

COVER

Part of Vancouver

2

OUS MINI
WITH PUBLIC
SS.

STATE AVE.

NO. 1

OPEN UPPER PLUG

WASHINGTON
OREGON

RIVER

COLUMBIA
EDGEWATER
GOLF CLUB

PUMPING
STA. (EXISTING)

SMALL BOAT
LIFT. (FUTURE)

Columbia Slough

Columbia Slough

Acknowledgements

The following firms, members of the Columbia Slough Development Corporation, made possible the publication of this book.

Blasen & Blasen	Import Auto Salvage
Dunthorpe Motor Transport	Lord Bros. Contracting
Nicolai Door & Mfg.	Bigelow Machinery, Inc.
Columbia Steel Casting	J. & C. Rendering
Larsen Enterprises	Associated Meat Packers
Silver Falls Packing	Lamms Machinery
Mitchell Bros. Terminal Co.	Town Concrete Pipe Co.
Malarkey Roofing	Cervetto & Cervetto
Pacific Meat Co.	Steelman & Duff
Simpson Timber Co.	Merritt Equipment Co.
Resource Recovery By-Products	

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Columbia Slough

Many years ago when the Wa-kan-is-sis-se tribe of Indians, one of many bands of the Multnomahs who dominated the lower Willamette Valley, occupied the bottomlands along the south side of the Columbia River, the Great River spread itself broadly over the flats when spring thaws sent down snow waters from the mountains.

In these flatlands grew a series of side channels or sloughs to drain off the surplus water and these became the Columbia Slough as we now know it. It had two or three openings in its upper reaches to the main river and it emptied into a group of islands near the present confluence of the Columbia and Willamette Rivers. The result was that several long, narrow islands lay between the slough and the Columbia River.

There is evidence that the native Indians used the slough for residence and transportation when wind and waves were dangerous for navigation by frail log canoes on the main river, and they found the bottomlands gave them access to game—small animals, deer and birds—which they hunted for food to augment their main diet of fish, fresh water clams and roots. During relatively recent years modern people have found arrow heads and other relics of the Indian civilization along the banks of the slough. (See appendix)

It is considered probable that early fur trappers employed by the Hudson's Bay Co. at Fort Vancouver used the slough in their search for beaver and found it a safe and ready passage from the Columbia River to the Willamette when the big river was too choppy for safety.

Lewis Love Pioneers Navigation

The first recorded use of the slough as a commercial waterway after white settlers began to occupy the bottomlands appears in the autobiography of Captain Lewis Love, a sturdy pioneer who brought his family across the plains in 1849 and settled in a log cabin on the south bank of the Columbia Slough where Vancouver Avenue now crosses.

Love set to work with his axe to mow down the trees on his Donation Land Claim of 635 acres. But instead of burning the logs where they fell as did other settlers, he trimmed them and rolled them into the Columbia Slough where he made up a raft. He towed the raft down the slough to the Willamette and worked it up that waterway to a small sawmill near Portland.

Love told about it in a sketch of his early life dictated to members of his family in November, 1899, 3½ years before his death in 1903.

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He said he spent the first winter in the Oregon Country working in a sawmill for David Parker at Parker's Landing, now in the town of Washougal, Washington. The next spring, 1850, he moved his wife and seven children to the Columbia Slough location, where they occupied a log house. His first raft, he said, consisted of about 300,000 board feet.

Love said there were no boats for towing at that time so he used his oxen, which he had driven across the plains, to tow the logs along the bank to the Willamette River.

He showed his ingenuity by obtaining four old army tents at Fort Vancouver, Captain U.S. Grant in command, rigged up masts on the logs, stayed them with lines, and stretched the tents as sails. In a little more than four hours, he related, he landed at the sawmill in Portland. He apparently enjoyed a favorable tide, current and wind to make that trip.

Other "Fools" Joined In

Love noted that other settlers "considered him a fool" for trying to move his logs on the river instead of burning them, but he added that it was not long before there were "quite a number of other fools in the same business."

Logging was carried on all along the Columbia Slough, he said. He contracted to move logs to Portland, to be paid in part by logs for sawing and in part by money. When he found the sawmill operator was broke, Love bought

the mill and operated it to cut his own logs.

