

**HISTORY  
PORT OF TOLEDO**

**BY**

**Elmer R. Price**

**May 1, 1977**

## FOREWORD

This account of the Port of Toledo was undertaken for the purpose of recording accurately the reasons for the formation of the Port and the objectives its founders hoped to achieve.

All too often such information gets lost or is completely overlooked by those of the community who come later in its history. Even those who carry on the business of the Port as commissioners frequently have only scanty understanding of its past.

Information for the narrative came from official minutes of the Port District. These were studied carefully and fully. As a cross-check the author also studied minutes of meetings of the Port of Newport.

Official minutes of meetings are not always the most readable history of an organization. Secretaries frequently couch the language of minutes in such a way as to veil the real temper and tenor of meetings. One must interpret actions leading to certain events and results, often over a period of several months, to get a true picture of the event. Frequently one must seek supplemental information from other sources and meld them into the action described in minutes, to get a complete story.

This I have tried to do in this story of the Port of Toledo. It covers the historical highlights of the Port from the time of its inception in 1910 through the years into the present era of the 1970's.

One small gap exists. Minutes for the years from 1934 through 1938 have been mislaid and up to this date, have eluded discovery.

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## PORT OF TOLEDO HISTORY

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The year was 1910.

The economy was developing slowly In the Yaquina Bay country since the formation of Lincoln County in 1893. A number of small sawmills had located in the area, mostly adjacent to the river and mostly near the Toledo community. There was some agriculture confined to the narrow flat lands along the river and stretching into the rich Siletz Valley.

But development was painfully slow and had not nearly matched the aspirations of community leaders. Everyone knew of the rich stands of timber in Lincoln County. Surveys had shown tremendous tracts of Douglas Fir and Spruce, untouched by man and of a quality unmatched anywhere in the Northwest.

And nearly everybody had core to believe also that inadequate transportation was the one thing that hobbled the full development of these timber resources.

It was true that the railroad had arrived in Toledo as early as 1884. The next year steel had been pushed on to Yaquina City, at that time the lusty, booming port for Yaquina Bay. Construction of the railroad had been heralded by the early settlers as the solution to the fast, prosperous development of the Yaquina county. But it had not proved to be. The firm was beset by financial problems from the very beginning and despite the bright prospects of a transportation bonanza, little had really happened.

Twenty-five years had passed since the arrival of the

railroad. By now businessmen had convinced themselves that the key to the future lay not in a railroad or better highways but in the development of ocean shipping. They saw the California country to the south growing rapidly, opening a vast new market for Oregon lumber. And coastwise water shipping was obviously the cheapest way to tap this market. The Panama Canal was under construction and many reasoned this would open vast East Coast markets.

Then, too, to the West Hawaii was growing and for some visionaries the vast lands and hordes of people in teeming Asia offered tremendous prospects for the sale of West Coast lumber. Of course, water transport was the only answer.

Actually Yaquina Bay had enjoyed a reasonably brisk business in ocean shipping for many years. Ocean schooners put in regularly to docks at Yaquina City to load out cargoes of lumber and rock from the Pioneer quarry near Elk City and other sundry cargoes. Many sailed up the river all the way to Toledo.

Indeed as early as 1884, jetties had been constructed by the government at the Yaquina bar to aid ships in and out of the harbor. They were short jetties, and according to local seamen, inadequate from the beginning. But they did permit ships to enter and leave the harbor relatively safely.

Ships grew in size as time went on requiring more depth of water under them. Fewer of them attempted to reach Toledo and Yaquina City, and Newport with its natural deeper water became the harbor area.

The bar gave shippers troubles as well. Jetties were

short and the shorter North Jetty permitted ocean currents to carry sand into the channel. At times, depending on the season of the year, the bar would have little more than 10 to 12 feet of water at the harbor entrance.

These situations discouraged larger ocean freighters from scheduling Yaquina Bay on their itineraries and as a result, local shippers saw themselves being bypassed regularly by profitable ocean transport. Knowledgeable local seamen insisted that the harbor would never realize its fullest potential until the North Jetty was lengthened and the rock shelf on the bar blasted out, providing a channel of 16 feet or more to the open sea.

It was in this climate of frustration that businessmen on the bay decided that the time had arrived when they must take their story to the federal government and exert political pressures to achieve their objectives of creating a bright, new deep water harbor for the West coast and especially Oregon.

The frustration and ambitions of local people was melded into action in early 1910.

Leadership for the port movement was spawned in Toledo. Most of the area's lumbering operations were centered at Toledo and it had at the time the most extensive business mix of the county. Newport, while developing as a port, was more occupied, as it still is at times, with the development of tourism as a basic industry.

So it was in March 1910 that a group of Toledo's business leaders set out to improve the Yaquina bay harbor. And in their discussions, the idea of the creation of a port commission

to give official voice to their ideas and plans was devised.

Another event had happened also which gave fuel to the port concept. In 1909 the Oregon legislature passed an act which made it possible for citizens to create port districts with powers of taxation and the ability to develop marine orientated activities within the district.

Actually there was already some precedent for the district concept of port development. Portland was governed by port commissioners and had become one of the larger of the West Coast shipping centers.

Presumably Coos Bay had already organized a port district and even Siuslaw Port District had been formed and residents had already accepted a bond issue to finance an improvement program.

The legislature made the creation of a port district comparatively simple. To call an election, leaders had only to secure the names of eight percent of the total number of votes cast for Justice of the Supreme Court of Oregon within the boundaries of the proposed district in the last election. The election happened to have been held on June 1, 1908.

On March 9, 1910 a petition requesting formation of the Toledo Port District was carried to the county commissioners at the courthouse in Toledo.

It contained 46 signatures, including most of the town's businessmen and some citizens in outlying areas as well.

The records are not entirely clear but it seems that the port movement had been coordinated with leaders in Newport and Waldport at the same time. So after some delay in securing

petitions from the other districts county officials accepted all three areas and set May 5 for elections when citizens would vote on the port proposals.

County officers at the time were: C. H. Gardner, Judge, and John Fogarty and John Kentta, Commissioners. Ira Wade was County Clerk and J. H. Ross, Sheriff.

The election on May 5 carried easily in all districts and the governor was asked to appoint the first commissioners.

This was done by May 26 and the very same day the new Port of Toledo commissioners met, elected officers, voted on organizational procedures and set some priorities for future projects.

Original Commissioners were: William Scarth, President; J. F. Stewart, Vice President; A. T. Peterson, Treasurer; Lee Wade, Secretary; and W. C. Copeland, board member.

Among other business handled in that first Toledo meeting was the decision to push for a 14 foot deep channel from Toledo to deep water in the harbor, to start work on a float or dock on Depot Slough, dredge a channel in the slough to the Yaquina Bay Lumber Co. mill located one mile west of Toledo, to hold all meetings on the second Wednesday of each month at 2:30 p.m.; authorized Lee Wade and J. F. Stewart to go to Portland to talk to Army engineers about a channel survey; approved borrowing \$250.00 from the Lincoln County bank to pay early bills and named the bank as depository for port funds.

