

# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

## GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

Peninsula District Sewer.

June 5, 1920.

Mr. O. Laurgaard, City Engineer,  
Portland, Oregon.

Dear Sir:

Referring to your letter of the 2nd inst. beg to say that we will use every effort to open the mouth of the Columbia Slough channel to an extent sufficient to permit the building of the bridge at the earliest possible date.

We are moving the dragline to the Columbia River and then will proceed immediately to build the west embankment, storing thereon as much surplus material as right of way will permit; and we suggest that, in order to expedite the work, you permit the embankment to be built as much above elevation 33 as good engineering practice will allow.

As soon as the Island in the upper end of McBrides Slough, where the Titan is now working, has been removed to a sufficient extent to permit the handling of loaded barges, we will complete the mouth of the channel by dredging what remains, ~~after~~ the dragline has removed all possible, but cannot say exactly when this will occur.

Trusting that this is satisfactory, we are

Yours very truly,

PACIFIC BRIDGE COMPANY

*Pen. Dist Sewer*  
*C. F. Swigert*  
President.

NO.	60725
DATE	JUN 7 - 1920
TO	W. L. PENNINGTON
ARTICLE	
VENUE	
NOTES	
DIRECT	
REVISION	
ACK.	
REC'D.	6/9 1/2
FILE	
REPLY	
O.L. 6-10-20	

CFS/CM

June 2, 1920

Peninsula District Sewer.

Pacific Bridge Company,  
Foot of East Salmon Street,  
Portland, Oregon.  
Gentlemen:

You are hereby requested to at once begin preparations to excavate the required amount of earth at the mouth of the Columbia Slough channel in order to enable us to have the bridge erected at as early a date as possible.

Very truly yours,  
A.L. BARBUR,  
COMMISSIONER OF PUBLIC WORKS,  
by

JRH H

CITY ENGINEER.

60605

May 1st, 1920

Peninsula District sewer.

Pacific Bridge Company,  
Foot of East Salmon Street,  
Portland, Oregon.  
Gentlemen:

In order to build a satisfactory and safe dike,  
it becomes necessary to have roots, stumps, snags and branches  
which the excavator deposits therein removed.

You are therefore requested to have someone closely  
watch the dump for that purpose and remove all objectionable  
material. This order is imperative and must not be overlooked  
or disregarded.

Very truly yours,

CITY ENGINEER.

JRH H

59745

April 27, 1920

Peninsula Sewer.

Mr. J. O. Elrod,  
President Multnomah County Drainage District No. 1,  
Corbett Building,  
Portland, Oregon.  
Dear Sir:

Referring to your letter of April 16th (our No. 59253) transmitting letter of April 14th, addressed to the Commissioner of Public Works, I beg to reply as follows:

a- It is noted that a contract has been entered into between the District and the Pacific Bridge Company, whereby the Pacific Bridge Company has undertaken to place the material for the dam to be constructed in Columbia Slough, using part of the equipment now being used in the excavation of the Columbia Slough Channel. This arrangement is satisfactory to the City provided the use of the said equipment in building the dam will not materially delay the Pacific Bridge Company in the completion of its contract with the City.

b- In consideration of the said contract with the Pacific Bridge Company, the supervisors of the District have agreed to waive all claims for damages against the City on account of delays in the completion of the levees along the Columbia Slough Channel, on certain conditions, and request that a reasonable extension of time be granted to the Pacific Bridge Company in the completion of its contract with the City.

In regard to this, I would say no assurance can be given at this time that an extension of time will be granted by the City. As far as I know, no request for an extension of time has been made by the Contractor. The only basis on which an extension could be granted would be a proper showing by the

contractor that the circumstances justified the same.

I am sending you a copy of the contract between yourselves and the Pacific Bridge Company which was left in this office and also a copy to the Pacific Bridge Company.

Very truly yours,

CITY ENGINEER.

RBK H  
CC to Pacific Bridge Company.

MULTNOMAH COUNTY DRAINAGE DISTRICT NO. 1

517 CORBETT BUILDING  
PORTLAND, OREGON

BOARD OF SUPERVISORS:

J. O. ELROD, PRESIDENT  
D. C. POWELL, SECRETARY  
JACOB LUSCHER

16th April 1920.

