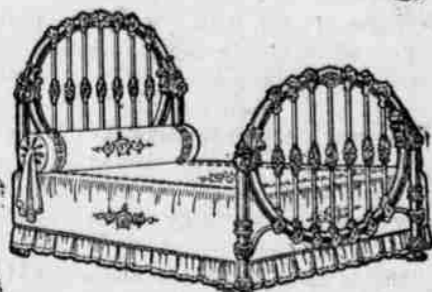
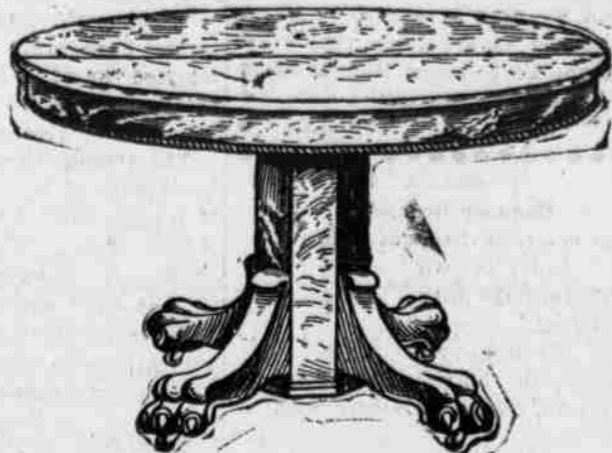


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COOS BAY BAR IMPROVEMENT

When Congressman Hawley comes to the Bay to attend the Oregon-Idaho Development Congress, this month, it would be well to urge on him the necessity of preventing any appropriation being granted by congress for the Coos Bay bar that specifies the use of a dredge. Tell him in plain terms that we don't want it for that purpose. This brilliant idea of digging a ditch in moving sand, we understand originated in the fertile brain of Col. Roessler, who had prepared his report and recommendations before Major McIndoe succeeded him in charge of this district. Roessler concedes that the jetty has proved a great success here, but to make it permanent, he estimates, would cost over \$2,000,000, the expenditure of which sum, he says, the commercial importance of the port would not justify. Consequently he proposes a big suction dredge, which is to suck up the thousands of tons of sand that are washed over the sunken jetty each year by the northerly current, and, when the big sucker gets her hold full, she is to go out on the bosom of the broad Pacific and discharge, while the Coos Bay suckers are supposed to throw up their hats and applaud the wonderful genius which inspired the originator of that scheme. What means he has provided for keeping the sand out of the hole dug by the dredge while the load is being dumped, he doesn't say. Maybe some of Coos Bay's ardent friends at Portland could suggest something. They would be willing to see any experiment tried here rather than have jetty construction continued, which has accomplished such wonderful benefit with the expenditure of such a trivial amount as compared with the millions of dollars spent on the Columbia.

In regard to Col. Roessler's contention that the commerce of the port wouldn't justify an expenditure of \$2,000,000 (estimated) to build a permanent jetty at the mouth of the harbor, a short history of the government work done here, and of the original estimate for jetty construction, might prove interesting. The act of June 18, 1878, required a survey of the entrance to the bay and an estimate of the cost of the improvement proper to be made. The examination was made by Col. Wilson, and in his report, submitted subsequently he recommended that two retaining walls be constructed; the lower and most important of which was to start on the east side of the bay, about a mile and a half from Coos Head, and run across the spit; the upper wall was to be parallel to this and at about a distance equal to the width of the channel at that time. The total cost of the two walls was estimated at \$972,000. The project was approved, and in 1879 the sum of \$40,000 was granted for commencement of the work. Lieut. Payson was appointed to take charge, and on April, 1880, the first crib filled with rock was sunk in the construction of what is generally known as the old Rocky Point jetty. Further appropriations of \$30,000; \$33,750, and \$50,000, were made from time to time, and when the water got too deep for crib work, a contract was awarded to P. O'Neil, of Portland, to dump rock. When this last addition to the crib jetty had been made, it began to dawn upon the U. S. Engineers that the project would not bring the harbor up to the standard which its condition at that time and "future prospects of its commerce demanded." By a special order of July 16, 1889, the Board of Engineers was directed to reconvene at Coos Bay for a further consideration of the improvements necessary. This resulted in a supplementary project for improvement being submitted to the Chief of Engineers, which consisted in the construction of two jetties crossing the crest of the bar in two parallel lines at a distance apart of 1,500 feet; a north jetty resting on the south end of the north spit, and a south jetty resting on Coos Head; both jetties to be of riprap stone, laid as far as practicable on mattresses three or four feet thick, and rising to high water. The estimate for this work was \$2,466,412. This new project was approved, and J. S. Polhemus, assistant engineer, arrived here on the government boat, General Wright, in December, 1890, to commence work on the North Spit jetty, with an available appropriation of \$125,000. In Mr. Polhemus' report, submitted in June

1891, he concludes as follows: "The plan of improvement now in course of being carried out has been projected with due regard to the future prospects of a commerce varying in kind as well as degree from that hitherto conducted, and there is no doubt that the progress and completion of the work will be accompanied by a development of trade which will fully justify the large expenditure of money required."

For the year ending June, 1891, when this report was made, the lumber shipments from the Bay aggregated 40,000,000 feet. At the present time the shipments amount to 125,000,000, and other shipments have also increased, some of them in far greater proportion, for instance, dairy and agricultural products. And it should be remembered that this development of the resources of the country was brought about by the expenditure of one-third of the original estimate of the Board of Engineers. The object was to obtain a depth of 18 feet of water on the bar at low tide, and when the government soundings show a depth of from 20 to 22 feet at low tide, the improvement is considered complete.