It is interesting to note that port leaders in Toledo had definite objectives in mind when they proposed establishing a

port district. One of the most important, as stated at its first meeting, was to obtain a ship channel on the river from Toledo to the sea. The Toledo group never wavered from this goal over a period spanning at least 40 years during which it worked tirelessly but futilely to achieve and spent sizable sums of money in the effort.

The story of the Toledo Port's quest for a ship channel is really the total story of the port for it was this single-minded objective that spawned its formation in the first place and served as a long range goal for the men on its board down through the years.

Neither of the other two companion districts formed at the same time held any such ambitious objective or sought to work such vital improvements for its community and its industry.

Newport officers named at the May 26 meeting were R. A. Bensell, President, J. A. Olssen, Ed Stocker, George King, and Thomas Leese. Although the port was formally organized it had difficulty getting into operation. While Toledo was off and running from the first day, Newport could not get its commissioners together. June, July, August, September, October and November went by without a quorum being assembled and without a single official meeting being held. It was not until December 28, 1910 that a meeting was finally put together with enough commissioners present to conduct business.

First order of business was to vote a 1/2 mill tax on property within boundaries of the port, consisting then mostly of land lying within the city limits of Newport.



On June 30 Toledo's President Scarth hurriedly called a special meeting. Already the port district was having to face some of the facts of life in municipal operation. It was going broke. Stewart and Wade had been to Portland to discuss port business with Army Engineers and submitted bills of \$13.25 and \$12.50 respectively to cover out-of-pocket expenses. E. J. Avery had submitted a bill of \$18.75 for placing iron pipes on all transient corners of the district and Engineer Eugene Schillar had a bill of \$225.00 for surveying the district and for making soundings and plattings for the port.

Commissioners quickly authorized the borrowing of another \$250.00 from the bank to meet current expenses.

Then commissioners initiated a program designed to cure its money problems which was to be continued for the next 30 years and one which kept it in a perpetual state of indebtedness during the same period. They authorized a bond issue totaling \$25,000.00 at 6% interest, due and payable after 20 years.

Things moved slowly and by the time October rolled around no bonds had been sold and indeed they had not yet been offered on the money markets. On October 18, commissioners withdrew the resolution authorizing the \$25,000.00 bond issue, then voted to increase the issue to \$50,000.00. The interest and pay off schedules were to remain the same.

On November 10, 1910 commissioners accepted a bid of the S. A. Kean & Co. of Chicago to buy the bonds, effective November 1, with repayment scheduled to be completed November 1, 1930.

Now with money in the bank, the newly formed commission

moved rapidly to get some constructive improvement work underway. By January 11, 1911 members had drawn specifications for two small jetties on Depot Slough and a new barge to carry a dredge portmen proposed to buy. Advertising was published calling for bids on the work.

One thing and another went wrong. First bidders for the jetty job as well as the barge construction work proved too high. This meant the port rejected all of them.

Next the S. A. Kean Co. defaulted on its plan to purchase port's bonds and another buyer had to be found. This turned out to be the Chas. S. Kidder Co., also of Chicago.

Finally in April 1911, the bond problem had been resolved and the port signed a contract with the Joseph Swearinger Co. for the jetty work at \$8,400.00, awarded Lambert Hoisting Co. \$8,873.00 for dredge equipment and contracted to have it installed for \$933.00 by the Modern Improvement Co.

Port Commissioners realized early that it would be advantageous to own property, especially on Depot Slough and adjacent to the main channel of the river in Toledo. Early in 1911 moves were initiated to acquire certain tracts.

At a meeting on April 28 commissioners established what they considered fair prices for 12 separate parcels, mostly located on Depot Slough. Members agreed to write letters to each property owner stating the port's offer and at the same time declaring that condemnation proceedings would be initiated against any owner refusing the cash offer.

J. F. Stewart and A. T. Peterson were named to contact

property owners.

Among the property holders were Jacob Burkel, Mrs. E. Ostendahl, Lee Wade, Gust Olson, Almond Taylor, Hooker and Payne and Catherine Grady. The cash offer for lots ranged from \$75.00 to \$200.00.

Mrs. Ostendahl and Hooker and Payne were the first to accept the port's proposition. Others accepted as time went on but one owner, Gust Olson, carried his case into court declaring the port had not offered him a fair price. The port's offer for three lots had been \$425.00. The Circuit Court agreed with Mr. Olson, awarded him \$837.00 which the port paid. In addition, it paid Weatherford and Weatherford, Albany attorneys, \$366.90 to carry the case in the courts.

By mid-summer of 1911 the new barge had been completed, the dredge equipment installed and the port embarked on the experience of operating -- and financing ---a dredging project on the bay.

It was a unique experience, to say the least. Each of the port commissioners was a businessman himself and must have anticipated problems connected with the operation of a pseudo private enterprise. But apparently they didn't and soon the realities of life burst upon them like a fire storm.

The needs of an operating dredge were too numerous to detail. But it is suffice to say that every meeting for months brought new demands for materials, changes in crews, wood for the fire box and a hundred and one other requirements.

The first crew for the barge consisted on Claude Davies as leverman at \$5.00 per day. E. W. Stanton, fireman, \$3.00 per day and Robert Mann, deckhand and watchman, at \$2.50 per day.

The commissioners new had a regular payroll to meet each month, in addition to maintenance coats, paying interest on bonded debt and attempting to finance the many other improvements needed in the district.

The big need was for money. In December 1911 the port had received from the County Clerk an estimate that the assessed value of land in the port district totaled \$1,300,000.00. Commissioners agreed to levy 2 1/2 mills on the dollar to meet the constantly rising bills of the port. As a small gesture of economy, it hired a new leverman (captain) for the barge at a rate of \$4.00 per day. This was a savings of \$1.00 per day under the rate formerly paid.

Despite efforts to keep things on an even keel, the crew of the barge was a constant source of problems. Portmen found one crewman "ballooning" time to get more hours and money. He was promptly fired but had to be replaced quickly to keep work progressing. It was found that crewmen were keeping liquor en board the barge and were making regular visits to the caches for refreshments. The port had large signs printed prohibiting liquor I and posted these on the barge.

The liquor may have had something to do with it though it was never admitted but on several occasions the port paid damages the barge had done to private houseboats in the area. Damages to houseboats were net the only problems. The dredge itself apparently suffered in these encounters as well. It wasn't long before it became apparent that a dry dock would have to be built so the dredge could be pulled from the water for repairs to its hull.

Community leaders who created the port district in 1910 obviously and sincerely hoped to generate new life into the economic future of the Yaquina Bay region. They envisioned the development of Ocean shipping of Lincoln County's abundant timber reserves to growing markets of the nation. They foresaw a booming spinoff in the establishment of new sawmills and lumber camps with hundreds of men on payrolls and new homes for families and new businesses to serve these people.

The district fell considerably short of achieving all of these goals immediately. But at the same time the mere activity of founding a new port and setting into motion projects such as channel dredging and improving dockage facilities at Toledo and elsewhere on the bay spawned all kinds of aspirations in the minds of people.