W. G. BROWN  
ENGINEER

Mr O.Laurgaard,  
City Engineer ,  
City.,

Dear Sir;-

Inclosed herewith please find a letter which I think will cover the releasing of the City. If this meets with your approval please mail to me one copy of the contract with the Pacific Bridge Co, and mail one copy to C.W. Swigert , retaining the other copy yourselves . I have talked with Mr Swigert , and this is satisfactory to him . In the event that this is not satisfactory, you will please return the letter.

Very truly yours,

MULTNOMAH COUNTY DRAINAGE DIS #1,

by J. O. Elrod

Pres. Board of Supervisors.

No.	59253
RECD	APR 17 1920
	<i>Peninsula Survey</i>
	<i>OL</i>
	<i>OL</i>
	<i>4-27-20</i>

## MULTNOMAH COUNTY DRAINAGE DISTRICT NO. 1

517 CORBETT BUILDING  
PORTLAND, OREGON

## BOARD OF SUPERVISORS:

J. O. ELROD, PRESIDENT  
D. C. POWELL, SECRETARY  
JACOB LUSCHER

April 14, 1920.

Commissioner of Public Works,  
City Hall,  
City.

Gentlemen:

Referring to such portions of t  
19, 1919, between the City of Portland an  
involved in the question of the time for  
along the east and south bank of the city  
Columbia River to the Union Avenue embank  
Bridge approach, we submit the following:

The matter of liability for dan  
of said contract by the city and discussi  
ing made and progress which could be acco  
contractors for the construction of said  
subject of considerable correspondence, t  
which, insofar as the District has been concerned, has been to  
expedite the completion of the structures necessary for the pro-  
tection of our District from overflow. Certain agreements have  
been reached between the Board of Supervisors of this District,  
representatives of the City of Portland, and of the Pacific  
Bridge Company, contractors for the construction of the channel  
and levee above referred to, the most important of which are:

(a) The Pacific Bridge Company have agreed to keep  
employed on such channel and levee work the drag-line excavator  
and two clam shell dredges now employed, and to add to such  
equipment, the dredge "Titan" as soon as a sufficient channel has  
been excavated as to make it possible. They further agree to  
employ such barges, tow boats and other equipment as are necess-  
ary to keep such plant fully employed - the "Titan" in loading  
excess material from the excavation of said channel and the re-  
mainder of said plant in transportating, unloading and placing  
such materials in the low areas along the banks and in such  
sloughs as are crossed, including Columbia Slough, using all  
diligence and care to the end that fills and dams in all such  
low areas, including all sloughs, shall be kept at elevations  
safely in excess of the rising river, such materials as are placed  
in Columbia Slough to be measured and paid for by the District  
according to the terms of a contract executed this date by the  
supervisors of this District, and the Pacific Bridge Company. The  
Pacific Bridge Company further agree that they will continue work  
upon such dams and levee with such equipment that said embankments  
shall be completed not later than October 1, 1920.

No.	SUBJECT		
APR 17 1920	Primanta Survey		
DEPT. OF PUBLIC WORKS			
FOR YOUR ATTEN.	01		
REPORT WRITTEN VERBAL			
REPLY DIRECT PREPARE			
ACK.			
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SENT TO FILES BY	gy	DATE	4/27/20

# MULTNOMAH COUNTY DRAINAGE DISTRICT NO. 1

517 CORBETT BUILDING  
PORTLAND, OREGON

BOARD OF SUPERVISORS:

J. O. ELROD, PRESIDENT  
D. C. POWELL, SECRETARY  
JACOB LUSCHER

April 14, 1920.

W. G. BROWN  
ENGINEER

Commissioner of Public Works,  
City Hall,  
City.

Gentlemen:

Referring to such portions of the contract of February 19, 1919, between the City of Portland and our District, as are involved in the question of the time for completion of the levee along the east and south bank of the city's channel from the Columbia River to the Union Avenue embankment of the Interstate Bridge approach, we submit the following:

The matter of liability for damages for non-performance of said contract by the city and discussions of the progress being made and progress which could be accomplished by the city's contractors for the construction of said channel, has been the subject of considerable correspondence, the sole object of which, insofar as the District has been concerned, has been to expedite the completion of the structures necessary for the protection of our District from overflow. Certain agreements have been reached between the Board of Supervisors of this District, representatives of the City of Portland, and of the Pacific Bridge Company, contractors for the construction of the channel and levee above referred to, the most important of which are:

(a) The Pacific Bridge Company have agreed to keep employed on such channel and levee work the drag-line excavator and two clam shell dredges now employed, and to add to such equipment, the dredge "Titan" as soon as a sufficient channel has been excavated as to make it possible. They further agree to employ such barges, tow boats and other equipment as are necessary to keep such plant fully employed - the "Titan" in loading excess material from the excavation of said channel and the remainder of said plant in transporting, unloading and placing such materials in the low areas along the banks and in such sloughs as are crossed, including Columbia Slough, using all diligence and care to the end that fills and dams in all such low areas, including all sloughs, shall be kept at elevations safely in excess of the rising river, such materials as are placed in Columbia Slough to be measured and paid for by the District according to the terms of a contract executed this date by the supervisors of this District, and the Pacific Bridge Company. The Pacific Bridge Company further agree that they will continue work upon such dams and levee with such equipment that said embankments shall be completed not later than October 1, 1920.



4/14/20

(b) The supervisors of this District have agreed, in consideration of said contract with the Pacific Bridge Company and contingent upon the performance in good faith and to the best of their ability of the promises above outlined, to waive all claims for damages incurred or claimed by the District on account of failure of the city to procure the completion of said levee and dams within the time named in said contract of February 19, 1919, it being understood that such waiver shall in no way affect or modify any other clause or part of said contract. And the District does further request the city to grant a reasonable extension of time to the Pacific Bridge Company, now subject to penalty for non-performance of certain parts of their contract with the city and affecting this District, and that upon the faithful performance by said Pacific Bridge Company of its agreements with this District herein referred to, such penalties be remitted, and shall, insofar as any work affecting this district is concerned, not become operative until October 1, 1920, instead of January 1, 1920, as originally specified.

Should the city's representatives prefer to enter into a contract with this District, the Board of Supervisors are prepared to become parties to such an agreement if drawn in accordance with this letter.

Very truly yours,

MULTNOMAH COUNTY DRAINAGE DISTRICT NO. 1

By



President, Board of Supervisors.

April 14, 1920

Peninsula District Sewer.

Mr. Thos. Pumfrey,  
Engineer Maintenance of Way,  
Portland Railway, Light & Power Company,  
Portland, Oregon.  
Dear Sir:

I am in receipt of a copy of your letter of April 3d (our No. 59003) addressed to W.G. Brown, Yeon Building, in regard to brush along the banks of the Columbia river above your Vancouver trestle, I beg to advise that an investigation has been made to see whether any of this brush had been allowed to enter the river by the Pacific Bridge Company who are constructing a channel for the City. It is found that no brush has been placed by the Pacific Bridge Company in such location that there is any danger of its going into the river.

Very truly yours,  
A.L. BARBUR,  
COMMISSIONER OF PUBLIC WORKS,  
by

CITY ENGINEER. <sup>✓</sup>

RGMc-E

59194

Perennial Sewer

April 9, 1920.

Mr. J. O. Elrod,  
Corbett Building,  
Portland, Oregon.  
Dear Sir:

This will advise you that Black Prince, is now excavating on Slough, adjacent to Columbia Slough point to your proposed dam at which and it would seem that the material in the dam at a minimum of cost.

We are informed by the contractors for the work, that they want to move this equipment to another part of the channel that you inform us at once whether at this time of the opportunity to desire to obtain the material now, contractor postpone moving the equipment

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by the city

Yours truly,

CITY ENGINEER.

REK H

Delivered Gas limited 4/9/20  
Approved by L. E. Latourrette.

59025

Penninsula Sewer

April 9, 1920.

Mr. J. O. Elrod,  
Corbett Building,  
Portland, Oregon.  
Dear Sir:

This will advise you that the derrick barge, Black Prince, is now excavating on the east bank of McBrides Slough, adjacent to Columbia Slough. This is the closest point to your proposed dam at which excavation will occur, and it would seem that the material excavated could be placed in the dam at a minimum of cost.

We are informed by the Pacific Bridge Company, contractors for the work, that they desire to move this equipment to another part of the channel, and therefore would request that you inform us at once whether you wish to avail yourselves at this time of the opportunity to obtain this material. If you desire to obtain the material now, we will endeavor to have the contractor postpone moving the equipment.

Yours truly,

CITY ENGINEER.

REK H

Delivered Gas Limited 4/9/20  
Approved by L. G. Latourrette.

59025

April 7, 1920.

Peninsula Dist. Sewer.