When a winter freshet came up and the current in the Willamette was strong, Love improvised a windlass with logs and lines and hired men to turn the windlass on shore, literally pulling his rafts up the river against the current. He said it took him 16 days to get one tow to Portland.

The Vancouver Road between Portland and the ferry landing on the south bank of the Columbia used by travelers to Vancouver passed through Love's land and he capitalized on it. He operated a small ferry across the slough and he had a store which provided lunches for travelers. One early customer and friend, he said, was Captain U.S. Grant who was stationed at Vancouver Barracks for a year or two. Captain Grant later became the great Civil War general and President of the United States.

Love later operated stores, a hotel, and purchased real estate in the growing town of Portland; he had a sawmill and grist mill six miles east of Vancouver where the Hudson's Bay Company established the first sawmill in the Pacific Northwest in 1828; he built three river steamboats and became a steamboat captain in his own right. He added land to his "farm" which he retained until his death and when he died in 1903, The Oregonian estimated his holdings to be worth \$1-million to \$1.5-million, all started from rafting on Columbia Slough.



Lewis Love, Columbia Slough pioneer, in his grist mill.

Some Other Pioneers

There appears to be little recorded history of commerce on the slough during those early days but there are records in the Oregon Historical Society files and book cases of numerous settlers in the bottomlands, with mention of their clearing the land and moving their logs to market.

Among them were George W. Force whose Donation Land Claim included much of the present Delta Park area north of the slough. His son George married Annie Fulkerson in her parents' home in the bottoms in 1876 and left his estate to his sons. When the original George W. Force died in

1898, he owned 720 acres of the bottoms; and his son, 237 acres adjoining the home place.

John Switzler, a German emigrant, settled on 640 acres which included the ferry to Vancouver and he operated the ferry for ten years. After clearing the land, he raised cattle and sold supplies to the army at Fort Vancouver. Switzler Lake, adjoining the Columbia Slough, was named for his son.

John Foster was born on his parents' Donation Land Claim in 1853 and spent his life there. John Rankin was another pioneer. He died in 1895 at the age of 95 at the home of his son on Columbia

Slough and was buried in the Columbia Slough Cemetery, on land donated by Captain Lewis Love.

Another was William Gatton who came from Iowa in 1852 and filed on a Donation Land Claim north of the present community of St. Johns. Old maps show the claim included the World War II Oregon Shipbuilding Corp. shipyard area and the record shows it was heavily timbered. Gatton

removed the timber and transported it to Portland during the 1860's. Later he raised cattle on the land and retired in 1885, according to "Portraite & Biographical Record of Portland & Vicinity," published in 1903 by Chapman Publishing Co., Chicago, Illinois.

Lewis Love mentioned towing his logs "close around Gattons Point," on the east side of the Willamette River.

The Floyd Hendren Story

Among the more recent towboat operators in Columbia Slough was Floyd G. Hendren, owner of the Hendren Tow Boat Co., Inc., who towed log rafts from about 1930 until the lumber and shingle mills closed in the 1950's. He started working for his stepfather, Miles R. Hallett, who began towing in the slough about 1916.

Mr. Hendren related that much of his towing was for the Portland-Columbia Shingle Co., which operated a mill on the south bank east of the present I-5 freeway bridge. Portland-Columbia used about 75,000 board feet of logs a day when operating at capacity.

Another major operator, he said, was Kenton Lumber Co., owned by Al Schmidt, who had

10 machines to manufacture shingles and used 500,000 board feet of logs a month.

Hendren estimated that the various mills cut 18-million board feet of cedar for shingles, in addition to 40-million feet of fir and hemlock saw logs for boards annually from 1931 to 1938 which he said was a "conservative" figure. He rafted alder logs from the lower Columbia region—Skipanon, Lewis & Clark, Clatskanie and Chinook areas—for the Bender mill, located on the south shore of the Columbia Slough at Vancouver Avenue.

He mentioned also that in the early 1930's he towed barges loaded with cement and other materials for construction of the

North Portland Road bridge for Art Riedel, of the Willamette Tug & Barge Co. He towed pile drivers for contractors, including one for construction of a pump station at the City of Portland's sanitary fill bridge.

Hendren said he operated the tug Lyle H. for his stepfather Hallett in the slough during the 1930's making regular runs. This boat drew about four feet and he ran day or night.