It wasn't long before hopeful entrepreneurs' revealed plans to take advantage of the impending boom. Numerous requests came to the port for land on which to establish small businesses. McCaulou and Gildersleeve asked to lease lots 5 and 6 owned by the port on which to locate a manufacturing firm, and Montgomery and Gill wanted space to locate a shipyard for construction of a steam schooner. The ship would be used in the lumber trade, have a capacity of around 500,000 board feet and cost between \$70,000.00 and \$80,000.00 to build. The Toledo Cooperative Creamery Association (a group of local dairymen) proposed to build a collection and processing plant on the Port Deck. The port agreed to lease the dairymen waterfront property at a rate of \$5.00 per month for a period of 20 years.

Events were now moving rapidly in the bay country. Hopes rose and ebbed on decisions of the Corps of Engineers and members of the Port Commission grasped at every opportunity to build the economy of the district.

In October 1913 the corps dredge Oregon arrived in Toledo and launched some minor channel work. The district obligated itself to payment of 60% of the cost of a \$37,430.57 project. Engineers picked up the tab for the remainder.

The lack of money was a constant bugaboo for the port. It had itself so obligated in bonding and interest payments that there was no money left for day to day operations. On October 20, 1913 the port agreed to assess an additional 2 1/2 mills on property in the district to pay interest on bonds and another 1/2% was levied to build a reserve to payoff the bonds as they came due. Assessed valuation within the port district now stood at \$1,382,380. 00.

It was early in 1913, too, that the first change case in makeup of the board since the inception of the port in 1910. The name of newspaper publisher and vice president J. F. Stewart was dropped from the board February 12, never to appear again. H. F. Nulton was immediately named as a replacement. But the appointment lasted only one month. In March the name of Charles R. Hoevet replaced Nulton as a boardman.

Port minutes give no hint of the obvious disagreements which were taking place on the board. But the breach was complete. The port immediately moved its offices from Stewart's print shop to the Schenck & Wade Building.

At least two other resignations of boardmen were accepted during that summer as well and new appointments made to fill out unexpired terms.

Early in 1914 the steam schooner Bandon pulled into the harbor at Newport and asked for a pilot to bring her up river to Toledo to load lumber. It had been the first vessel of this type to venture up stream in a long while and citizens saw it as a break through in the Yaquina Bay shipping picture. The port hired R.A. Andersen as pilot at \$10.00 per trip and to keep him busy, he was also given some work setting up ranges in the navigation channel. By August 12 he had made three trips as pilot on schooners and most of the ranges had been completed.

By late 1916 the port finally came to the point of admitting that its dredge operation simply was not working. The dredge from the very start had been a heavy financial drain on the port and its accomplishments certainly were minimal. On August 23 the port passed a resolution to sell the dredge to the Umpqua Improvement Co. for \$5, 500. 00. It would be many a day before any commissioner brought up a proposal for the port to get into the dredging business again.

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By the fall of 1916---six full years after creation of the Ports of Toledo and Newport---commissioners finally agreed that neither port was financially able to achieve all the improvements needed on the river, in the harbor and on the bar alone. Indeed both ports were up to their necks in bonded indebtedness, neither was making much progress, and both had already obligated

itself to its legal financial limits.

It was obvious that more taxable area had to be brought into the port districts. As a matter of fact, boundaries of the two ports had never been clearly defined but generally were limited to the environs of the city proper. Toledo had gone some beyond its boundaries in creating its district but Newport had designated only the area of the city itself as port territory.

Apparently the idea of enlarging the ports was born in Toledo and relayed to Newport as a suggestion. It was pointed out that the two cities had gone to their legal limits in financing the ports and while they had done a good job the problem was really a county one. Port improvements would help the entire county and for this reason the entire county, at least that portion lying north of the Alsea River, should share the cost of these developments.

Combined, the assessed valuation of the Toledo and Newport ports was \$2,483,488.00. Land areas lying outside the port districts had at that time an assessed value of \$6,227,549.00. The picture was clear. To secure more tax monies for port improvements it would be necessary to bring the unappropriated lands into the port districts.

The first combined meeting of the ports was called for Toledo on November 8, 1916. O. F. Jacobson and B. F. Jones of the Port of Newport came while representing Toledo on the committee were port members A. T. Peterson, Lee Wade and citizen W. E. Ball.

Results of that first meeting were the agreements to increase the size of the ports to include all of the county lying



north of the Alsea River, planning of a campaign to sell the proposal to the public, circulation of petitions for the required number of signatures of voters and asking the county court to set a date and call a special election.

Other meetings followed. For instance, on April 3, 1917 at a meeting in Newport, committee men agreed to a special election to establish boundaries, that the ports share the cost of bar improvements equally and that local harbor improvements should be borne by each port individually. Strangely nothing was said about sharing the cost of channel deepening on the river. F. R. Wishart and Lee Wade signed for Toledo and O. F. Jacobson and Thomas Leese for Newport.

An event in national history was developing which now spurred local portmen to greater efforts to get port work underway. Some watched events in Europe and were convinced that eventually the United States would be embroiled in the war going on there. They foresaw tremendous demands for lumber from forests of the Northwest and wanted desperately to be ready to supply it.

Congress declared war on Germany April 5, 1917. The die was cast, the ports must move now---and fast.

In May the ports agreed to bond themselves for \$209,000.00 each or half the estimated cost of \$836,000.00 which engineers said would be necessary to deepen the bar to 20 feet and make improvements on the jetties and channel.

The problem was ponderous and Washington moved like molasses on a zero morning. Already the nation was in war and the need for Oregon's timber growing. Portmen decided on a strategy

to shake the bay project loose. They sent letters to Oregon's representatives and senators telling them of the willingness of local people to bond themselves to get the harbor work underway and urged the government to start work, using local money, until congress could appropriate its share of the funds. At least, in this way, they pointed out, they would be helping the war effort.

The maneuver did not work. Government attorneys informed Oregon's legislators that the Corps of Engineers could not legally start projects nor spend money not yet approved by congress.

As a result, the two local ports withdrew their bonds from the market for the time being, but emphasized they wanted engineering studies continued.

In September, the secretary of war suddenly and unexplainably approved a permit for harbor work on the Yaquina. Immediately, following a rash of special meetings, the joint Toledo-Newport committee petitioned Col. Geo. A. Zinn of the division engineer office to release C. R. Wright, a Corps engineer located at this time in Idaho, and assign him to Yaquina Bay. The ports agreed to pay him \$200.00 per month and pledged to put up \$75,000.00 in bonds each to finance early work in the now apparently assured bay improvement program.

Despite hopeful signs for harbor improvements and new economic activity locally, the financial picture of both ports was anything but bright. Both were bonded heavily and little income was being generated.

For instance, the budget for Toledo Port for 1916 revealed that expenses for the year would run over \$10,000.00, mostly inter-

est on bonds. Anticipated income from port business was estimated at a mere \$276.00.

The port commission did what most public agencies do when they find themselves wanting for cash---it added another 2 1/2 mills to the tax rolls to balance the budget and went on to other business.

Few paid much attention to costs now for things were moving at a dizzy, pell-mell pace in the Yaquina country.