Pacific Bridge Company,  
Foot of East Salmon Street,  
Portland, Oregon.  
Gentlemen:

Replying to your letter of April 3d (our No. 58879) in regard to the amount to be allowed for maintaining ferry service around the head of the Columbia Slough Channel, I would say that the charge of \$10.00 per day was arrived at at a conference between Messrs. Swigert and Hendricks of your company and Messrs. Laurgaard and Kremers of this department.

Several things were taken into consideration in arriving at this figure. In the first place, the original program as understood by us was that the channel would be dredged by you to its full width from the river across the road, before the temporary road was cut off. This would have allowed the bridge, contract for which has been let, to have been constructed at once, avoiding all expense to the city for maintaining traffic across the channel. Later, you stated that it was impracticable to handle the work in this manner, and this made the ferry service necessary.

The ferry service is very infrequent and it would be unreasonable to charge all of the operator's time against the same, as he is not required to put in more than one or two hours a day.

These matters were discussed at the conference above referred to and according to our understanding it was definitely agreed that the \$10.00 was to cover all expense in maintaining the ferry service including the furnishing of equipment, labor and supplies. Under the circumstances, it will be impossible to allow anything additional for the rental of the barge.

Yours truly,

CITY ENGINEER.

REK H

CITY OF PORTLAND, OREGON  
DEPARTMENT OF PUBLIC WORKS

NO. 2190 4-14 1924

SUBJECT San Sewer Silt

MR. Harrison { WRITTEN  
VERBAL  
DIRECT  
PREPARE } REPORT

Herewith report from  
Port Ry. L. & P. Co.  
rel to brush &  
floating down out of the  
Port Ry. L. & P. Co. trackage  
from cleaning left  
at River bus by  
Mull Dr. Silt No. 1  
The Pacific Br. Co. have  
not shown anything  
in the silt  
Lawrence

RETURN THIS SLIP WITH YOUR REPORT

81409

PORTLAND RAILWAY LIGHT AND POWER COMPANY

April 3, 1920.

59003	Pen list
APR 9 1920	Seewer
O. L. PECK	
4/13	
4/14	
PECK	

Mr. W. G. Brown,  
Civil Engineer,  
Yeon Bldg., City.

Dear Sir:

In connection with the diking project along the Columbia River above our Vancouver Trestle, we wish to advise that our foreman on the trestle reports that there is still a lot of brush that has been cut from the dike location laying on the bank of the river where high water is liable to float it and perhaps bring it down stream so that it will lodge against our trestle and damage the same. About three months ago when you were in the office of Mr. Fuller, our Vice President, we mentioned to you the possibility of this brush damaging our trestle, and as I remember it, you said that you would see that any brush that was liable to float was disposed of. We are writing you at this time just to remind you of the matter and trust that you will see that this brush is so disposed of that it will not cause us trouble.

Yours truly,

Copy to O. Laurgaard, City Engr.

Engr. Maint. of Way

Some of the above brush may have been cleared from the ground where you are having a canal built between the Columbia River and Columbia slough. If so, will you please have it taken care of, as we find it very difficult to pass much of this drift through the trestle during high water.



# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

## GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

April 7, 1920.

Mr. O. Laurgaard,  
City Engineer,  
Portland, Oregon.

Dear Sir:

Please find enclosed copy of a letter to Mr. J. O. Elrod written today after conference between myself and Mr. Swigert.

Yours very truly,

*H. Campbell*  
Secretary

Enc.  
HCC/CM

58939

NO.	58939	Pen West Survey
REC'D	APR 9 1920	
DATE		
ORIGIN	OLPER	
DATE		
RECD		
FORW'D	4/9	
RECD		
RETD.		
RETD.		

✓

April 7, 1920.

Mr. J. O. Elrod, President,  
Multnomah Drainage District No. 1,  
Portland, Oregon.

Dear Sir:

Your favor of 3rd inst. enclosing copy of letter of same date to City Engineer Laurgaard, duly to hand.

While we are not, of course, in a position to speak for the City, your statement of your contractual relations with them is so at variance with our understanding of the only contract we have ever seen that we wished to have a conference with Mr. Laurgaard before making reply to you as you request.

So far we have been unable to arrange this conference and cannot therefore reply as fully as we should like to do.