He listed the following tugs which operated in the slough between 1923 and 1955: Lyle H.,

Floyd H., Lee H., Agness H., Luther H., Annie H., Stella H., and B.C.L.

He added that Walter Martinson operated the Lolly H., Bulldog, Companion, Queen, Kenwood, and another tug, the Natoma, which was built at Louis Larson's place. Natoma now is owned by Sause Bros. Ocean Towing Co.

Bill Gazeley towed in the slough with the Barbara C. and Dayton. Shaver Transportation Co. sent the Beaver, Bear and Sandy into the slough but the skippers didn't like the channel so the company



Commercial log rafting in the Columbia Slough about 1940.

turned many of the tows over to Hendren at the Willamette Dolphins, located on the south shore of the Willamette River just west of the Columbia Slough entrance. Hendren said he had to break the tows at the S-curve north of St. Johns at times, and to retie them when the channel straightened out.

Hendren listed 11 lumber and shingle mills along the Columbia Slough during the 1930's and 1940's, which he located on NOAA chart 18526 (Port of Portland) as follows:

1. East St. Johns Shingle Co., west of North Portland Road, owned by Wes Gotcher and mounted on the hull of the former ferry Kalama.
2. Small mill on north side of slough, just east of North Portland Road, owned by Pod Smith, owner of Smith Lake.
3. Charles Downing mill at the former M. and M. Wood-working Co. location.
4. Kenton Lumber Co., on the south shore just east of

Denver Avenue. Al Schmidt converted it into a shingle mill.

5. Haycock Mill, on south shore east of the present I-5 freeway.
6. Portland-Columbia Lumber Co., owned by Barr and Nelson, on the south shore east of the present I-5 crossing.
7. Peninsula Fuel & Lumber Co., owned by Charles Wecks, on north shore west of Vancouver Avenue.
8. Mongrain Mill, on south shore east of Vancouver Avenue, now the location of Wood Feathers, Inc., 8414 North Vancouver Avenue.
9. Bender's Mill, a small operation on south shore between Vancouver and Union Avenues.
10. A small mill owned by Mr. Sarrette, on south shore near Union Avenue.
11. Albina Shingle Mill, owned by J. W. (Bill) Cox, on south shore east of Union Avenue.

The Bill Cox Story

One of the leading lumber mill operators and towboat men working in Columbia Slough during the 1940's and 1950's was J. W. (Bill) Cox, Rt. 1, Box 614, Burlington, Oregon, who moved to the slough

in 1941. He said he first operated a mill on the east side of the Willamette River next to Fred Bitte's Floating Marine Ways, north of the Santacruzement (now Kaiser Cement) plant.

Mr. Cox moved to Columbia Slough in June, 1941, to operate the Albina Shingle Mill, just east of Union Avenue. He generally worked two shifts, employing 7 to 8 men per shift. The mill burned and about the same time the Oregon State Highway Department wanted some of the property for widening of Union Avenue, so Cox sold his property and turned to general towing of logs to Columbia Slough.

Cox did his own towing and much for other mills, operating the tugs Red Wing and White Eagle, both of which drew about 3½ feet.

Log rafts contained 200,000 to 250,000 board feet of logs which Cox brought from Deep River, Youngs River, Bingen, Washington, and Corbett. A raft would last a mill a month or less. Some mills used 4 to 5 million board feet a year.

Mr. Cox said he operated the boat alone much of the time, only occasionally employing a helper. His books show he made 20 long tows in 1½ years, 1941-42, with a total of 5 million board feet.

Mr. Cox said the mills closed down following the 1948 flood, partially for losing their structures and mostly due to pollution in the slough.

Boat Building Operations

Boat building has been an important business along the

Columbia Slough, according to Loren and L. W. Record, of Record Boats, Inc., who built several fine towboats and pleasure craft in their yard at 11003 N. North Portland Road. These vessels ranged from 55 to 76 feet in length. Included were a 65-foot boat for Louis Larsen; a 75-foot tug, the Cleo, for Brusco Tow Boat Co.; a 75-foot towboat Warrior for Wilbur J. Smith, Rainier; a 76-foot towboat, the Natoma, for Captain Walter B. Martinson; a 55-foot fishing vessel for Christenson; a 66-foot crab boat for John Brescovich, which was taken to Alaska, and several smaller vessels.