In November 1917, Peeler Bros. of Portland bought \$418,000.00 in bonds from the Ports of Toledo and Newport at 6% interest with the understanding the firm would furnish all printed bonds free and the money as needed. Ironically a few days after local portmen awarded the bonds to the Portland firm, an offer arrived by mail from Chicago to buy at 5%. But the deal had already been signed.

On January 5, 1918 at Toledo the Miami Quarry Co. of Portland was awarded the job of building the South Jetty.

On May 21, Warren Spruce Co. asked the board to grant permits to build railroad bridges across depot Slough to join Southern Pacific and the Toledo-Siletz Railroad.

On June 27, the port voted to purchase a 65 acre tract lying across the slough from the city and owned by A. T. Peterson and W. E. Ball at \$250.00 an acre. Total cost was \$16,250.00. On June 29, it was revealed publicly that the government planned to build a huge sawmill in Toledo on the tract the port had purchased two days before. A major Hitchcock carried on negotiations for the government and apparently drove a hard bargain. For instance he

received agreement from the Port to lease the entire 65 acres to the government for \$100.00 per year with an option to purchase the entire tract at anytime in the future for a more \$50.00.

Slowly details of the government's plans for the new sawmill filtered out to the public. The government, preparing for what might be a long war in Europe, intended to construct a huge sawmill on the Yaquina to supply spruce timber for the manufacturing of military aircraft. It would be the largest spruce sawmill in the world, designed to meet the requirements of the military's new Air Force and those of our European allies as well.

Creating industry and new jobs was costing everybody money but community leaders justified the expenses on the basis that industry and jobs and new people would repay the cost many times over. It was, they reasoned, the springboard that would vitalize the economy of the region and send it zooming into a dazzlingly prosperous future.

Even the City of Toledo was having troubles keeping up with events. On August 24 Attorney G. B. McCluskey appeared at a port meeting seeking money to install a new water system. He pointed out that the City could sell bonds but this would require considerable time in touching all legal bases. And since the water was needed to supply the new spruce sawmill time was at a premium.

Portmen agreed that this was no time to let technicalities slow things down. In time the port reached into its own reserve funds and loaned the City \$50,000.00 at 6% interest.

The rush of events continued through the fall of 1918 and winter and spring of 1919 for members of the Port of Toledo.

On September 17 the Port leased a lot on the Port Dock to Toledo Creamery for 5 years at \$5.00 per month. November 22, the Port sold \$90,000.00 in bonds for harbor improvements; December 12 it deeded 65 acres to U. S. Spruce Production Corp., dating the deed back to July 1, and it hired an engineer to survey for a railroad from the Toledo-Siletz railhead to the head of tidewater on the Siletz River.

In January 1919 the Toledo-Newport joint committee pressed district Army Engineers for channel dredging from Toledo to Oysterville, in April negotiated with engineers on North Jetty work and later the same month suggested that the federal government hire Engineer C. R. Wright and raise his salary by \$100.00 per month.

Work progressed on the South Jetty project at what appeared to be a satisfactory rate but during the summer of 1919, rumors of an impending crisis began making the rounds. Following a joint meeting of the ports November 8, it was revealed that the Miami Company, prime contractor on the jetty job, was bankrupt and was being forced to halt work.

These were perilous times for bay proponents. The great war in Europe was over and the pressure to secure spruce for construction of airplanes had virtually collapsed. Now the prime contractor on the important jetty project was declaring himself over extended and that creditors would no longer lend him money to carry on the operation.

Many feared the Army Corps of Engineers would, under the circumstances, throw up its hands, write Yaquina Bay off and revert

to pre-war status. They viewed this as a calamity in the making.

Portmen quickly launched programs to avert such events. A mass meeting of citizens was scheduled for 1 p.m. on November 15 at the Newport City hall to discuss the problem and alternatives.

In the end both ports agreed there was nothing left to do if they hoped to save the project but to take over the materials and equipment of the Miami firm and continue the work themselves. It seemed a hazardous gamble for local citizens but there seemed no alternative. Portmen agreed to pay Miami \$50,000.00 for tangible assets and permit them to continue on the job under Port supervision, while the ports sought new contractors.

One of the first actions of the joint ports was to insure the continued services of its engineer, C. R. Wright. They gave him a \$50.00 raise, hiking his salary to \$250.00 per month.

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Although the war was over jetty work was progressing as well as might be expected and many of the pressures had been lifted from the shoulders of commissioners of the Ports of Toledo and Newport.

It was time to give a bit more attention to internal affairs within the respective ports.

At Toledo despite the hubbub and prosperity created by the construction of the big spruce plant, it was recognized that little had been accomplished in bolstering the long range timber production of the area. The big mill, fully equipped and spanking new, stood idle and there were rumors that the government was dickering to sell the property to private firms.

On March 20, 1920 portmen pointed out in a resolution that large sums of money had been and were being spent to improve the harbor, yet most of the timber reserves of the area lay locked in the inaccessible Siletz basin. A mere 20 mile stretch of rail from Toledo would open this timber. No private firms had stepped forward offering to build such a railroad though several syndicates had expressed interest in locating in the area if such a railroad existed.

In February 1920 the port approved the formation of the Lincoln County Drainage District No. 1, including a dam and dykes on Depot Slough as a means of reclaiming 400 acres of prime bottom land owned by some 20 citizens so it could be put into agriculture production.

In the fall of 1920 the port sold \$130,000.00 more in bonds to carry its share of the harbor work and as agreed, the Newport Port did the same.

In March the port purchased a tract of water front property for \$1,700.00 lying between the Ellsworth hotel and City docks (known as the old bakery property) to add to its small holdings on the slough. The old bakery building was razed and the port agreed to spend upward to \$10,000.00 improving the city dock if the city would turn ownership over to the port. The city agreed.

As an additional improvement the port asked Southern Pacific to run a spur line in on the dock and install switches. This was agreeable to S. P. providing the port furnished the steel rails.

But once again the port had to raise money. It had

stashed away \$5,000.00 in a wartime Liberty Bond and this was cashed. Later members voted to borrow \$10,000.00 at 8% interest to pay debts not covered by taxes coming up at the end of the year.

Indications that something was stirring in government plans for the idle spruce mill came in January 1921 when the port was offered \$16,250.00 for the property it earlier had turned over to the U. S. Spruce Production corp. The port accepted the offer.

In October 1921 portmen paused to take a look at their finances. They found that the combined ports had outstanding bonded indebtedness of \$432,000.00 which was costing \$23,460.00 per year in interest.

Despite the improvements in the harbor, opening it to the largest ships sailing the Pacific, no great surge of activity developed on the bay. This not only puzzled portmen in both Toledo and Newport but did great injury to their pride as well.

Nettled, perhaps, and feeling that the answer to the lack of interest in the shipping industry's attitude toward Yaquina Bay, might be corrected by more aggressive action on the part of the ports themselves, the Port of Toledo in mid-1921 launched a program to plunge headlong into the shipping business.

Commissioners authorized the sale of bonds up to \$80,000.00 at 6% interest (if needed) and let the word out that the port was in the market for a lumber steamer. Nearly immediately a W. H. Buoy contacted the port with the proposition that he would lease and operate the steamer if the port purchased one.