We may say, however, that we could not consider your proposal to build the dam across Columbia Slough for a lump sum of \$5,000.00. In fact we should be very reluctant to make any fixed price for this work as we have no means of forming even an approximate estimate of the amount of material it would take. In our opinion the cross sections of the opening have little or no relation to the yardage required to build a dam at this point, and this belief is based upon experience of a number of years in filling similar locations.

We believe the only satisfactory method would be scow measurement on a yardage basis and price, and this, as you will recall, was our proposition, the amount to be placed in advance of the crest of the 1920 flood being first estimated at 7,000 yards and later raised to a possible 8,000. We could not attempt to place more than this latter figure with the equipment available. Even that amount would extend us far more than is comfortable and would only be attempted upon your giving to the City a release of any and all claims for damages you may have against them.

We wish also to call attention to the fact that our contract with the City while it requires us to load waste material for you free of charge does not confine this to scows or barges.

We have been ready to load material on cars or trucks since last December; indeed would have been very glad to do so as we have been almost continually storing waste material since that time which will have to be re-handled, and no part of McBrides' Slough has

Mr. J. O. Elrod #2

April 7, 1920.

been navigable for loaded barges since that date for more than a few days. This would have made the use of barges impracticable in any event and our contract says nothing about maintaining a barge channel in connection with the loading of waste material.

Doubtless we will be able to reply more fully to your letter after conference with the City Engineer, but for the reasons above noted the method you suggest will have to be modified before it will be acceptable to us.

Trusting that some mutually satisfactory agreement can be reached, I am

Yours very truly,

Secretary Pacific Bridge Company

HCC/CM

# THE PACIFIC BRIDGE COMPANY

ESTABLISHED 1869

## GENERAL CONTRACTORS

FOOT OF EAST SALMON STREET

PORTLAND, OREGON

April 3, 1920.

Mr. Cramers,  
City Engineer's Office,  
Portland, Oregon.

Dear Sir:

Mr. Hansen was in yesterday relative to the bill for operating the ferry boat on the Columbia River at the Bowles place.

The understanding that our Mr. Hendricks had in regard to this Ferry was that the Pacific Bridge Company was to receive \$10.00 per day for operating the Ferry and in addition to this the City of Portland was to pay for the Barge rent. Mr. Hansen objected to the charge of \$100.00 a month for barge rent.

We rent this barge from Mitchell's Boat House at a monthly rental of \$100.00 per month and bill the City for the same amount. You can see that it would be impossible for us to operate the launch, paying as we do \$6.00 a day for an operator, plus gasoline, oil and general expenses, and also pay the barge rent out of \$10.00 a day.

Trusting that you will inform Mr. Hansen that the bill we submitted is correct, we are

Yours very truly,

PACIFIC BRIDGE COMPANY

By *Philip Hart*  
*Pen List*  
*Sewer*  
cm.

15883	APR 5 1920	By <i>Philip Hart</i>
		<i>Pen List</i>
		<i>Sewer</i>
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		<i>4/6</i>
		<i>105 1 1/2 2 2 2</i>

PH/CM

MULTNOMAH COUNTY DRAINAGE DISTRICT NO. 1

517 CORBETT BUILDING  
 PORTLAND, OREGON

BOARD OF SUPERVISORS:

J. O. ELROD, PRESIDENT  
 D. C. POWELL, SECRETARY  
 JACOB LUSCHER

Mr O. Laurgaard.  
 City Engineer,  
 City Hall.

Dear Mr Laurgaard;-

Replying to yo  
 26th of March referring to the d  
 Multnomah County Drainage Distri  
 of their dam in Columbia Slough,

1;- The Pacific Bridge Company  
 for this dam at this time without  
 ly necessary if they are to comp  
 levee necessary to the protectio  
 annual Spring rise of the river.  
 in the slough at this time for l  
 be delaying instead of forwardin  
 protection of our lands from ove

2;- By the terms of our contrac  
 levee was to have been completed by January 1st 1920, We  
 had therefore, reason to expect delivery of materials at a  
 date much earlier than that named for the completion of the  
 entire East levee, and we stated in our letter of January  
 18th that it was then imperative that such materials be  
 delivered at once. An offer ( which as stated in paragraph  
 1, could not be accepted without seriously delaying the  
 progress of the levee as a whole) to deliver materials at this  
 time is not therefore complying with our request, and we can  
 and must refuse to accept the same, without prejudice to our  
 rights under our contract with the City.