Wes Gotcher, owner of Wood Feathers, Inc., 8414 N. Vancouver Avenue, related that he owned and operated several mills on the Columbia Slough and hired various towboat operators to bring him logs. His mills were Faultless Shingle Co., Newburg Shingle Co., and St. Johns Shingle Mill. His brother-in-law operated Portland Shingle Mill.

Rance Niles, who has lived and worked on the slough at Smith Lake for 40 years, operated a private gun club and a dog training establishment. He recalled seeing many log rafts towed by his place. He and his son, Dick Niles, an automobile dealer, have considerable property in that area.

Dick Olsen tows Slough

During January and February, 1976, Richard J. Olsen, operator of a log booming and rafting business, made four trips into Columbia Slough to a point near Denver Avenue towing barges for Willamette Western Corporation, the contractor on a City of Portland pipeline project.

Mr. Olsen stated his tug Orco drew in excess of four feet and the tug Dear, which he also used, drew 3½ feet. He towed a derrick barge into the slough January 8 and moved it to the scene of the project behind the Malarkey Roofing Co. plant. The barge was 120 feet long, 35 feet in beam and drew about

three feet. The derrick was high enough when in lowered position to barely pass under the Union Pacific R.R. bridge which has a vertical clearance of 27 feet at low water, compared with the vertical clearances of the other bridges of 39 feet at low water.

Olsen said that on the return trip more than a month later the water was lower and he had no difficulty at the railroad bridge but had to worm his way through the narrow opening of the City of Portland's sanitary landfill bridge where the city installed a water pumping facility in the middle of the channel below the bridge. The horizontal opening left is about 40 feet wide.

The other barge Olsen took to the scene was a BK-type barge 90 feet by 30 feet wide, loaded with 500 tons of ballast rock and drawing six feet on the inbound voyage in January. It was taken out about two weeks later when empty and drawing three feet. Olsen said he experienced no difficulty with this barge on either trip.

Larry Barber's Trips

Olsen added that his tows did not strike any snags or deadheads on any of these trips and he felt the slough was relatively clean of such hazards. He said any prudent boat skipper, commercial or recreational, who cruised at a reasonable speed of five or six knots would

have no difficulty in the slough at this time.

Three trips were made in the slough early in 1976 by Lawrence Barber of Portland Yacht Club with his pleasure cruiser Rambler, going as far as Vancouver Avenue, about seven miles above the mouth of Columbia Slough on two occasions. The Rambler draws 2½ feet when cruising at six knots, which was the speed run on these occasions. There was no difficulty on any of these trips when the water level was at eight or nine feet, Columbia River datum. The depth-sounder showed eight to eleven feet of water beneath the boat most of the time.

Another trip in the slough with the Rambler was made October 6, 1975, when the water level was about three feet, CRD. The boat carried a party including City Commissioners Frank Ivancie and Mildred Schwab, Port Director Lloyd Anderson, Jim Bigelow and Bill Lord of the Columbia Slough Development Corp., and two newspaper reporters to a point below Vancouver Avenue with no difficulty.

However, a bar across the entrance to Columbia Slough showed a depth of water of about one foot below the boat's keel when crossing in and out. In the slough, the water was about five feet deep most of the distance. This was during the fall low water period.



Derrick barge was towed to construction site near Denver Avenue in 1976.

The City Canal

The City of Portland undertook to provide clean fresh water from the Columbia River to flush waste from Columbia Slough by dredging a canal 1¼ miles long between the river and slough in 1919. This provided the required water and also a minor navigation channel for 27 years.

Then in 1946 a permit was obtained to build a levee of sand at the Columbia River end of the canal and install two 48-inch pipes to pass flushing water. These pipes soon clogged with sand and became unusable during the 1948 flood, and were never reopened. In 1958, representatives of the Multnomah County Drainage District No. 1 and Peninsula District No. 2 persuaded the City of Portland to relinquish all rights to the canal and the Corps of Army Engineers to build a heavy sand fill in the slough to completely shut off the flow of fresh water from the river.

This was done on the pretense it was a flood control measure. Another fill was built at the slough end of the canal.

With the slough now stagnated except for the flow of water from springs and sewer outfalls in the Multnomah Drainage District, the slough became badly polluted with meat packing plant waste, hog ranch waste, lumber and shingle

mill waste and bark. Employees of the remaining mills refused to handle logs taken from the filth and the mills were forced to close and move away.

