

Sentinel

COQUILLE, OREGON.

OCTOBER 20, 1949.

COOS BAY PORT INTERESTING

Facilities of Coos Bay Port Surveyed By Oregon Business Review Article

Coos Bay is the tidal estuary of the Coos River on the Oregon coast 200 miles south of the mouth of the Columbia River and 445 miles north of the Golden Gate. The bay is 15 miles long and averages 1,200 feet wide at low tide. The range of tide between mean low water and mean higher high water is 7.0 feet.

The climate is mild and humid. The average annual rainfall is 65 inches at the city of Coos Bay; ocean fogs supply additional moisture near the coast during the summer. Temperatures on the bay vary from an average January minimum of 37 degrees to an average August maximum of 69 degrees.

Three cities are located on the shore of the bay: Empire, Coos Bay (formerly Marshfield), and North Bend. The population of Coos county is in the neighborhood of 39,000, more than half of which is in these three towns. Coquille, the county seat of Coos county, is inland 18 miles south of the bay.

The lumber industry has always dominated the economy of the region; the supply of raw material is adequate to maintain the industry for an indefinite period in the future. Other wood products of the area include plywood, blind slats, battery separators, and unbleached sulphite wood pulp.

Another important industry of the communities on Coos Bay is the catching and processing of fish and shell fish. Coos Bay is one of the principal crab centers on the Oregon coast, and the headquarters of a large fleet of deep-sea fishing craft.

Thirteen per cent of the labor force of Coos county was on farms in 1948. Gross farm income in that year was between \$5,000,000 and \$7,000,000. The temperate winters and cool summers, together with ample moisture and a long growing season, produce luxuriant pastures for fine dairy herds. Food processing is not a major industry.

Coos Bay points enjoy competitive rail freight rates to California and eastern points with other Oregon cities.

Port District. The Coos Bay Port District, organized in 1909, includes about one-third of the county. It is administered by five commissioners elected in alternating years for a term of four years. A manager is ap-

pointed to carry out the policies determined by the commissioners.

At one time, the Port District had a bonded debt of \$900,000 incurred for channel work and other improvements. This has been gradually reduced to \$175,000, and will be paid off by 1956. The assessed value of the district (1948-49) is over \$17,000,000; the port tax levy, 2.5 mills.

Facilities. There are eight wharves located on the bay. The Central Dock in the city of Coos Bay is available for general public business. It is 868 feet in length and has a railroad spur track. There is a municipal wharf at North Bend which has a length of 389 feet; the city plans to build a 240-foot extension to the south. The covered portion of the present North Bend dock is leased to the Oregon-Pacific Co. and the Coos Bay Crab Co., and the open (south) portion is leased to the Cape Arago Lumber Co., which will also lease the extension. Lumber of other concerns may be handled over the North Bend Municipal Dock through arrangement with the lessee. There is no railway spur. The remaining six docks are owned by mills:

Coos Bay Lumber Co., Coos Bay (railroad spur track), 1,300 ft.

Portland Docks, Inc., Coos Bay (adjoins Coos Bay Lbr. Co.), 576 ft.

Irwin-Lyons Lumber Co., North Bend (railway spur track), 980 ft.

Coos Bay Logging Co., North Bend (railway spur track), 885 ft.

Cape Arago Lumber Co., Empire (no spur track), 510 ft.

Coos Bay Pulp Corp., below Empire (no spur track), 480 ft.

These eight wharves provide a total of 5,988 feet of space capable of handling ocean-going vessels. In addition, lighters may be obtained when necessary. Three major oil companies have landings for the discharge of gasoline and diesel oil from coastwise tank ships.

The present facilities are considered adequate for existing commerce; the Port of Coos Bay has by resolution pledged the construction of additional facilities of sufficient size and capacity to handle whatever business cannot be handled by existing wharves. The port owns nearly 1,800 feet of waterfront property in the city of Coos Bay on which a wharf could be built. Facilities for the handling of bunker oil will be necessary if commerce develops as anticipated.

United States Government Activities. Customs house is located in the city of Coos Bay; it is operated as a branch of the Portland office. Other government installations related to the port are the engineers' dock and oil tank at Empire, a naval radio station on the north spit, a Coast Guard station and lookout at Coos Head, a Coast Guard fireboat, and a lighthouse at Cape Arago. The Coast Guard also maintains a 125-foot cutter that berths at a moorage furnished by the Port of Coos Bay.

Channel Improvement. The narrow nature of Coos Bay makes channel maintenance and improvement a major problem of the port. The entrance to the bay from the ocean has been improved by two parallel, rubble-mound, high-tide jetties. A channel of 250 feet in width and 24 feet in depth is maintained from the entrance of the harbor to the railroad bridge north of North Bend. From that point it widens along the waterfronts of North Bend and Coos Bay. A turning basin 1,000 feet long and 600 feet wide is maintained just south of the city of Coos Bay at a point opposite Coalbank Slough. In addition, a 22-foot channel 150 feet wide extends south to Millington. An approved Federal project calls for the improvement of Coos Bay. The plan contemplates the deepening of the channel at the bar to 40 feet, a 30-foot inner

channel 300 feet wide, and turning and anchorage basins. Dredging on this new project has progressed to a point near Empire. Cost of the entire project at 1946 prices is estimated at \$5,689,000. When completed, annual maintenance cost will be \$400,000 (the present cost is \$165,000). Additional projects are contemplated but have not yet been approved.

The winter and spring floods of streams feeding Coos River bring down much fine materials which accounts for part of the necessary annual maintenance dredging. The bar must be dredged; otherwise it would shoal rapidly.

Port Activities. Shipments of general cargo are of little importance. Virtually all movements are outbound shipments of lumber and its products.