3;- This District is not now seeking, nor has at any time  
 sought to embarass the City or the City's contractors. As  
 stated in our previous correspondence ,we desire performance  
 of contracts in order that we may have the protection from  
 overflow we had reason to depend upon, and not damage suits  
 after failure to secure such protection.

4;- From all indications it is reasonable to expect that  
 the annual Columbia river freshet of 1920 will be consider-  
 ably below the average, and therefore that a levee built to  
 a height lower than 24 feet on Portland gage will probably be  
 sufficient for our protection for the 1920 season.

5;- As stated in the letter of our Engineer dated Jany 18th  
 1920, the construction of our dam and of those to be constructed  
 by the City cannot be hurried except at great additional  
 expense and risk. The construction of all the dams can therefore

No. 38879		SUBJECT Portland Survey	
APR 5 1920			
DEPT. OF PUBLIC WORKS			
FOR YOUR ATTEN.	OL		
REPORT WRITTEN VERBAL			
REPLY DIRECT PREPARE			
ACK.			
REC'D.			
FORW'D.			
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RET'D.			
SENT TO FILES BY		DATE	7/28/20

# MULTNOMAH COUNTY DRAINAGE DISTRICT NO. 1

517 CORBETT BUILDING  
PORTLAND, OREGON

BOARD OF SUPERVISORS:

J. O. ELROD, PRESIDENT  
D. C. POWELL, SECRETARY  
JACOB LUSCHER

April 3rd 1920

W. G. BROWN  
ENGINEER

Mr O. Laurgaard.  
City Engineer,  
City Hall.

Dear Mr Laurgaard;-

Replying to your letters of the 17th and 26th of March referring to the delivery of materials to Multnomah County Drainage District No 1, for the construction of their dam in Columbia Slough, we submit the following;-

1;- The Pacific Bridge Company are unable to load materials for this dam at this time without delaying other work absolutely necessary if they are to complete the remaining fills and levee necessary to the protection of our district before the annual Spring rise of the river. To tie up the only dredge in the slough at this time for loading barges would therefore be delaying instead of forwarding the object sought,- the protection of our lands from overflow.

2;- By the terms of our contract with the City our entire levee was to have been completed by January 1st 1920, We had therefore, reason to expect delivery of materials at a date much earlier than that named for the completion of the entire East levee, and we stated in our letter of January 18th that it was then imperative that such materials be delivered at once. An offer ( which as stated in paragraph 1, could not be accepted without seriously delaying the progress of the levee as a whole) to deliver materials at this time is not therefore complying with our request, and we can and must refuse to accept the same, without prejudice to our rights under our contract with the City.

3;- This District is not now seeking, nor has at any time sought to embarrass the City or the City's contractors. As stated in our previous correspondence, we desire performance of contracts in order that we may have the protection from overflow we had reason to depend upon, and not damage suits after failure to secure such protection.

4;- From all indications it is reasonable to expect that the annual Columbia river freshet of 1920 will be considerably below the average, and therefore that a levee built to a height lower than 24 feet on Portland gage will probably be sufficient for our protection for the 1920 season.

5;- As stated in the letter of our Engineer dated Jan'y 18th 1920, the construction of our dam and of those to be constructed by the City cannot be hurried except at great additional expense and risk. The construction of all the dams can therefore

most economically be done by the same contractor who can move his plant for unloading materials from one dam to another, or to the adjacent levee, building each dam only as fast as is consistent with safety, and at the same time keeping both the loading, transporting, and unloading equipment fully employed.

6;- Representatives of the Pacific Bridge Company have informed us that if none of their plant at present employed is diverted from the work of opening up the channel to the river, they will be able about the 1st of May, to begin loading surplus materials with their dipper dredge, Titan, which will be able to keep both of their clam shell dredges busy unloading in levee and dam construction.

7;- Practically all of the banks of the slough along which the levee is to be built are high enough to protect against a flood equal to sixteen feet on Portland gage. The completion of all the dams to such height will therefore, in all probability be sufficient to afford protection against the expected freshet of 1920.

8;- We are willing to assume that with care in building it will be possible to complete the fills in all of the dams to such a height before the crest of the flood is reached, if work upon such dams are begun and carried on as proposed by the Pacific Bridge Company.

9;- Should our district, at this time (as soon as materials can consistently be delivered) attempt to construct its own dam, it would be necessary to keep a dredge continually at the site of the work but working only intermittently as materials could safely be placed upon the dam. Therefore to attempt the dam construction at such a time would involve an expense greatly in excess of that necessary if construction could have been begun at a time when a long continued low water period could be depended upon.