A number of possibilities developed rather quickly. The



port had representatives of the American Bureau of Shipping to evaluate the “San Jacinto”, the “Nehalem” and finally the 152 foot “Pioneer” in Honolulu. One delay followed another, however, and as time went on, commissioners cooled to the idea of becoming lumber shippers. The post-war recession of ‘21, no doubt, effected their judgment as well.

Port commissioners at Toledo knew now, more than ever, that despite all development in the harbor and on the Yaquina bar, none of this would be fruitful to the development of the county’s interior timber industry unless the river channel was improved. From the very start, of course, even while supporting and helping finance harbor improvements, Toledo had beaten the drums for core river maintenance.

It was generally agreed that what was needed was a minimum of a 16 foot channel (at low water) between Toledo and Newport, 200 feet wide in the straight aways and 250 feet wide on the curves. Indeed these had been the specifications of experienced portmen for many years.

Early in 1922 the port sent W.E. Ball to Portland to discuss the matter with the Army Engineers. He returned to report that the engineers were favorable to the project but wanted assurance that the port was willing and able to finance its share of the cost.

Members of the port were determined that something be done. Local lumber industry leaders as well as East Lincoln businessmen were demanding action. Portmen discussed once again buying a dredge but remembering the sad experience in that field a few

years earlier, soon dropped the idea.

They also discussed contracting the work as a private project. but this idea was rejected also. Performing the work without the help of tho Army Engineers would be entirely too costly for the limited resources of local ports.

So in the end the port decided to keep pressure on the engineers and await developments as they came. But to be in a position of moving quickly in event the engineers did go ahead on the project, the Toledo Port approved a plan to assess \$100,000.00 in bonds against property in the district.

Rumors that the Army Engineers might at last look favorably on construction of the ship channel from Toledo to the sea, stirred the imagination of local residents and business people. They stood solidly behind portmen and offered total support.

The same situation was to be repeated s any times in the years that lay ahead. Often the public caught up in the enthusiasm of the moment, demanded that portmen pressure agencies in an effort to gain their objectives. Many failed to realize that port members actually were working constantly on the channel program and were knowledgeable about the workings of the engineers and other agencies.

But this was one of the early waves of public enthusiasm for the project and both portmen and citizens were caught up in the excitement.

In an effort to cover all bases in preparing for the influx of business the channel improvement program was expected to bring, port commissioners developed the most extensive rate

schedule yet devised to cover shipping over its docks and in its storage sheds.

A wide variety of merchandise was listed: asphalt, cement, brick, coal, automobiles, canned fish, flour, livestock such as bulls, cows, horses, dogs, goats, hogs and sheep, paper, piling, wood, shingles and wool. Charges would be by the ton, or by the head as in the case of livestock, by the 1,000 boardfeet in lumber, or by the barrel for gasoline and oil.

To further cover the field and put the operation on a business basis, R. A. Anderson was retained as dockmaster. He would earn 25% of the first \$100.00 in business each month and 15% of each \$100.00 of business done thereafter in the same month. A complete accounting was to be given commissioners at the end of each month.

And because shortly both ports--Toledo and Newport--would take their places as viable shipping centers on the Oregon Coast, portmen decided they needed to become members of the recently organized Pacific Coast Association of Ports. Membership was \$5.00 per year. Toledo and Newport joined as the Joint Ports of Toledo and Newport at an assessment of \$2.50 each.

The year passed quickly and despite high hopes of the community for the development of ocean shipping, little really happened. The port busied itself with other matters. In February 1923 it hired W.R. Hall at \$10.00 per day to procure right-of-way for the proposed railroad into the Siletz country.

In May \$65,000.00 in Port of Toledo Gold Bonds Series "G" issued in 1920, came due but the port had no money with which

to claim them. Its only alternative was to refinance—issue “Refunding Bonds”, it was called--- for the full sum of \$65,000.00 at 6% interest payable between 1931 and 1937. The Lincoln County Bank bought them, taking the port off the hook.

Soon another year had slipped by and still no work had been completed on the channel.

During 1924 state political leaders began to interest themselves in port development and in January 1925, Gov. Pierce called a meeting in Portland of coastal citizens to study harbor development. Toledo sent its President J. W. Parrish. Records do not reveal what was accomplished, but obviously little since no additional sessions were ever scheduled.

In the summer of 1925 the port again petitioned the Corps of Engineers for channel improvements on the river. Apparently little interest was shown by engineers and it was not until April 1927 that the subject flared up again.

Reason for the renewed activity was a rumor that Major R. T. Coiner, head of the Portland District Corps of Army Engineers office, was to be transferred. Local portmen had been working closely with Coiner for several years. He was familiar with the Yaquina and sympathetic as well, commissioners believed.

It was at a port meeting on April 4 that commissioners first heard of the proposed transfer and this information came from a man whose name was Dean Johnson. It was the first mention in port records of the Johnsons who earlier had taken control of the big sawmill from the government. The family was to become important members of the community and to operate the plant con-

tinuously until the early 50's when it was sold to Georgia-Pacific Corp.

In any event the Johnsons also wanted the river channel maintained so they would have another outlet to markets for their lumber in addition to the railroad.

The future of the railroad was anything but bright. There had been persistent rumors for years that Southern Pacific would like to abandon its line over the coastal hills between Albany and Toledo. Indeed it already had turned its back on the Toledo-Yaquina section, had torn up the rails and let the property revert to the county.

As a result of the April 4 meeting the port agreed that D. L. Peterson, an employee of the Johnson mill, should go to Portland and talk to Major Coiner about all phases of the Yaquina development. They felt that a new voice representing industrial interests on the bay might be more effective.

He appeared at a port meeting on April 20, full of confidence and enthusiasm, to report he had conferred with the engineers and they stood ready to start work on both the river channel and the bar in May. He confidently advised portmen in Toledo and Newport to have money ready for their share of the cost.

The summer came and went but the engineers never showed up. In December the Toledo port directed Petersen to return to Portland and again talk to the engineers.

Up to this time and for several years in the past, Toledo had been financing all expenses for the Portland contacts relative to harbor work and upon Petersen's return, Newport commissioners

were invited to share the information as well as the cost of the trips. Newport agreed to help and wrote a check for \$25.00. Peterson had submitted bills for a total of \$251.00.

Peterson told portmen that Army Engineers had been dragging their feet on the Yaquina projects because they were not convinced the work would benefit other areas of the state.

Nothing was done at the December meeting but Toledo portmen evidently got to thinking over Peterson's information and decided to take the bull by the horns. January 11, 1928 they voted \$300.00 toward getting support for the harbor projects from other communities of the state, and voted \$200.00 to Attorney C. L. Starr, Portland, to assemble information and prepare for a trip to Washington, D.C.

Starr, after some investigation, told portmen that the Yaquina projects were bottled up in committees in Congress and it would take a great deal of effort and politicking to shake them out of committee. The port was desperate. Members offered again to finance representatives to Washington and indeed sent Peterson back to Portland for the umpteenth time to confer with Army Engineers on strategy.