During recent years, waste has not been put into the slough and the water quality has improved greatly. Tidal action from the Willamette River has helped draw polluted water from the slough but a fresh supply of water would greatly benefit the situation. Had this fill not been put in, the Columbia Slough sawmills would still be in business.

Columbia Boulevard Interceptor

When the citywide interceptor sewer system was constructed about 1950, a major interceptor was laid down Columbia Boulevard to handle waste from the whole northern slope of the City of Portland. The Columbia Boulevard sewer was one part of a system that included a major interceptor serving the west side, downtown and east side facing the Willamette River, connecting with the new treatment plant constructed between Columbia Boulevard and Columbia Slough at 5001 N. Columbia Boulevard. The original bond issue voted by the public during the 1944-45 fiscal year was for \$12 million. Since

then additional investments in the system have increased the total cost to about \$50 million.

After the system was built, all property owners located along Columbia Slough were instructed to connect with the Columbia Boulevard interceptor as a step toward cleaning up the slough. Since then all of the meat and

rendering plants and other industries which previously discharged polluted and offensive wastes into the slough have connected to the sewer line.

The result has been a return of industry to the slough area and it is gaining popularity as a place for business.

Brief History

By Jim Bigelow

In a brief history of the commercial use of the Columbia Slough, James Bigelow, president of the Columbia Slough Development Corporation, declared that seven sawmills, three shingle mills, and other industries located along the slough used the waterway to bring in log rafts and occasional barges loaded with raw materials prior to the plugging of the City Canal in 1948.

Numerous pleasure craft also visited the slough, some of them entering the upper end of the canal and continuing downstream through the slough to the Willamette River before that avenue was closed about 1946.

The plugging of the canal in 1948 was reported in The Oregonian June 15, 1948, during the big flood, when a derrick barge,

trucks and graders were employed by the Army Engineers to build up a sand fill and strengthen it against flood waters of the main Columbia River. A picture of the work was published with the story.

Another picture showed Charles Weeks, owner of the Peninsula Fuel & Lumber Co., with Col. H. G. Gerdes, an Army engineer, discussing the disposition of a large number of Weeks' logs which had been used by the engineers to construct a plug dam against the piers of the Vancouver Avenue bridge to stop the flow of water toward the Multnomah Drainage District and Port of Portland International Airport. Weeks stated his logs were in rafts tied along the shore until impounded by the Corps of Engineers.

After the canal was shut off,

according to Bigelow, the water became so polluted with packing house waste, hog ranch waste, rendering plant waste, bark, chips and dirt from logs that employees of the mills refused to handle them, causing the mills to suspend operations and eventually move away, and the tugboat and rafting business died at the same time. Pleasure craft disappeared.

Navigation Projects Requested

Requests to the government to improve the slough for navigation date back to 1915 when local business men asked that the Engineers consider dredging a channel 22 feet deep and 150 feet wide, with two turning basins, so they could bring in coastal steamers. The Corps of Engineers estimated the project would cost \$550,000 but turned it down as not beneficial.

Then in the late 1940's, the local business men requested consideration of a channel 16 feet deep to accommodate barges loaded with limestone, ore and logs, but the Corps of Army Engineers settled on a project 10 feet deep and 100 feet wide as sufficient. It would cost \$812,500, according to Col. Theron D. Weaver, North Pacific Division Army Engineer.

Portland Chamber of Commerce estimated annual traffic in the slough would total 106,500 tons of vessel and barge cargo and 395,625 tons of rafted logs, resulting in an annual savings of \$108,845 over other transportation

methods. One firm, M & M Woodworking Co., estimated it could save \$51,500 annually in bringing redwood logs from California.

The project would include straightening the channel to cut out some bad turns and modifying some bridges.