In consideration of the above we are willing to make the following proposition to the City;

A;- The City to agree to construct through its contractors, the Pacific Bridge Co, the dam in Columbia Slough for a lump sum of Five thousand dollars (\$5,000) to be paid upon completion to a height of 33 U.S.G.S, top width to be 16 feet, slopes not less than one on three. This does not include any trimming or finishing by team but simply the placing of materials by dredges in a safe and workmanlike manner. The time for completion of the dam to elevation 33 will be extended to October 1st, 1920, provided that the dam and all other

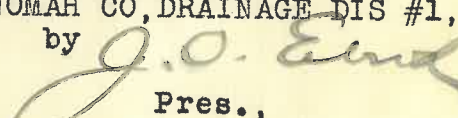
Page 3. Laurgaard.

dams in the East levee between the Columbia River and Union Avenue, and all low places on the banks be filled to an elevation equal to 16 feet on Portland gage before the crest of the 1920 flood is reached, and that such fills and dams are kept ahead of the rising water .

B;- If the City, through its contractors , shall complete all dams to a height equal to 16 feet on Portland gage, before the annual Spring freshet of 1920 reaches its crest, keeping the tops of such dams and levee ahead of the rising flood up to said 16 foot stage, the District shall waive all claims for damages by reason of the City's failure to perform its contract to complete such levee by January 1st 1920, as originally agreed.

We hope you will appreciate our position in this matter . Landowners in our district are desirous of putting their land to profitable use at the earliest possible moment. They are already damaged by uncertainty as to the completion of the City's work , and their inability to safely prepare and plant their ground. After conferring with some of the largest landowners, they have agreed to accept a levee to 16 feet as sufficient for this season in consideration of concessions which the contractors are willing to make in accepting responsibility for the construction of our dam, and the Supervisors are, as before stated, desirous of an agreement which can be fulfilled and which will end differences between the District and the City.

We believe that we have offered a compromise which there is a reasonable chance of fulfilling, and will be pleased to have your answer at the earliest possible date.

Very truly yours,  
THE BOARD OF SUPERVISORS  
MULTNOMAH CO, DRAINAGE DIS #1,  
by   
Pres.,

JOE.MF., C.C. to Pacific Bridge Co.





CITY OF PORTLAND, OREGON  
 DEPARTMENT OF PUBLIC WORKS  
 A. L. BARBUR, COMMISSIONER

March 3, 1920

Mr. O. Laurgaard,  
 City Engineer.  
 Dear Sir:

The manner of clearing the right bank of the  
 Columbia Slough Channel is not satisfactory.

The Pacific Bridge Company has employed  
 one Hendricks whom I have repeatedly warned of the im-  
 portance of his work and to keep out of the water  
 and I have also given like orders to the foreman  
 who tells me he can not do anything with the

he will have four men at work, the next day one and the following  
 day none at all. The result is that the dragline is working in  
 brush snags and roots which I have repeatedly ordered not  
 to be thrown into the dike.

Unless there is a radical change made at once, I would  
 suggest that the company take hold of the work and do it in  
 some other way or stop the work until the ground is cleared,  
 as we can not build a dike full of snags, roots and buckbrush.

Very truly yours,

*John R. H.*  
 ASSISTANT ENGINEER.

JRH H  
 CC to Pacific Bridge Company  
 CC to Mr. Kremers.

No. 5871		SUBJECT	
APR 1 1920		Pen Dist Survey	
DEPT. OF PUBLIC WORKS			
FOR YOUR ATTEN.	OL		
REPORT WRITTEN			
VERBAL			
REPLY DIRECT			
PREPARE			
ACK.			
REC'D.			
FORW'D.			
REC'D.			
RET'D.			
SENT TO FILES BY	OL	DATE	4-1-20

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**CITY OF PORTLAND, OREGON**  
 DEPARTMENT OF PUBLIC WORKS  
 A. L. BARBUR, COMMISSIONER

March 31st, 1920.

Mr. O. Laurgaard,  
 City Engineer.  
 Dear Sir:

The manner of clearing the right of way for the Columbia Slough Channel is not satisfactory at all.