It should be kept in mind that the past decade has witnessed a remarkable shift from water to rail in the carriage of bulk freight. Although this change has not been as great for lumber as for many other products, a port which is now handling the same volume of water-borne shipments of lumber as it was ten years ago has greatly improved its position relative to other ports. Because of this situation, Coos Bay is now one of the leading ports for the shipment of Douglas-fir lumber. The total volume of lumber manufactured by mills located on Coos Bay has increased at a far more rapid rate than might be inferred from the statistics on water-borne shipments.

Legion Post Aids Education Week With \$25.00 Bond

Coquille's observance of national education week, Nov. 6-11 was helped along last week when the Coquille post No. 36 American Legion offered the city schools a \$25 war bond.

This bond will be used as a prize in a contest to be held that week regarding some phase of the observance. James McMahon, chairman of Coquille's national education week program, said yesterday.

Plastic tops are being experimented with for topping tin cans. The transparent plastic is crimped into metal and the filled cans are processed in this way Mrs. Shopper can see exactly what she is buying before she spends her money.

There are some vegetables which do not freeze well. In general these are ones which are ordinarily eaten raw, such as lettuce, celery, radishes, cucumber, tomatoes, cabbage and onions.

Baked apples with raisin and chopped almond filling, served slightly warm topped with whipped cream, taste perfectly delicious on

fall menus. Pour a simple syrup of over the apples and baste them one cup water and one cup sugar occasionally as they bake.



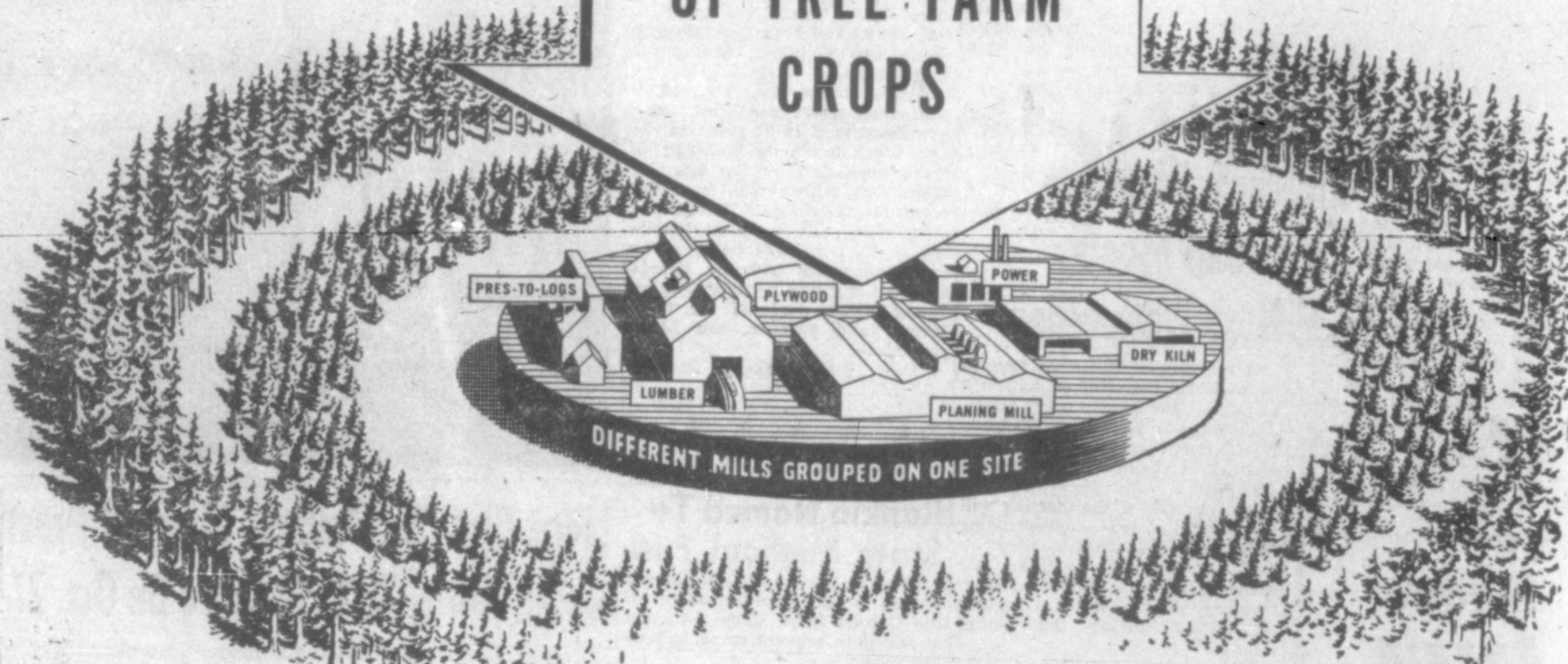
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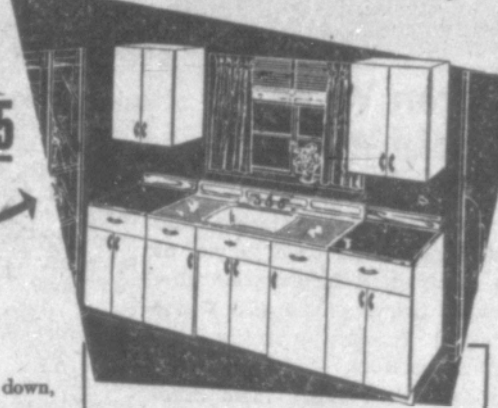
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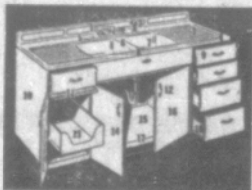
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