



The above photo of Marshfield in 1907 shows the ferry slip at the end of a long ferry wharf coming out of the town of Eastside where the Magnes Matson dry goods store was located; here both women and men's shoes and other furnishings could be purchased as customers waited for the ferry to cross the bay from Eastside. Just up the bay and to the right of the wharf was a woolen-clothing store. It appears to be connected to the ferry wharf by an elevated wooden planked walkway. The smoke from the boilers and waste burners of the C. A. Smith Lumber and Manufacturing Company can be seen in the distance, around the bay from the Coal Bank Slough coal bunker. *Photo courtesy of the Oregon Historical Society.*

the United States, except for those ports along the Pacific coast where sailing schooners had access. Difficult terrain separated the Willamette Valley from the growing population of Coos Bay, and citizens relied on the waterways to transport both cargo and passengers to Portland and San Francisco. In 1916, the railroad replaced the passenger stagecoach routes into the Willamette and Umpqua valleys, and along the rail route, new opportunities opened for moving logs and lumber to and from sawmills at Coos Bay. When the Southern Pacific railroad completed the line between Eugene and Coos Bay, the economy of the coastal region of southwestern Oregon blossomed.



The Coos Bay Times Artist's Dream of Marshfield and North Bend, The Consolidated City of Tomorrow

Changes in the Coos Bay region between 1900 and 1930 were enormous. The December 13, 1913 edition of the local *Coos Bay Times* newspaper dedicated its Christmas edition to caricatures of key individuals of influence around Coos Bay, and the above rendition of what the bay area would look like by 1925. There was no doubt that trains, automobiles—and even airplanes—had helped the city overcome its isolation. New industrial manufacturing processes had been added to the production of rough lumber. Coos Bay had grown into a major seaport rivaling Portland for its forest products exports. Social life in the region had become more civilized as the migrant workforce of single male loggers, miners, and mill workers gave way to a workforce of married men with families, and an increasing number of women. This slow but steady growth transformed the region from a coastal frontier into one of Oregon's major centers of population and industry. But the communities of North Bend and Marshfield never attained the magnitude of development envisioned in the above sketch.¹³