While the port projects lay in limbo for the immediate future, commissioners busied themselves with other matters. For instance it was at the February 1928 meeting that first mention was made of a state plan to construct a bridge across the bay at Newport on the Roosevelt Highway. (Later to be known as Route 101).

At the outset the port approved the project and wrote a letter supporting it. Later, at the request of Newport interests,

the approval was rescinded pending more definitive information on the location and construction details of the bridge. It was not until June that portmen in both Toledo and Newport were satisfied with the state's engineering and gave official approval. Greatest concern naturally was that the proposed bridge would not hamper or obstruct any present or future navigation on the bay and river.

Fully a year later, and presumably in concert with the Port of Newport although this is not made clear in the minutes, Toledo again objected to new bridge plans since the state had not provided for anticipated growth of water commerce. Evidently these differences with highway engineers were ironed out satisfactorily for the problem was never again mentioned.

In May 1928 the Toledo Port received an offer from J. L. Thomas to rent land on which the Lincoln County Farmers Cooperative building was located. The Co-op had gone bankrupt and Thomas wanted to set up a feed mill and farmer's store in the building. He explained that because of our climate, many nutrients were missing from local pastures. He proposed to supply those nutrients to farmers, and especially dairymen, in a feed product he had named "Home brew". Twenty-foot farmers of the area had signed a petition backing Thomas' venture and the port rented the ground to him for 5.00 per month.

By fall, the port began once again to busy itself with the river and harbor. In November it voted \$150.00 to D.L. Peterson to pay the cost of his visiting cities and community groups in the adjacent valley to get support for the Yaquina improvement project.

Local port proponents at about this time began to re-evaluate their approach to the harbor program. The jetty and bar improvements of to early 20's had not materially increased shipping from the region. And Newport's plan to acquire the North Bank Railroad from Yaquina to Otter Rock and entice the location of lumber mills on the lower bay had not been successful.

So by the later years of the decade, it was generally recognized that if improved shipping were ever to be realized from the Yaquina, then the lumber would have to come from the production facilities already located in the upper bay.

And again Toledo proponents pointed out this would require improvements on the river channel to Toledo. Interests in the upper bay had always looked upon any improvement program on the Yaquina as including river projects. But things had not worked out this way. Lower bay interests had an allegiance to harbor and bar projects and believed them to be of paramount importance. The Army Corps of Engineers apparently held the same attitudes for all money allocated to the Yaquina region was nearly always earmarked for lower bay programs.

The Toledo group, while supporting harbor and bar projects down through the years with moral and financial help, nonetheless found itself nearly single-handedly carrying on a lonely fight to get any river improvements.

Time and again when representatives went to Portland to discuss the matter with Army Engineers, the answer was that no funds existed, that the program was bottled up in committee in Washington, or that the engineers were ready to start work and



awaited only the share of money to be supplied by the ports.

From time to time dark mutterings were heard from upstate that Portland's powerful politicians did not intend to let any other port challenge Columbia River's dominance in shipping. This could never be proved, of course, and the charge was never expressed as an official complaint. but it was widely and honestly believed by many community leaders on the Oregon coast.

For one of these reasons or another channel work never seemed to get started. It is small wonder that port commissioners were often driven to the point of considering buying their own dredge to do the work they hoped the Army engineers would and should do. They knew the hazards of this program since early in the history of the Port, a dredge had been built and operated for a period of nearly six years without yielding a single day of productive work and at a cost which nearly bankrupted the then new district.

The reply was understandably a bit sharp and laced with sarcasm when the Toledo commissioners responded to a representative from Newport in mid-1929 asking cooperation in sharing expenses on a dredge the down-river district planned to buy. The Newport Commissioner was told that it would be a waste of money to spend on dredging at Toledo until channel work was done. He was told, however, that Toledo wanted a joint meeting with Newport to discuss a new application to the Army Engineers for extensions of the jetties.

At its January 20, 1930 meeting Toledo voted to finance Attorney C. L. Starr, Portland, at \$1,200.00 salary plus expenses

to go to Washington to appear before Army Engineers in behalf of the Yaquina projects. On February 5 not only Starr, but Bert Geer, President of the Toledo Commission, and R. H. Chapler, U. S. Forester, appeared in Washington and presented the “Yaquina Story” to the engineers.

Starr and Geer were at the Commission meeting in Toledo on February 20 to report on the Washington hearing. The Board President told Commissioners he held little hope for early success on the river channel project, but at least, he declared, the door had been opened, even if only slightly.

The depression era dragged on but hopes of local people for the development of a busy Pacific Coast port on the Yaquina never faltered. Despite the fact that the Federal government was spending vast sums of money on a wide range of public works projects across the nation, none of them was being allocated for the Yaquina.

In mid-1930 while the Army Engineers still spurned the river deepening program, Toledo portmen again probed the feasibility of buying and operating their own dredge on the river. Some went to Longview to look at the dredge “Kentucky” but the plan was eventually rejected.

At this juncture, one of the Ports own commissioners, Oliver Altree, offered to build a dredge for the port for \$37,950.00 providing a specific type of diesel engine was available. Despite the fact that port operated dredges had a history of failure, the plan now appealed to many people. It seemed the only way that anything would ever be done. The port voted to pay Altree’s

expenses to Seattle to search for the diesel engine he wanted.

In preparation for the river project, the port approved a budget in the fall for the upcoming year of 1931 of a whopping \$55,610.00. In addition, it created a new river improvement fund and hired Portland Attorney John N. Pipes at \$1,500.00 a year to get whatever help for the project that could be wrangled free from the Army Engineers. The port also authorized issuing \$25,000.00 in River improvement bonds repayable January 1936 at 5% interest.

On December 26 Atree's dredge building plans hit a snag. He had brought his specifications and drawings to the port meeting and commissioners approved them. But the vote was not unanimous. Two commissioners abstained from voting, contending that while they had faith in Atree's ability, they felt nonetheless that because they were handling public money the port should have the plans approved by a qualified registered engineer and the entire project cleared by an attorney.

The proposal generated considerable heat in the meeting and later among business people around town who knew of the incident. Some sided with the tan commissioners who wanted safeguards imposed on commissioners' plans and some backed Atree.

Atree himself fumed. He wrote a letter to the port, declaring he did not object to an engineer checking his plans but insisted that the engineer should come to Toledo where questions could be answered readily and discussions could be held between him and the engineer.

He also declared that he had \$700.00 invested in the work and expected to be paid. The port countered by agreeing to pay

him \$500.00 for his plans if he did not win the bid to construct the dredge and \$300.00 if his bid was acceptable. They called for a bid opening on the dredge and on sale of \$25,000.00 Improvement bonds on February 6, 1931.

The state was the only bidder on the improvement bonds and the port accepted. Atree's bid at \$43,847.65 was the only one on the dredge construction. Commissioners wanted time to consider matters before awarding the work.

Evidently Atree took this to mean commissioners were rejecting his bid and he resigned from the port immediately. Portmen named C. H. Bogert to the commission. At a special meeting on February 11, members formally accepted Atree's bid for the project.

Port minutes are vague and shed no light on the final disposition of Atree's home-built dredge. Apparently nothing was ever started and in time the entire matter was forgotten.