The Pacific Bridge Company has let the contract to one Hendricks whom I have repeatedly warned as to the importance of his work and to keep out of the way of the dredges, and I have also given like orders to the foreman on the ground who tells me he can not do anything with Hendricks. One day he will have four men at work, the next day one and the following day none at all. The result is that the dragline is working in brush snags and roots which I have repeatedly ordered not to be thrown into the dike.

Unless there is a radical change made at once, I would suggest that the company take hold of the work and do it in some other way or stop the work until the ground is cleared, as we can not build a dike full of snags, roots and buckbrush.

Very truly yours,

*John R. Hoffman*  
 ASSISTANT ENGINEER.

JRH H  
 CC to Pacific Bridge Company  
 CC to Mr. Kremers.

March 26, 1920.

Pacific Bridge Company,  
Foot of East Salmon Street,  
Portland, Oregon.  
Gentlemen:

I transmit herewith a copy of a letter addressed to Mr. J. O. Elrod, President of the Multnomah County Drainage District No. 1 in regard to material for the dam at Columbia Slough in connection with your contract for the Columbia Slough channel.

Very truly yours,  
A. L. BARBUR,  
COMMISSIONER OF PUBLIC WORKS,  
by

CITY ENGINEER.

REK H  
1 Encl.

58569

*Pacific Dist. Sewer*

March 26, 1920.

Mr. J. O. Elrod,  
Multnomah County Drainage District #1,  
Corbett Building,  
Portland, Oregon.  
Dear Sir:

On March 17th we wrote you in regard to the construction of Columbia Slough Channel advising you that the derrick barge, Black Prince, part of the equipment of the contractor, the Pacific Bridge Company, was in McBrides Slough and that the contractors were in a position to furnish within reach of the contractors' equipment, filling material for your dam.

No reply has been received to this letter and we are not advised when you expect to be ready to receive this material. An early reply will be appreciated inasmuch as we wish to plan the work so as to co-operate with you, but with as little handicap as possible to the City's project.

Very truly yours,  
A. L. BARBUR,  
COMMISSIONER OF PUBLIC WORKS,  
by

REK H

CITY ENGINEER.

*Prepared by L. E. Kaimette  
Delivered by H. A. Remmer  
3/26/20*

*Peninsula Sewer*

✓  
58568  
*Peninsula Dist. Sewer*



# CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

A. L. BARBUR, COMMISSIONER

March 24, 1920.

O. LAURGAARD,  
CITY ENGINEER

Mr. O. Laurgaard,  
City Engineer.  
Dear Sir:

On March 16th an inspection was made by Mr. Hanson and myself of the work of excavating the Columbia Slough channel in order to note the progress of the work.

At that time the dragline excavator had completed the first cut and had raised the east embankment to its required height for a distance of approximately 2300 feet from the bank of the Columbia river, this point being within a few feet of the blind slough which empties into McBride's Slough from the east. Preparations were then being made to move the dragline excavator across this blind slough so as to continue with the work south of the same. The floating clamshell dredge Ajax had made the second cut to a point approximately 1000 feet from the river, the bottom of the channel dug being at elevation approximately - 3, the channel being made wide enough to <sup>float</sup> ~~float~~ the dipper dredge Titan which will follow with the next cut. Most of the material from this cut was being placed to the west of the channel dug and will have to be again moved before the completion of the work.

The clamshell dredge, Black Prince, had been moved into the Columbia Slough and was ready to start work in excavating the channel and constructing banks in McBride Slough where the same follows

the line of the channel.

The drain pipes required on the Bowles' property had been completed, except for installing the automatic <sup>gates</sup> gauge, which I understand has since been done.

A ferry service has been installed to transfer passengers and vehicles around the head of the channel. This consists of a barge with launch for towing. Roadways and slips have been constructed on either side of the channel so that the ferry can be reached with vehicles.

Inspection was also made of the work being done by Multnomah Drainage District No. 1 at its dam site in Columbia Slough just east of the mouth of McBride Slough. Excavation has been made on the tract of land south of Columbia Slough for the foundations of the pump house and these foundations have been partially constructed. As far as could be seen no other preparations have been made by the Drainage District for the construction of its dam, there being no floating equipment or other equipment for handling material and no preparation of the banks and the bed of the slough preparatory to receiving the fill. The attached photographs show the nature of the work being done by each of the machines above referred to and also shows a view of the location of the proposed dam of the Drainage District.

Yours respectfully,

*R. E. Keener*  
Chief, Bureau of Construction.

RGMc-H