

SHIPBUILDING

COOS COUNTY holds the distinction of possessing the only shipyards in Oregon where ocean going vessels are regularly built. There are the K. V. Kruse shipyard at Marshfield, H. R. Reed & Sons' yards at Bay City, and two yards at North Bend, owned and operated by the Simpson Lumber Company. The timber resources of Coos County render it especially adapted for shipbuilding purposes. The best material for every part of a wooden vessel, from top mast to keel, is found here. At North Bend more than fifty vessels have been built.



NORTH BEND SHIPPING

TIMBER

It is an undisputed fact that the entire United States must soon look to the Pacific States to supply the demand for building and manufacturing timber. Oregon timber is already recognized and sought for and no section of the Pacific Coast country produces a greater variety of timber, or timber of more value in the market than does Coos County.

The White or Port Orford Cedar—Coos County is, practically, the only locality where the famous Port Orford or white cedar grows, which is almost impregnable to worms. Vessels built thirty-five years ago with white cedar frames are found to be as sound as the day they were built. This is one of the most valuable species found on the Coast. It is fine of fibre, making an excellent finishing lumber and can be used for so many purposes that it is much in demand. It is largely used for finishing lumber and brings a high price.



Red Cedar—Grows along the water courses though the amount is limited.

Fir—Red and yellow fir predominate; grow to a large size, carry a good per cent of clears and compares favorably with the best fir on the Coast. Trees often run up to 100 feet to the first limb, and maintain their size well. Masts 115 feet long without a splice are often cut from the fir timber used here in shipbuilding. The red fir is uniformly sound and of great strength. This timber is peculiarly well adapted for joists, stringers, bridge and shipbuilding and material of all kinds where great strength is required.

Spruce—Which grows in considerable quantities, is also a valuable timber. Its stumpage brings fifty per cent more than fir does. It also makes a fine finishing lumber. That grown on the highlands carries a large per cent of clears.

Hemlock—is found growing all over the county, scattered at intervals through the other bodies of timber. It is also a valuable timber, there being absolutely no comparison of the hemlock of the Coast with the hemlock of the East, so far as their relative values are concerned.

Myrtle—is one of the finest woods for finishing that grows. It is very hard, fine grained and susceptible of a very high polish. For fine hard wood finishings and furniture, it cannot be excelled. The largest stand is found above tide water on the Coquille and Coos rivers.

Maple—Is found in considerable quantities. As regards size and locality the remarks regarding myrtle will apply to maple. For furniture, flooring and inside finish, this lumber has superior qualities.

Alder—Exists in large quantities all over the county. It is generally small in size, bears a good finish, and is used for the cheaper grades of furniture. Experience has demonstrated that for wood split pulleys, it is the best wood found on the Coast. After it is dried and polished it remains in place under almost all conditions. A spool factory would find Coos County an excellent location. Alder is also valuable for use in the manufacture of pulp.

From a lumberman's stand point Coos is an ideal county. The number of water courses susceptible of being driven, form a cheap and practical method of getting logs to tide water.



COOS COUNTY LOGGING TRAIN

COAL

THE "United States Geologic Atlas, Coos Bay Folio" shows the coal bearing area immediately surrounding the bay, to be about four hundred square miles. The veins are blanket veins and vary in thickness from three to twelve feet. There are at present only two mines being worked on anything like a large scale. One at Beaver Hill on a branch of the Coos Bay, Roseburg & Eastern, standard gauge railroad, the other at Libby, about three miles from Marshfield, reached by a narrow gauge railroad.