By mid-summer 1931 citizen groups and portmen were once again laying siege at the door of the Army Engineers for a 16 foot channel from Toledo to the sea.

The new movement got underway at the June 10 meeting when a group of Toledo businessmen and citizens brought a petition to the meeting asking for channel deepening. They pointed out that the area was not sharing in the growth of the state because of lack of water transportation. There was much unemployment, they said, and many vacant homes and abandoned ranches because people were leaving the area. A box factory and pulp mill had expressed interest in locating in Toledo but had been forced to look elsewhere because of a lack of water transportation,

the businessmen complained.

A committee consisting of A. T. Peterson, B. F. Updike and Guy Roberts was named to go to Portland to tell engineers that the community stood ready to pay half the cost of the river deepening project and to urge that it be started immediately.

By late summer, however, the Corps filed an adverse report on the river project. Immediately the business community rose in arms demanding a reversal. Peter Frederick, grocer and president of the Toledo Chamber of Commerce, urged the Port to send a representative again to Washington to plead the case and ask for a change in Corps recommendations.

Port commissioners pointed out that this would prove unproductive and urged that the river deepening project be made a part of larger harbor development in the entire bay. While it would take longer, they said, it was more natural and would receive more favorable attention.

But the Chamber was insistent. In the end the Chamber sent Attorney W. H. Waterbury to Washington, paying a large share of his expenses. It did little good and the attorney returned empty handed.

The Port kept pressure on the Portland Division of Engineers and late in 1931 when Washington announced a new massive, nationwide public works program, it sent members on several occasions to Portland to discuss the Yaquina program.

Engineers turned deaf ears on the river project but did approve in 1933 and 1934 projects to lengthen both the North and South jetties. Toledo helped in getting those projects underway,

carrying her share of the financial load and supporting the work from the start.

But the depression years had begun to effect port operations. In May 1932 the Port learned that the Toledo Box Co. had closed its doors. In August of the same year the Port passed an emergency ordinance to sell \$1,500.00 in bonds to finance dredging Depot Slough. Shallow water in the slough was adversely affecting the creamery company's and other operations in the area. There was only one bidder for the bonds, a local man, Paul Zedwick, who advanced the money. As if to protect his investment, and perhaps as a part of the deal, he was named to the commission and served until the \$1,500.00 was repaid.

On January 1, 1933 notes and bonds totaling \$11,065.00 came due but the Port had no money to meet the debts. In the end the local bank loaned cash to pull the Port out of the hole.

In April the Port issued \$10,000.00 in bonds to pay debts due but found no takers or the first advertising. The State of Oregon stepped in on the second offer and bailed the Port out of its financial squeeze.

Early in 1934 J. T. Mahoney of Siletz appeared before the Port with a proposal that it buy for \$10,000.00 property in the Siletz area for on airport. Once the property was acquired by the Port, the government would then construct the airport and put it into operation, he explained.

But Portmen were wary of bond issues and called a public hearing on February 24 to probe the wishes of citizens. A large delegation turned out and the sentiment was unmistakable. People

simply did not want to finance an airport from public funds. The vote was nearly 100% against the proposal. In April the Port had to issue \$5,000 in refund bonds to meet obligations which had come due and again the State stepped in to bail it out.

Indebtedness of the Port at this time was \$109,086.28 on an assessed value of property of \$4,077,198.00. Practically the entire indebtedness had been built up paying the Toledo Port's share for improvements in the lower bay.

An indication of the temper of the commissioner and the toughness of the times is seen in an action taken at the April 11, 1934 meeting. Because the Port office was never used at night, and it had to pay a \$1.00 minimum fee per month for electrical service, Commissioners voted to have West Coast Power Co. remove the only light in the Port office. It meant a savings of \$12.00 per year.

Despite the lack of success over the years in convincing Army Engineers to dredge a deeper channel in the river between Newport and Toledo, commissioners were still firm in their beliefs as late as 1939 and the early 1940's that lumber ships would come up river to take on ocean cargos. It had been a dream of Toledo business leaders for years and it was hard to shake the concept.

In the 1930's C. H. Bogert, Toledo businessman and lumberman, had been appointed to the Port. He became a leader in the drive to bring the ships up river. At the May 10, 1939 meeting no reported enthusiastically to the port that he had arranged with the Shaffer Bros. shipping firm to send a vessel to Toledo to load out 500,000 board feet of lumber from the local docks. he further

reported that Shaffer had indicated it would set up a buying agency in Toledo to handle future lumber sales and shipments.

To Toledo Portmen this seemed a breakthrough in the shipping picture. For years Toledo had produced practically all local cargo for ocean transit. Yet productive large scale shipping out of Yaquina had failed to materialize.

Toledo had also shouldered its share of the costs of developing the lower bay, the turning basin, the bar and the jetties over the years until its tax burden was extremely high.

None of the Federal money had been spent by Army engineers in improving navigation on the river.

One cannot honestly say that interests in the Newport area opposed river development, but ever the years little encouragement had been noted and, of course, residents of that port district were never called upon to help finance channel projects. At the same time upriver residents, knowing that success in river transport depended on adequate bar and jetty development, bonded themselves to the hilt to help pay for newport area projects.

Bogert's work in contacting and getting commitments for shipping out of Toledo served as a shot in the arm for local businessmen and lumbermen. Hopes for a future in ocean shipping soared once again to new heights.

In the fall of 1939 the Port passed and sent to Washington a resolution calling for an 18-foot channel at low water from the harbor entrance to 1/2 mile up stream above Toledo and a turning basin in the vicinity of Depot Slough.

It also directed Bogert to contact Olsen Boat Co. in an



effort to get a ship to Toledo for the C. D. Johnson account alone if other business could not be secured at this time. Arrangements were made for Frank Wade and his tug to serve as pilot for visiting ships.

Dean Johnson appeared at a Port meeting in the fall to urge the Commissioners to lend their support in a renewed effort to get the jetties extended, the bar deepened and the turning basin in Newport improved.

With momentum not seen in recent years, Portmen pressed for action from the Corps of Engineers and Congress.

At the March 1940 meeting a resolution was passed which declared;

1. The Port would employ John C. Kendall, Portland, to represent Toledo in Washington before a hearing of U. S. Army Engineers. Cost \$1,500.00
2. Employ Gus Carlson for \$250.00 to make a Yaquina Bay Resource Survey and traffic and rate analysis for the Washington hearing.
3. Named Commissioners C. H. Hogert and H. Farrington to appear at the Washington hearing, representing Toledo.

Total cost of the project was estimated at \$5,000.00. Commissioners debated expenditure of the funds. But sniffing success finally for river development, a group of citizen businessmen appeared at the May 8 meeting and urged the Port to follow through with its program. Among those backing the expenditure at that meeting were Attorney W. H. Waterbury, C. P. Moore, banker; C. K. Crosno, insurance; F. M. Woodson, automobile dealer; F. M. Hellworth, physician; L. G. English, attorney; and Terrance Gaither, automobile dealer.

The Port Commission attacked the river development program from every possible angle. It hired people knowledgeable in the Washington bureaucracy to guide its program, it directed surveys to secure accurate data on shipping figures and potential and sent its own people to Washington to see that the Port was served properly in the governmental jungle and in the hearing rooms.

