and realizes its magnificence, he needs no further assurance of the magnificence of a large city. He knows instinctively that there are great things in store for the citizens of Coos Bay, but when he assays to foretell how great these things may be simply becomes lost in the contemplation of boundless possibilities; it is beyond the power of human imagination to compass either in whole or in detail Coos Bay and its tributary country's ultimate development. This thought should be the main spring of all endeavor for the upbuilding and betterment of commerce of the Coos Bay country. Coos Bay commerce is to be very largely maritime, and this fact brings up at once to the very core of the question, and opens at once to view the paramount importance of developing Coos Bay's water front.

The Coos Bay country is an epitome of the whole world on a liberal and practical scale, and this marvelous variety is due not so much to the size of the country as to its peculiar physical form and topography; and the chief elements of this topography are the mountains, foothills, valleys, rivers, lakes and the sea. These are the great essentials that produce the unique set of climates that are in turn the cause of the wonderful variety in productions and industries. While the high mountain ranges are the guardians shielding the Coos Bay country from the Arctic blasts in the winter, and from the furnace breaths of the desert in the summer. But of all the vast resources the most important are lumber and coal. We have over one hundred billion feet of timber in the Coos Bay country and fifty billion feet of that timber will pass through

this port. While going to its destination, the ports of the world, at one million feet to the cargo, will require 50,000 vessels to transport this timber. Five vessels a day would take forty years to transport it. There is not another seaport anywhere to be found that has as much timber directly tributary to it as Coos Bay. Then we have here the coal fields, the mineral and farm products and the merchandise and manufactured articles to be transported; thus it will be seen that all these vast resources, awaiting to be manufactured and transported to the markets abroad, that it is the harbor alone that draws trade and puts in operation the law of least resistance. Good harbors on the Pacific coast are rare, and are less than the number of fingers on one hand. So let us plan the future improvements of the Coos Bay harbor on such broad and magnificent scale that its facilities will be such so that it will give opportunity to every industry in the Coos Bay country to reach the markets of the world through the cheapest known means of transportation, and which brings to this port for distribution the products of the world, making an interchange that will tend directly to the development of every industry in Southwestern Oregon.

Submitted Sept. 6, 1907.

H. C. Diers, Chairman.

### Notice.

—The Coos Bay Ice & Cold Storage company, will until further notice make their deliveries at 8 a. m., and 3 p. m. C. E. Nicholson, Manager.

### Gone to Claims.

Messrs. George Langor, Thos. Guerin, Guy Guerin and Mr. Berry, of Myrtle Point, came through Marshfield yesterday on their way to the Loon Lake country where they have timber claims. They took the Alert in the afternoon and will start this morning from Allegany.

—Lowney's American Beauty chocolates—Lockhart-Parson Drug Co.

### Seven Mile Camp Closed Down.

Nonda Anderson of the Coquille region, was in town yesterday from the Johnson Lumber Co., Seven Mile camp, which has been closed down temporarily. Mr. Anderson is manager of that camp and has been with the company for four years.

### Launch For Sale.

22-Foot gasoline launch; glass cabin; neat and speedy. For sale, cash or terms, or will trade for real estate. Want to sell this week. Edgar L. Wheeler

### Roseburg Race Results.

—Will be received every evening during the meet at the Bell Cord Saloon.

## WANT ADS

Rates—5c line first time, 3c line each succeeding insertion

Try a Times want ad.

FOR SALE—26 feet new power fishing boat. Apply Max Timmerman.

WANTED—Girl bookkeeper for general merchandise store. Address box 209, Marshfield, Ore.

FOR SALE—Eight-room house and lot on Mead street, just north of M. E. church. Price, \$1800, cash. J. S. Edmunds, North Bend, or F. L. Sumner, Marshfield, Ore.

WANTED—Anyone having goods to store call at Taylor's Piano House on Broadway, near C. street. Large warehouse just completed. Terms reasonable.

FOR SALE—Pure bred Brown Leghorn cockrels. \$2.50 each. See Jack Flanagan.

WANTED—Dishwasher and dining room girl. Hotel Oregon.

WANTED—Ten tons No. 1 grass hay. Charles E. Jordan. East Marshfield.

FOR SALE—4-horse power 4-cycle gasoline as good as new, been used 6 months in pleasure boat. Inquire L. A. Frye, North Bend.

WANTED—Girl to do general house work. Write direct, C. F. Times office.

FOR RENT—Half a store with nice large windows. Call at Taylor Piano House.

LOST—Bunch keys. At least 8 or 10. One large brass door key. Return to Capt. Edwards, Alert.

FOR RENT—Elegantly furnished housekeeping and bed rooms close in. Reasonable. Coos Bay Auction Company.

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