

COL. ROESSLER'S STORY OF COOS BAY HARBOR'S NEEDS

Government Engineer's Review of Work Done and Projected.

PAYS TRIBUTE TO FUTURE OF PORT.

Recommendations For \$500,000 Appropriation For Dredging.

Copies of the reports and letters concerning the proposed improvement of the harbor and channel of Coos Bay, which were submitted to Congress a few weeks ago, have just been received on Coos Bay and are of much interest here. The report is printed and includes the communications which passed between the office of the chief of U. S. engineers and Col. S. W. Roessler, engineer in charge of the government work on the Pacific coast.

The matter is of decided interest as it will be taken up shortly after congress convenes again. The report and recommendation for the improvement on Coos Bay was submitted to the last congress about ten days before the adjournment, too late to secure action then.

Col. Roessler includes a brief history of the previous improvement work on the harbor and bar. The North Jetty cost \$700,000 and the little dredging of the interior channel about \$40,000. He states that the outer 1,000 feet of the jetty was raised by placing 209,000 tons of stone on it in 1900 to a height of 20 to 29 feet above low water. The width of the exterior of the jetty was 35 feet at the highest point, 100 feet at low tide level and 200 feet at the base. In the six years following the completion of the work, the force of the waves has battered the outer end of the jetty down until the last 800 feet now has a depth of 5 to 20 feet of water over it at low tide.

Plan For Channel.
Col. Roessler says that the jetty project has been very successful and has maintained the depth of the bar although the bar has advanced about 1,200 feet seaward since the jetty was completed.

Concerning the dredging of the channel, Mr. Roessler says that the lower end of the bottom consists of sand and mud washed in by the Coos river. He says:

"A depth of eighteen feet at mean lower tide will adequately accommodate at all stages of the tide the regular steamers now plying to that port, and vessels of twenty-two feet draft at mean high tide, the mean tidal range being five feet. The width of the channel proposed is 300 feet opposite the towns of North Bend and Marshfield, and 200 feet at other points. To excavate such material and if authorized, it is proposed to do this with a scow dredge now under construction."

Costs of Projects.
Mr. Roessler's recommendations for the improvement of Coos Bay includes two projects, designated as No. 1 and No. 2. The No. 1 project is one that he endorses and urges adopted now. It provides merely for dredging the bar with a hydraulic dredge and the harbor channel with another. This will require the following expenditures:
Hydraulic seagoing dredge, \$350,000
1,000,000 yds. channel dredging, 120,000
Superintendence, etc., 30,000

Total, \$500,000
Annual maintenance:
Dredging on bar, \$50,000
Dredging inside channel, 10,000

Total, \$60,000
Project No. 2 which submits for consideration includes the expenditure of \$1,869,500 on the north jetty and \$331,000 on the south jetty, making a total of \$2,200,500. He also includes in this an annual maintenance fund of \$60,000 for dredging.

Delay Has Been Costly.
Concerning the apparently high cost of the jetty work, Mr. Roessler says:

"One of the extraordinary items is that of \$175,000 for wharf, buildings, pile driver, trestle, engine, derricks, etc. The terminal facilities for the North Jetty which were in good condition when work was suspended on the completion of the jetty are in such poor condition at the present time from lapse of time and decay that a reconstruction of wharf, buildings and tracks will be necessary before any new work is done. The machinery and transportation equipment, such as pile drivers, locomotives, and hoisting engines are old and long out of use and would probably have to be replaced by new equipment. The estimate has therefore been made to cover an entire new terminal and transportation outfit. Another item is that of \$586,800 for concrete blocks."

The latter is in order to obtain blocks weighing at least forty tons to withstand the force of the waves. Mr. Roessler says that no rocks weighing more than seventeen tons can be secured any place near Coos Bay, and he believes that it would be best to rely on concrete for the work.

Coos Bay Traffic.
Col. Roessler says that the weather is such that the work may be pushed to good advantage for at least six months out of the year. He includes table of the incoming and outgoing traffic for several years, the tonnage for 1906 being estimated at 184,455 and the value at \$5,900,017 against 178,945 tons valued at \$3,901,906 in 1905. In touching on the probable increase in business, Colonel Roessler says:

"The Southern Pacific is constructing a railroad from the main line at Drain, Oregon to Coos Bay, about 81 miles long, via the valley of the Umpqua river. The town of New North Bend, about three miles below Marshfield, has grown from a small mill site to a place of about 1,500 inhabitants within the last five years. The only coal mines of any extent thus far worked in Oregon are tributary to Coos Bay."

In concluding his report, Col. Roessler says:
Col. Lockwood's View.
In submitting Col. Roessler's report to Congress, D. W. Lockwood, Colonel Corps of Engineers and senior member of the board, says:

"After a full study and discussion of the subject, the board has arrived at the conclusion that the work of restoring and extending the jetties is not justified by the present commerce involved, but that the locality is worthy of improvement by dredging in accordance with plan at an estimated cost of \$500,000. This plan has the decided advantages of providing a 1st-class sea-going dredge which may perhaps be available for use at other localities if it is found from experience that its use will not be continuously required at Coos Bay to maintain the necessary depth."

