

Crescent City Harbor Job In Balance As Sea Coast City Asks For More Work

BY BRADLEY PAGE
 Del Norte County expansion. The story of Crescent City and its harbor and of the efforts being made to complete that harbor, as has been recommended by the U. S. Army Engineers, is a very exciting one.

The story dates back to 1928 when it was first viewed by Dedlah Smith while exploring the west coast of California.

shown in the following examples of Del Norte County expansion.
 Bank Deposits:
 1950—\$ 7,800,000
 1952—11,210,000 an increase of 43.7 per cent.
 Population:
 1950—8,078
 1952—as of March 1—14,600 an increase of 80.7 per cent.
 Lumber Production:
 1950—110,000,000 board feet

The rates for water transportation of lumber from this area to southern California, principle point of destination, are \$6.00 per thousand board feet less than by truck or truck-and-rail. Of the 646,470,000 board feet of lumber produced last year only 94,823 tons or 164,019,800 board feet were shipped by water. The remainder, or 482,450,200 board feet of lumber and 274,824,000 sq. feet of plywood was shipped over

by tourists and vacationers upon the recreational fishing craft based in Crescent City Harbor, have increased tremendously each year. The number of commercial fishing craft now regularly based at Crescent City Harbor, together with

transient craft using the facilities of the harbor, are well over three hundred. It is the hope of the many Del Norte County residents who have faithfully adhered to their belief in the future of a harbor at Crescent

City, that the examples of the tremendous strain on present facilities, caused by the great demands of their rapidly expanding economy, will bring about the appropriation of sufficient funds to complete this badly needed outlet for Southwest Oregon and Northwest California.

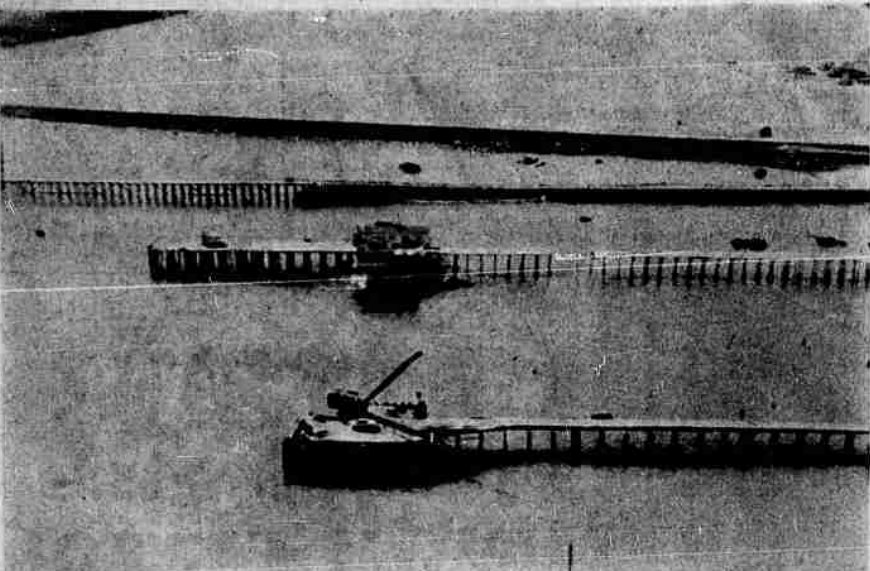
It is with this hope in our hearts that the Del Norte County Chamber of Commerce is currently assembling

ling factual material which will be presented in brochure form to members of the Rivers and Harbors Sub-Committee to support the recommendations already made by the U. S. Army Engineers.

The cooperation that we have found at every hand from our friends inland is most gratifying and it is with their help that we know that we shall succeed.



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THREE BIG FIRMS, Dutton Co.; Chester Paul and Sause Brothers all make extensive use of docking facilities behind the main breakwater in the Crescent City harbor. At present further improvements, first since 1949, are being sought by the people of the city and have already been recommended by the Army Engineers. Congressional approval of these plans will greatly expand shipping facilities in the port which handles Northern California and Southern Oregon lumber, crops, ores and other commercial products.

— Photo by Harris Studio, Crescent City

The harbor has been used commercially as a seaport since 1853 when the little town was first surveyed and laid out into town lots. In the eighteen-seventies and eighties the harvesting of Del Norte County's gigantic redwood crop began. Wharves were built out into the harbor and the transportation of passengers began.

There was no protection of any sort from the south west and south storms, which prevented an orderly shipping program. Finally in 1918 the people of Del Norte County bonded themselves in the amount of \$225,000 and thus began construction of the main breakwater which begins at Battery Point. Immediately thereafter additional facilities were installed which included the Shell Oil Company wharf and the Standard Oil Company wharf for the importation of petroleum products by tanker. In 1936 the Federal Government built the south jetty or "band barrier." Because of World War II no further improvements to the harbor were made until 1946 and again in 1948.

It is significant that each additional improvement recommended by the U. S. Engineers and financed by Congress brought almost immediate activity, commensurate with the additional protection afforded. Commercial fishing expanded from a few boats to a very impressive fleet, and in 1949 the people of the community banded together and built the much publicized "Citizen's Dock" with money labor and material contributed voluntarily. Coastwise lumber shipments began the day the dock opened and major fish companies vied with each other for space to install fish handling equipment.

The A. C. Dutton Corporation immediately built a dock and complete lumber loading facilities and began transporting lumber by sea to their east coast yards. The Sause Brother's Dock and Towing Company completely rebuilt their existing facilities and began carrying both logs and lumber to a half dozen West Coast ports. The Oil Terminals Company of San Francisco built a seven million gallon tank farm for the use of the major oil companies.

Crescent City Harbor is a natural gateway to an area of considerable extent in northern California and south central Oregon, which is rich in natural resources, many of which are, as yet, entirely undeveloped.

The extreme need for the completion of Crescent City Harbor is

1952—646,470,000 board feet an increase of 487.7 per cent.
 Plywood Production: (3/4 inch standard thickness basis)
 1950—15,000,000 square feet
 1952—274,824,000 square feet, an increase of 1632.1 per cent.
 Utilities:
 West Coast Telephone Company
 1950—1342 subscribers
 1952—2473 subscribers an increase of 84.3 per cent.
 California Oregon Power Co.
 1950—2318 subscribers
 1952—4234 subscribers an increase of 82.7 per cent.

With the expanding economy as indicated above, industries of this area are most anxious for the opportunity to conduct their affairs on a basis of sound business practices.

roads admitted to be wholly inadequate and at additional cost over water transportation of \$4,543,644.00. The mineral resources of Curry and Del Norte Counties are for the most part entirely undeveloped, yet it is known that they are rich and extensive. It is important to all that these resources will be developed in answer to shortages appearing elsewhere. The deposits of so-called strategic metals are known to be extensive. It is important to all that economical water transportation is available to move these minerals when the time arrives, which is not too far distant, for their development.

From a recreational standpoint, Crescent City is becoming increasingly important. The demands made

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