

A MUNICIPAL DOCK FOR MARSHFIELD

(Continued from Page One.)

ports owned and controls public docks and warehouses.

Municipal Docks in United States.

In the United States the large cities of the Atlantic and Pacific have realized the importance of a public dock aside from the docks owned and operated by private steamship lines.

Not only the ocean ports, but the large river and lake ports have built and are now building large concrete piers equipped with modern machinery for handling all classes of freight economically and quickly.

Docks on Pacific Coast.

The most important dock on the Pacific Coast is the one now being completed at Los Angeles or San Pedro proper at an expense of nearly five million dollars.

In San Francisco the Harbor Commissioners built six piers 126 to 200 feet wide and 675 to 900 feet long, with reinforced concrete piers and deck and with sheds of steel and concrete at a cost of three million dollars.

In Seattle.

The Port Commission of Seattle has under way plans for the construction of perhaps the most elaborate municipal dock system on the Pacific Coast and a bond issue has been authorized for seven million dollars.

In Portland.

In Portland the commission of public docks has completed municipal dock number one, which is 613 feet long and 110 feet wide, at an expense of \$210,000.

It is therefore evident that the subject of municipal ownership of docks is not a new one, nor is it an experiment, but it has been successfully accepted as the solution of a great question.

Do not understand, however, that municipal docks interfere in an unfair way with private owned docks, warehouses or elevators. On the contrary it stimulates marine shipping and encourages the private operation of utilities created at public expense.

The cities of this country have of individual's efforts without a for the most part grown as the result of civic purpose and unconscious of definite civic ends to be achieved but lately a change has been taking place, the individual has associated himself with other individuals, and corporations have been formed in order to accomplish the great things

the individual could not achieve alone.

Naturally this change has been reflected to our civic life and municipalities are awakening to the realization of keener commercial competition; the municipalities have discovered that the concern or place which produces or transmits business with the greatest economy will be able to underbid its competitors.

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Docks for Marshfield.

Marshfield should secure necessarily, if possible, by condemnation proceedings if necessary, a site at least 2500 feet long midway on the bay that in years to come will give her dockage facilities second to none.

I believe the Port of Coos Bay Commission should have the power to handle the public dock proposition for this harbor and authority to levy special and regular taxes upon the property of the district for this purpose.

Another element which should be taken into consideration in the issue of municipal bonds, especially in such a case as this under discussion, is the effect that the contemplated issue, if consummated, will have on the rate of taxation.

Regarding the location of a municipal dock we have a most natural site in the waterfront property lying in front of Ferndale and south of the stave mill.

There is a great future for Coos Bay and we should exercise forethought and perfect plans, and be alive to the necessities of this future.

And as I said before, I think that the municipal dock question is the live question of today.

Should Bonds Be Voted In Aid of the Proposed Railroad from Roseburg?

The following is the full text of the address by A. H. Derbyshire: "When I was asked, the other day, to talk to the members of this club on the question 'Should the Cities of Coos Bay Bond Themselves for the Purpose of Aiding in the Building of a Railroad from Roseburg to Coos Bay?'"

I shall not include the municipalities of Eastside and Empire in my calculations, and, of course, if they were included the amounts to be raised by Marshfield and North Bend would be proportionately reduced.

and rates of taxation of last year, and bearing in mind that in my opinion no issue of bonds should be sold for the purpose under discussion unless a sinking fund is yearly collected, sufficient to retire the bonds issued at their maturity.

Both sides of Question.

It was suggested to me that I present both sides of this question, and then, if I chose to do so, to espouse the cause of the side which I personally favored.

I also wrote to the Assessor of Coos county for information relative to the assessed valuation and rate of taxation of the various municipalities on the Coos Bay side of the county.

The first question one asks himself, if he is a good business man, when he contemplates borrowing money for some purpose that it is not absolutely necessary for him to borrow money for, is, will I profit by the transaction?

Unless then, the taxpayers of the cities of Coos Bay will either directly or indirectly benefit by the building of the proposed road from Roseburg to Coos Bay in a sum equal to or greater than that paid by them, the cities should not aid in the building of the proposed railroad.

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There is a great future for Coos Bay and we should exercise forethought and perfect plans, and be alive to the necessities of this future.

Bond Issue and Taxes.

Let us see, then what effect such a bond issue would have on the rate of taxation in the two cities of Marshfield and North Bend.

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only to provide for the current needs of the city and to take care of its present indebtedness.

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turn our attention to the crying needs of our cities, and if we must go further in debt, if we must borrow more money to accomplish things which are essential and necessary to the growth of Coos Bay, let us not hesitate to assume the burden. Let's stop dreaming, and start doing."

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