"Assuming 200,000 tons to be a conservative estimate of the present traffic, and 4 per cent as the interest charge upon the original estimate, and taking the annual maintenance charges at the figures above given, the cost of the improvement to the United States for Project No. 1 will be 40 cents per ton for each ton of freight carried in and out of the harbor, and for Project No. 2 \$1.35 per ton of freight carried."

"Manifestly a favorable consideration of either project, especially the larger one, must rest upon future prospects rather than upon present business. It is, of course, impossible to predict what increase in tonnage may be looked for in five or ten years, but it is safe to say the increase will be large. A new lumber mill of large capacity will be put in operation this year, and more than double the tonnage in lumber and more mills or enlargements of present ones may be expected to follow. Only a small amount of coal is shipped out of the harbor, and the development of the coal mines is only in the preliminary stage for the reason, it is alleged, that coal can not be advantageously shipped except in vessels of 2,000 or 3,000 tons carrying capacity—vessels too large to be brought through the bay channel and across the bar. A large increase in the coal shipments may be expected to follow the deepening of the bay channel and a further deepening of the bar channel. In brief, the country back of Coos Bay is new, its development only begun, and its prospects bright under conditions of economical transportation to the principal markets of the coast."

"It is my opinion that Coos Bay is worthy of improvement by the United States under present conditions to the extent indicated in Project No. 1, and that the execution of this project will increase the depth on the ocean bar and give the required depth of channel in the inner bay. On account of the great cost of the jetty work of Project No. 2 it is thought that this may advantageously be postponed until the bar dredge has been given a fair trial and has demonstrated whether or not dredging alone will give enough depth on the bar to meet the needs of the port."

WILL IMPROVE BANDON BAR

Business Men to Raise Fund of \$6,000 For Improvements In Harbor.

BANDON, June 18.—The Bandon Recorder says:

"A meeting of prominent business men of this part of Coos county was held recently in Judge Geo. P. Topping's office to discuss the question of straightening the channel of the Coquille river from the government dock back of Breuer's store to the end of the government jetty, a distance of 1995 feet.

"Among those present were: A. F. Estabrook, John Kronenberg, L. J. Cody, M. J. McKenna, Wm. Hickling, R. H. Rosa, E. H. Fish, M. F. Shoemaker and Elbert Dyer.

"The plan is to drive a straight row of piling from the dock to the end of the jetty. This would change the course of the water sufficient to do away with the whirlpool which is now made by the bend in the river, and the sand would thus be washed out and make a channel of deep water which would extend from the mouth of the river to Cody's mill, and would thus enable the vessels to sail up the river with greater ease, and would also permit of larger vessels coming into this harbor.

"The estimated cost of this project is about \$6,000, approximately, half of which was subscribed at the meeting by those present.

"A committee, consisting of Messrs. Fish, Kronenberg and Dyer, was appointed to secure the remainder of the money needed, and the prospects are that it will all be secured in a short time.

Pulp Mill Fund.
"The subscriptions to the Bandon Paper and Pulp Mill are growing constantly, about four thousand dollars having been added recently, and Col. C. T. Blumenrother, who has the work of subscriptions in charge, says that the remainder that is needed is being arranged for and will be forth coming in a short time, so that now the big industry for Bandon is an assured fact. Mr. Blumenrother states that Coos Bay capitalists are anxious to finance the proposition, but in that instance it would be built on Coos Bay, but Bandon people will take up the proposition and retain it for this place."

Bandon Man Dead.
"Word has just been received here to the effect that Roy McEwan better known here as Roy Fagan, died in Honolulu May 8th of diphtheria. He was one of the assistant engineers on a boat running between Honolulu and Canada and was taken sick while on a voyage. After reaching Honolulu he was taken to a hospital where he died a few days later. Mr. McEwan was quite well-known in Bandon having been here for a number of years. He was a grand-son of Mrs. F. E. Dyer of this city."

BUYS WIFE AND NINE CHILDREN FOR \$300.
Husband Denies the Consideration and Wants His Family Returned to Him.

SAGINAW, Mich., June 20.—A domestic tangle of an unusual character in Buena Vista, a suburb, is now receiving attention in the courts.
Joseph Ratajczak boarded at the home of Otto Rottenberg. It is alleged that Rottenberg came home from work one evening and found the doors of his domicile locked against him, with the boarder in hostile possession of Rottenberg's house, wife and nine children. Rottenberg sued Ratajczak for alienating the affections of his wife, whereupon she commenced proceedings for divorce.

Now Rottenberg has caused the arrest of his wife, Catherina, and the alleged interloper on a criminal charge.

Ratajczak says he paid Rottenberg \$300 in settlement of all claims and on a bargain that he should leave him in undisputed possession of the premises, wife, babies and all. Rottenberg says the money was for other claims, but admits he went to the house and asked Catherina to choose between them, and that she took the boarder.

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Physician and Surgeon.
Office second floor of Flanagan and Bennett New Bank Building.
Residence, two blocks north of Crystal Theater. Office Phone 1431. Residence Phone 656.

Lawyers.

Francis H. Clarke Jacob M. Blake
Lawrence A. Liljequist
CLARKE, BLAKE & LILJEQUIST,
ATTORNEYS-AT-LAW
Times Building, Marshfield, Ore.
United States Commissioner's Office.

J. W. BENNETT,
Office over Flanagan & Bennett Bank
Marshfield, Oregon

COKE & COKE,
Attorneys at Law.
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