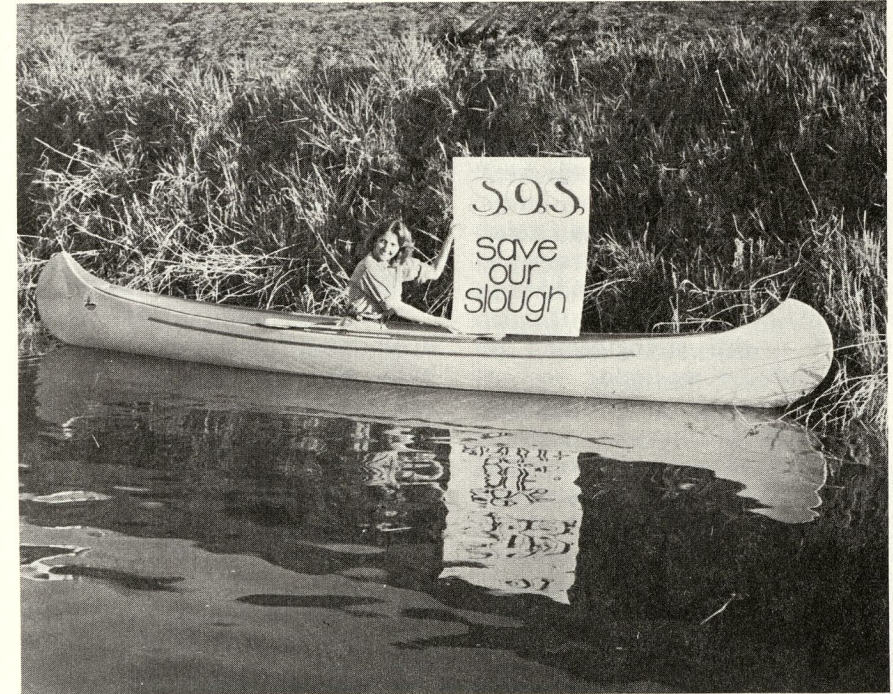
The matter went to Congress which in 1950 approved the project and designated Columbia Slough a Federal navigable waterway, as it is now. Congress required that the project must have a local sponsor and local matching funds of \$200,000 must be put up against government funds to cover the cost.

However, no local sponsor appeared because the industries which sought the project had been forced by pollution in the slough to move away and the Port of Portland failed to act on it.

Port of Portland and DMJM

Then in the late 1960's, the Port of Portland came up with the idea of asking Congress to rescind the 1950 designation of Columbia Slough as a navigable waterway and to seek permission to plug the lower end with a heavy sand fill over which it could run a railroad track and truck highway connecting the east and west portions of the Rivergate Industrial District, which the Port was developing.

The Port of Portland in 1966 employed a Los Angeles consultant firm, Daniel, Mann, Johnson & Mendenhall, under a \$350,000 contract to develop a plan for general land uses of the 8,000-acre



More than 20 canoeists took part in 1976 canoe parade.

North Portland bottomland area. The firm proposed the plugging of the slough near its north entrance.

Owing to objections from property owners and others who wished to keep the slough open for commercial and recreational purposes, the Port of Portland set up a Columbia Slough Environmental Task Force, consisting of representatives of the Port, the City, County, Army Engineers and DEQ (Department of Environmental Quality). This body held several public meetings, heard much testimony pro and con, and finally appointed a committee of three to work up a final report and recommendation.

The committee was composed of two members of the Port of Portland employed staff and one of the county staff, all of whom had been participating actively in the meetings in support of the Port and DMJM plan.

Naturally they came back with a recommendation that the DMJM plan for plugging the slough be adopted, and it was approved.

Corps of Engineers' Plan

Meanwhile, the Corps of Engineers had been working on a flood control review which concluded with a recommendation that the slough be plugged with a

dam connecting the filled land on Port of Portland lands which would prevent any foreseeable flood waters from entering the lowlands through the Columbia Slough. Included in the study were statements that dikes and levees surrounding the Peninsula Drainage District No. 1, Peninsula Drainage District No. 2, and Multnomah County Drainage District No. 1 needed strengthening to withstand a serious flood.

Plan 1, which the Corps appears to favor, would include construction of several new levees, two tide boxes, two pumping stations, and other flood control work at an estimated cost of \$5.9-million (1974 figures), and recreation, fish and wildlife enhancement, bicycle and hiking trails, totalling about \$5-million, to bring the total cost to \$11-million.

But all navigation would be eliminated, leaving Columbia Slough property owners "high and dry" with no direct water transportation to and from their factories.