With the dredging of the harbor, a work which will be carried on by the Port of Coos Bay, a deeper bar channel will be necessary to accommodate the larger vessels that will be engaged in the bay trade. It was therefore desired that a survey of the entrance be made, which was done by Mr. Carroil last year, and it was hoped the Board of Engineers would recommend an appropriation for making the present jetty permanent, and for continuing the same for a comparatively short distance seaward where the tidal currents would carry the sand scoured out by the ebb tides into the ocean depths. This project would keep drifting sand out of the bar channel, and would result in scouring the bar to a depth sufficient to accommodate the largest merchant vessels. The U. S. Engineers agree on this, and all recommend the jetty to accomplish it. Col. Roessler, himself, admitted that the jetty had proved a grand success; but his estimate of \$2,000,000 to maintain it was more, in his opinion, than our commercial importance demanded. Funny, isn't it? When our commerce wasn't one-third of what it is now, a project submitted by the Board of Engineers to cost nearly two and one-half millions of dollars was approved, and the prediction of Mr. Polhemus of a "development of trade" has been verified. Roessler couldn't see any development of trade ahead; but there may have been others who could see too great a development by making a deep water harbor at Coos Bay, which can be done at a trifling cost as compared with the continual expenditure necessary to keep the Columbia river open for deep draft vessels.

There was a time, not so long ago either, when Portland business interests openly advocated the cutting off of all appropriations for Oregon ports, except the Columbia. They claimed that there was only one shipping port of consequence in the state, and that it ought to have all the government aid that would go to Oregon. Their contention was, that if other ports were recognized, the amount that congress would grant the state of Oregon would be divided up, so that the large sum needed for the Columbia river bar could not be secured. They used their influence with this object in view, and it might be added also that they were more or less successful.

There is another matter also which suggests the presence of a colored gentleman in the woodpile. We refer to the dredge Oregon now at work on the bay. The Engineer Department recommended that a dredge be built for harbor work in Coos Bay. She was to be built on Coos Bay, built for Coos Bay, and called Coos Bay. Senator Fulton, who lives on the Columbia and whose interests are naturally there, did not present this bill in Congress until the close of the session, and then he changed the wording so as to read, "for use in the harbors of the Oregon and Washington coast." He said he was afraid the bill wouldn't pass if it was stated specifically that the dredge was to be used solely on Coos Bay, and therefore that he had changed the wording; but we were assured that the change would make no difference; that the dredge was intended for Coos Bay and that it would remain here permanently. Well, it won't. The dredge will leave here this fall, and we had better take a good look at her while she's here, for the chances are about 100 to 1 that we'll never see her again.

If Uncle Sam is willing to appro-

NEWS FROM CURRY COUNTY

Events There As Told By The Port Orford Tribune.

Rev. John Hughes has been visiting his parental home at Cape Blanco during the past week. Mr. Hughes is a Catholic priest stationed in Portland.

Deputy Game Warden Morgan of Coos, arrived here Sunday, and in company with Deputy Lane of Curry will keep tab on the army of hunters.

A party consisting of Mr. Carter, the Myrtle Point timber buyer, and Mr. Brusckie and Mr. Hogue have been looking up timber lands and business propositions in and around Port Orford for the past few days.

Mrs. Eva Crockett of Gold Beach, who was operated upon by Dr. Tyler of Smith River, Cal., for cancer of the breast stood the severe trial with splendid fortitude, and has recovered sufficiently to return home.

Hon. Walter Sutton was a visitor to the Tribune office yesterday, and informed us that he would not accept the appointment of Justice of the Peace which appointment was made inadvisably by the last County Court.

While mining on the Sullivan claim on Cape Blanco beach, Mr. Phelps had the good luck to find a pint bottle full of amalgam and platinum, which had evidently been lost in early days. The find is worth two or three hundred dollars.

Ed. Gallier came down from Bandon last Wednesday, bringing with him R. M. Cobban of Missoula, Mont., and E. Hughes of Portland, said to be capitalists, who are investigating the possibilities of a railroad from Bandon to Port Orford with a view to invest in the proposition, which is undoubtedly one of the very best along our entire coast.

GOLD BEACH NEWS.

Curry County Items Glanced From The Globe.

The Medford Tribune advocates the secession of Southern Oregon and Northern California from their mother states and forming a new state to be known as Siskiyou.

It is claimed that a gentleman interested with the Hume brothers looked the fishing grounds of the Hume estate over very carefully last week and will be a bidder on the property when the time comes.

Quite a number of prospectors are in the Iron Mountain country this summer. Mr. Cook and Mr. Sweetman are camped with R. T. Meserve on his Rock Creek mine. These gentlemen are from Marshfield.

Owing to a difference of opinions in running the Fish, Jack Melville who was captain of her, resigned his position while in the harbor here last Friday. Clyde Chase, determined not to be stuck by a little thing like that, assumed command and started for Marshfield. He crossed the bar as nice as any old bar captain could have done. The way he blew the whistle, gave assurance that he was equal to the occasion.

private \$350,000 for the improvement of the Coos Bay bar, let it be for the purpose of helping to maintain the present jetty, the outer end of which is now many feet below low water mark. To an ordinary individual, who never had the benefit of a course at West Point, it would seem that maintaining the jetty and thus keeping the sand out of the bar channel, would be a much better method than allowing the sand to drift into the channel, to try an experiment which cannot help but be a rank failure where immense bodies of sand are constantly being moved by currents, tides and action of the waves.—Coos Bay News.

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