With unusual foresight, it went even further. Long before the 1940 assault on Washington the Port financed the activities of two of its members, Bogert and Farrington, to entice new businesses into the Yaquina country. These men ranged far and wide over the Northwest talking up the advantages of locating factories in the Yaquina Bay country.

They talked to sawmill operators, plywood makers, pulp manufacturers, shipping firms and specialty wood product plants. Their combined expenses often ran upward to \$1,000.00 per month for months on end as they took time from their own businesses to pursue what many viewed as a “Now or Never” effort to break the shipping jinx on Yaquina Bay. In the entire effort Newport remained quietly in the background, offering no help and contributing no planning to the campaign.

But in the middle of all this Toledo and Newport got their heads together in June 1940 to host a two-day convention of the northwest Rivers and Harbors Congress. Most of the activities of the convention were centered in Toledo although some of the field tours were conducted in Newport and both ports shared the costs of entertaining delegates.

Toledo sent representatives to Washington in 1940 and

again in 1955 when Portman Harold Farrington and lumberman L. G. McReynolds made the trip. The last Washington trip was made in 1962 when Toledo dispatched Farrington once again, accompanied by Terrance Gaither.

Despite all the effort over many years, success on bay development obviously was only nominal.

On the river, the first maintenance work was completed in 1910 (the year the ports were formed) when engineers dredged 46,696 cubic yards in the channel. No other dredging was done until 1957.

On this project 254,543 cubic yards of spoilage was taken from the channel at a cost of \$94,054.00. It was at this time that the Toledo airstrip was created in the tide flats south of the city and considerable numbers of acres of tide flats along the river filled. Toledo's Port financed the securing of spoil disposal sites. The influence of Georgia-Pacific Corp. was undoubtedly important in the 1957 project. Georgia-Pacific at this time was getting its big paper mill in Toledo into production.

Again in 1962 and in 1968 additional channel work was done in small and restricted areas.

Harbor work was carried on with vastly more consistency. South Jetty work started in 1887 when a 3,748 foot jetty was built. The project was finally completed in 1896. Additional work was done in 1919-1922, 1933-1934, and 1971-1972. In the 1919 project, Toledo and Newport financed the work themselves and placed 222,501 tons of stone on the South Jetty extension when the Miami company went bankrupt. The engineers took over the work in 1921 and

finished the project by adding another 13,334 tons of rock.

Engineers between 1889-1896 built a North Jetty of 2,300 feet. New extensions and maintenance were done on the North Jetty regularly over the years---1921-1925, 1933-1934, 1939-1940, 1956-1957, and 1964 to 1967.

So while the harbor benefited from fairly regular projects, the river channel remained the same or indeed deteriorated over the years from neglect.

By the 1950's Toledo's interests began to realize that a ship channel up the Yaquina was a hopeless cause. Vessels had become larger with vastly deeper drafts. The plan seemed no longer feasible or practical.

After World War II a new development got into the picture which gave local residents hope for a renewal of Corps of Engineers interest in the river, however. At least, two shipping firms started experimenting on the West Coast with ocean barging of lumber. They were the Sause Brothers and the Oliver J. Olsen Co. Both firms were having moderate success with the experiment and indeed both sent their huge war surplus shallow draft barges to the Cascadia Lumber Co. and Port of Toledo docks to take en cargos on numerous occasions.

In addition, the Georgia-Pacific Paper Mill, first constructed in the mid 1950's, used oil at the outset to fire its pulp digesters and the firm was bringing in barges at least once a month carrying enormous gallonages of furnace oil.

The channel was in poor shape. But the Army Corps of Engineers did respond to the need and the first maintenance work

on the channel was done in years during this period. But the engineers turned a deaf ear to pleas for a deeper channel. The last public hearing for the deep channel project was held at the Toledo City Hall on April 20, 1967. The Port covered its ground well, spending months preparing its arguments favoring the channel project. There was no mention of a ship channel at this hearing. How the emphasis was on an adequate barge channel. The specifications were essentially the same--18 foot channel, 100 feet wide.

Upshot of the entire hearing was that Army Engineers declared once again that the cost to benefit ratio did not justify the channel deepening project at that time.

From the mid 1950's on, Port interests slowly began to change direction, Portmen began directing their energies more to the development of projects affecting the public such as establishing boat launching ramps, moorages, and river cleanup programs. The Port also turned its attention to acquiring available land on which dredge spoils might be dumped and where industry might eventually be located. In this area it purchased a tract of land from the City in 1973 adjoining the athletic field in Toledo and spent nearly \$20,000.00 filling it so that it might be immediately usable for industrial use. It also purchased from a private owner in 1975 over 30 acres fronting on the bay south of the city usable for spoils disposal and industrial development.

To a lesser degree, the overriding interests of the Port of Newport also underwent changes during these same years.

down through the years a major interest of the Port had

been to develop ocean shipping. Because of this such projects as the jetties, the bar and inner harbor were of paramount importance to the district. It had far less interest in seeing a ship channel developed to Toledo. Its answer to proponents of the ship channel was that a railroad from Toledo to Newport would do the job more economically and efficiently.

Indeed as early as 1920 the Port of Newport attempted to buy a standard gauge spurline that ran from Yaquina (then the railhead) to the East edge of the city then turned North to Otter Neck. The development fell through when the community had trouble raising the \$400,000.00 necessary to buy it and the sellers could not supply proper proof of ownership. Eventually the spurline as well as the mainline between Toledo and Yaquina were torn up.

Prospects for ocean shipping flared brightest during the 1940's and 1950's. The harbor had had extensive improvements and considerable lumber moved out of the bay. As a matter of fact, Newport's Chamber of Commerce touted the city as the "Lumber Shipping Capitol of the World" - The title was later claimed by Coos Bay and it faded in Newport.

Commercial fishing was developing by leaps and bounds and following World War 11, a recreational boom swept the nation. Yaquina Bay was a natural for both these activities. Portmen responded by developing extensive moorages for both commercial and private boats until today it is one of the most active on the Oregon Coast.

Arid the development goes on. The Port of Newport is now developing a huge 600 recreational boat moorage in South Beach.

because of past harbor improvement, it was possible for Oregon State University set up its Marine Research Center on the bay.

So while Yaquina bay has failed to meet the expectations of its early proponents as a major shipping center, it nonetheless is playing an important role in the economy of the region and Oregon. A creditable amount of ship and barge shipping, all lumber or logs is generated in the county. In addition, recreational and commercial fishing interests have expanded beyond all concept of a few years ago.

Further than that, rail shipping into and out of the county is at an all time high, transporting products produced in Toledo's industrial plants. A paper mill manufactures upward to 1500 Tons of paper each day and its lumber and plywood mills produce vast tonnages of wood products, much of which is moved on the river by huge ponderous ocean-going barges.

Ocean shipping never quite attained the grandiose scale envisioned by past leaders Yaquina Bay country but commercial shipping today has far exceeded the goals predicted in the past. And it came from a combination of transport facilities. Ocean, yes, but also and perhaps more importantly by rail and highway as well.

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