

(COPY).

March 21, 1913.

County Court,
Multnomah County,
Portland, Oregon.

Gentlemen:-

The Commission of Public Docks begs to acknowledge receipt of your letter of March 20th, 1913, relative to the moving of location of the Lower Albina Ferry Boat on the West Side of the Willamette River, and to thank you for your courtesy in favoring the Commission with your opinion in this matter.

Yours very truly,

(Signed) G.B. HEGARDT

Secretary.

GBH:AH

July 21, 1913.

H. B. Hegardt, Secretary,
Commission Public Docks,
Worcester Bldg., City.

Dear Sir:-

I beg to thank you for your report of July 18th in answer to my inquiry of the 17th inst. regarding the new location of the Albina ferry landing. If there is any further information, I will be pleased to communicate with you.

Yours very truly,

HRA/C

MAYOR.



COMMISSIONERS

F. W. MULKEY, CHAIRMAN
C. B. MOORES
BEN SELLING
DAN KELLAHER
JOHN H. BURGARD

ENGINEER

G. B. HEGARDT, M. AM. SOC. C. E.

The Commission of Public Docks

OFFICE 502 WORCESTER BUILDING

Portland, Oregon

July 18, 1913.

Hon. H. R. Albee,
Mayor of Portland,
City Hall, City.

Dear Sir:-

I beg to acknowledge receipt of your communication of July 17th, enclosing copy of letter from the Board of County Commissioners relative to change of location of the west side approach of the Lower Albina Ferry, and in reply thereto make the following general statement, supplemented by correspondence between the Commission and the County Commissioners:

At the meeting of the Commission of February 19, 1913, the Secretary was directed at once to ascertain whether the ferry landing in question could be moved from its present location to the north line of the Martin Dock property, and to get the views of the County Court in the matter.

A few days later the Secretary called on the County Court and verbally took the matter up with the Court, and left with it a map showing the proposed change. A copy of this map is herewith.

The Secretary made numerous calls on the County Court to get an expression from them as to their decision in this matter, and on March 5th made the following report to the Commission:

"The matter of moving the lower Albina ferry Landing from foot of 17th Street to the North end of the Martin Dock Property was taken up with the County Court. At the

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interview, the County Judge and the Commissioners did not appear to object to such a change, provided the City furnished the proper landing facilities, but stated the matter would be referred to Mr. Welsh, Superintendent of Ferries and Bridges, for report, and that the Commission would be advised as soon as a decision had been reached."

On March 20th the County Court addressed a communication to the Commission, of which the following is a copy:

"March 20, 1913.

The Portland Dock Commission,

Portland, Oregon.

Dear Sirs:

Replying to your inquiry, we wish to state that we have no objections to moving the location of the Lower Albina Ferry Boat, but we doubt if we have the authority to authorize the changing of location.

Yours very truly

T. J. Cleeton
County Judge

D. V. Hart
County Commissioner."

The receipt of this letter was acknowledged on March 21st, a copy of which letter is herewith.

The County Court having no objections to moving location of lower Albina Ferry, the Commission, in preparing its plans for Public Dock No. 1, therefore, decided to locate

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a new landing at the north line of the property purchased as a site for Public Dock No. 1.

On February 11th the Commission held a public meeting, at which the question of discontinuing the lower Albina Ferry entirely was up for discussion. A number of prominent persons appeared at this meeting and strongly urged that the lower Albina Ferry be not discontinued, but if it had to be moved, that it be moved northward instead of southerly of its present location, the reasons given being that the principal traffic across this ferry was gravel, sand, slabwood, and other materials which were transported between the two sides of the river by the means of this ferry; another reason urged for the moving of the ferry northerly instead of southerly was that a greater number of men were employed north of the ferry landing than south of it, and it would greatly accommodate the workmen if the ferry be moved as suggested at the meeting.

As bearing further upon this subject, a letter addressed to Mr. Madison Welsh, at that time Superintendent of Bridges and Ferries for the County of Multnomah, is herewith. This letter shows that the Commission has freely consulted the County Court in all matters pertaining to the moving and reconstruction of this ferry landing, and has at all times been anxious to improve the service and approaches to the re-located ferry landing. Mr. Welsh called at the office of the Commission and approved the plans prepared by the Commission for the new ferry landing.

The Commission's reason for re-locating the ferry landing at

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the north end instead of the south end of the site of Dock No. 1, was that the ferry in making a landing on the west side of the river at any time when there is a current in the river, must make a sweep downstream in order to properly enter the ferry slip. If the ferry landing had been located at the south end of the dock site, the ferry in making landings, under conditions mentioned above, would at such times interfere more or less with the docking at or departure from the public dock of steamers, and when the County Court offered no objection to the location which the Commission desired, the Commission naturally selected a site which would prove most suitable and give less inconvenience to shipping and vessels berthing at the public dock.

The Commission takes for granted that since the personnel of the Board of County Commissioners has been changed, the action taken by their predecessors was not fully known, and that this letter will fully explain the present status of this whole matter.

Yours very truly,

J. W. Munkey
Chairman.

3 Enc.

GBH/W.

Copy of this letter with enclosures, except map, furnished the County Commissioners this date.