

COOS BAY HARBOR

COOS BAY is situated in North latitude, 43 degrees and 25 minutes and west longitude 124 degrees and 20 minutes, and is the commercial key to a large portion of the immense State of Oregon. It is situated about midway between San Francisco and Puget Sound. Its length, in a semi-circle, is about fifteen miles and most of its shore front is so happily shaped as to make it easy of access from the land. With the limited appropriations made by Congress for the building of the North Jetty, a depth of water on the bar of 26 feet at low tide has been maintained, and is susceptible of such improvement as will make it almost an ideal harbor. The bar being only about 100 yards in length, and having deep water immediately outside is easily kept open by the flow of water from the bay when tides are going out. On the south side of the entrance to the harbor, a high peninsula of rock forms an almost natural jetty and protects the entrance from the south winds, and makes the entrance an unusually easy one.

From the entrance to the harbor, the bay takes a northeasterly course for eight or nine miles with deep water all the way (excepting a short shoal which can easily be dredged) to North Bend, where it takes a sharp turn and runs in an almost southerly direction for about six miles.



OUTWARD BOUND

It is about midway between the Columbia river on the north line of Oregon and Humboldt bay in California, the only other important harbors between San Francisco and Puget Sound. All the numerous harbors on the Atlantic Coast claim thriving and populous cities, and if the Pacific Coast is to become the center of the world's commerce, in the near future as so many predict, her limited number of ports must become important points and share the attention of capital.

Coos Bay harbor is completely land locked and furnishes safe anchorage for vessels in weather most stormy. It is distant from San Francisco about 400 miles, the same from Puget Sound, 185 miles from the Columbia river, and 200 miles north of Humboldt bay.

It is nearest by direct route to Japan, China, Siam and the Islands and in easy reach by water to Alaska.

With the variety and richness of the resources immediately surrounding and tributary to it, it must come to the front, not only as an important shipping point, but also as a manufacturing center. It is the nearest Coast outlet from Salt Lake City, and is the center of perhaps the largest and richest section of the United States not yet reached by a transcontinental railroad.

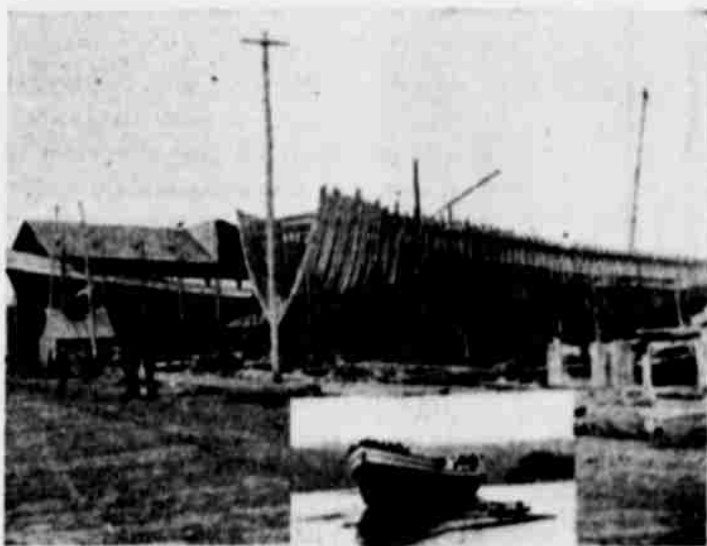
The tide and table lands abutting upon the bay afford abundant sites for mills and factories, and being the center of so vast an area, rich in the natural products of this favored land it seems a most inviting field.

INDUSTRIES

LUMBERING has been one of the chief industries of this section. There are five sawmills on the bay ranging in capacity from 25,000 to 150,000 feet of lumber daily, and capable of turning out about 500,000 feet per day. The product of the mills is shipped in steam and sailing vessels to various parts of the world. South Africa, Southern California and the Islands take much of the lumber shipped from this port. Cheap timber and the facilities for its manufacture and marketing, has made the lumbering industry quite profitable. With the advent of railroads, much of this lumber will find a market in the Eastern states. The demand however has kept pace with the supply, and is likely to increase. So much of the output of the mills is shipped that it has been difficult to get lumber to supply the local demand.

The standing timber in Coos County alone is estimated at from ten to fifteen billions of feet. An engineer, who ought to be authority on the subject, claims that it is now growing as fast as it is being cut. Be this as it may, there is sufficient to keep mills running for many years to come.

There are a number of mills on the Coquille river, which ship their product through the bay and in smaller vessels which enter the Coquille river at Bandon. That shipped out via the bay is brought to the docks at Marshfield by the Coos Bay, Roseburg & Eastern Railway.



PACIFIC COAST SHIPBUILDING COMPANY'S YARD AT MARSHFIELD

MANUFACTORIES

THE indications are that manufacturing will play an important part in the building up of this section of country, and especially a city on the bay. At North Bend a woolen mill has been completed which will employ 250 hands; also a large sash, door and blind factory and a shingle mill. A company is being organized to construct a furniture factory, there being so much timber at hand which is well adapted for use in the making of furniture. A company has been organized and material ordered for a \$10,000 foundry and machine shop.

At Marshfield, there is a tannery, salmon cannery, clam cannery, an ice and cold storage plant, a foundry and two machine shops, two sawmills, one wood mill, two ship yards, a creamery, two breweries, a cigar factory, and a bottling works. A match factory would pay. Much white cedar in blocks is shipped to San Francisco for use in making matches. There is an abundance of wood suitable for use in making pulp and paper; spruce, alder, hemlock and white fir can be used in its manufacture.

Slack coal can be laid down at the docks on barges at \$1.00 per ton. With an abundance of cheap fuel and material and the world for a market, manufacturing will be profitable and the condition here seem most favorable.