Columbia Slough Development Corporation, of course, objected to Plan 1 and voiced preference for Plan 8, which included continued filling of the Rivergate Industrial District, now nearly completed, improvement of levees along the south and west sides of the drainage districts, Peninsula 1 and Peninsula 2, and construction of one or more bridges in the Port of Portland area to carry the transportation systems. Estimated cost was stated at \$15.3 million, with

a benefit-to-cost ratio of 1.9.

This plan would leave Columbia Slough open for future commerce and recreational use.

Six other plans were projected by the Corps of Engineers and proposed various alternatives of channels, canals, dikes, and similar work, most of them to be more costly than either Plan 1 or 8.

The Corps of Engineers reported in all its plans that levees would be built high enough to protect against a flood of 30.5 feet, Columbia River Datum, at the Vancouver, Washington, gaging station. The height of the 1948 flood was 31.6 feet but the Corps has stated rather honestly that this flood could have been cut to 23.5 feet if the many storage dams built more recently in the Rocky Mountains and Cascades had been operating at that time.

The Water Control Branch of the North Pacific Division, Army Engineers, controls the storing and release of water in the reservoirs in such manner as to prevent unnecessarily large outflow from several large reservoirs at the same time. Thus, they have held recent-year flooding to 23.5 in the lower Columbia River and they believe they can prevent any foreseeable flooding in this area.

Meanwhile, the Port of Portland is building its industrial properties to above flood stages and during the past two years has participated in construction of a new grain elevator close to the entrance to Columbia Slough and a large marine terminal nearby, the total

investment amounting to about \$40-million. The flood deck at new Terminal 6 is at 26 feet CRD. Both are above flood stages. The Port has announced its intention of continuing to develop and fill the Rivergate lands and to offer them for sale or lease to industries.

Columbia Slough Industries Feed Many Mouths

The Columbia Slough Development Corporation, composed of more than 25 industries located along Columbia Slough, is fighting to protect its rights and interests, and hopes to develop a better economic and ecological use of the slough.

A 1970 survey found 23 industrial and commercial firms located on the slough. They employed 2,200 people, had a combined annual payroll of \$18-million, and handled more than two million tons of materials. They estimated that 645,000 tons of materials could have moved on the slough if it had been improved for barge and rafted commerce.

The slough's employment roll was more than double that of the Port's Rivergate District, recently reported at 1,000 employees in all industries located there. (Port of Portland figures).

Major employers along the Columbia Slough in 1970 were Badgley Mfg. Co., Central Brass & Aluminum Co., Columbia Steel Casting Co., Kenton Packing Co., Lord Bros. Contractors, Inc., Herbert Malarkey Roofing Co., Mitchell Bros. Truck Lines, Nicolai Manufacturing Co., Pacific Carbide & Alloys Co., Pacific Meat Co., Pacific Resins & Chemicals Co., Portland Provision Co., W. V. Rovang & Associates, Van Barrel Co., and Widing Transportation Co. Since then several additional industrial firms have moved into the area, including Town Concrete Pipe Co., Metropolitan Disposal Corp., Rollins Leasing Corp., Ryder Truck Rentals and Pennzoil Oil Co. New industries are moving in every year.

Water Quality Is Improving

Water quality in Columbia Slough can be improved by the addition of outside water pumped into the upper slough and allowed to flow through the lower slough

during outgoing tides and summer low water periods, according to a report by the State of Oregon Department of Environmental Quality in 1972.



Any sunny day on the Columbia Slough.

"An exchange of fresh water is important in this section because the major portion of the natural pollutants such as tree leaves deposited on the bottom during the fall-winter seasons do not undergo decomposition until the next summer period," the report stated. "If the overlying waters containing nutrients and algae are not

removed, the complete cycles from productivity to decomposition will remain to render the waters less than desirable for most activities."

The report noted that the slough system drains 100,000-plus acre-feet of surface water based on an annual rainfall of 43.2 inches from its 53-square-mile watershed. The source of much water is springs in

the Multnomah Drainage District, City of Portland overflow sewers and cooling water from industries.

The minimum continuous flow that can be expected during any extreme dry summer period is 70 cubic feet per second or about 35,000 gallons a minute, according to the Corps of Army Engineers. However, the normal summer flow is more often 200 to 400 cubic feet per second.

The direction and flushing characteristics in the lower slough are directly influenced by Willamette and Columbia River tidal action.

Water quality in the upper slough was considered good during the low water period studied by the DEQ but not so good in the lower slough because of poor flushing and the introduction of over-enriched waters routed from the upper slough. This results in extensive algal blooms during the summer period.

The report also mentioned that during periods of rain the 12 City of Portland sewer outflows introduced organic debris and coliform bacteria into the slough. Industrial cooling waters added to the problem.

The report mentioned a settling pond failure at Pacific Carbide & Alloys Co., which posed a threat to water quality but the company promised to remove the sludge and has stated since it did so.

Leachate samples from the Portland Sanitary landfill (garbage dump) fronting on the slough yielded relative low BOD's

(biochemical oxygen demand) but relatively high suspended solids and COD (chemical oxygen demand) concentrations. On outgoing tides, chloride concentrations were higher downstream from the landfill site than above but these data indicate that leachates from the landfill have a minor impact on Columbia Slough water.

Under the heading of "Recommendations," the DEQ report stated that the "lower 8.5 miles of Columbia Slough can be reclaimed and made attractive for boating of small craft and for fishing of warm water fish species by the following improvements:

- "1. Dredging of the channels so that a minimum water depth of ten feet is present in the slough.
- "2. Removal of sunken logs and other snags that make boating hazardous. (Note—Logs and snags were found not a serious hazard in January-February, 1976).
- "3. Investigation of the possibility of pumping outside water into the upper end of the slough only during the outgoing tides to aid in the removal of nutrient and algal-laden waters."

Warm Water Fish Are Thriving

The DEQ found that warm water fish, such as bass, crappies, bluegills and catfish were in the slough but fishing was minimal because of poor accesses, no public

boat ramps, and lack of off-street parking along the slough which discouraged people from coming here to fish.

However, the prospect of fishing in this slough was noted by Tom McAllister, wildlife editor of the Oregon Journal, January 12, 1976, when he reported that a 15-pound largemouth bass was weighed out of the slough near the G.I. Joe's department stores on North Vancouver Avenue by an unidenti-

fied boy.

Another lad, Jess Nowell, 15, informed McAllister he caught a one-pound 14½-ounce warmouth bass during the winter high water period and claimed a state record for this species. He said he had caught bluegill, yellow perch, bullhead catfish and big crappies in the slough.

The boy attributed his good fortune to the gradual clean-up in the slough.

State Marine Board Opposes Closure

The Oregon State Marine Board has opposed the proposal to close the slough from the beginning, taking the position that no navigable waterway in Oregon should be shut off from use by the boating public. This position has been stated in hearings before the Port of Portland, the Columbia Slough Environmental Task Force, State Legislature, Corps of Army Engineers and Portland City Council.

The Marine Board pointed out that the slough offers an effective "harbor of refuge" for small pleasure craft, allowing them an

opportunity to escape from the paths and wakes of ships and towboats, and an opportunity to explore an interesting rustic waterway within the city's environs, an unusual situation for a major city.

The matter of riprapping the banks to prevent soil erosion was mentioned in several hearings but the Marine Board felt this would not be necessary except possibly in certain vulnerable locations.

The Marine Board pointed out that it has the authority to set restrictive speed limits and to regulate noise control if such regulations were found desirable.

Governor Straub Opposes Closure

Governor Robert Straub of Oregon, made a strong statement in opposition to the plan to close Columbia Slough when he appeared before the Columbia Slough Environmental Task Force, meeting in the Port of Portland offices, June 30, 1972.

"When cities all over the country spend tremendous sums of money to develop barge canals and other kinds of water access to world maritime trade, it seems shortsighted and economically wasteful to destroy 7½ miles of navigable waterway in the Portland area," he said.

He added: "Portland is extremely fortunate to have in its front yard a magnificent, in part

wild, stretch of water running 7½ miles from Union Avenue to the mouth at the confluence of the Willamette. The recreational potential is tremendous for boating, hiking, bicycling, fishing, picnicking and other enjoyable uses. It is nonsense to close off this 7½ miles of waterway."

He stated that if the slough is developed as a (closed) lagoon for recreational use, costly and difficult problems are created for maintaining water purity. He said it would be better to reopen the slough at the Columbia River end by removing the plug in the old City Canal and allow fresh water to flow down the slough.



Parade of pleasure craft on the Columbia Slough.

January 19, 1977

Proposal to the Portland City Council For Formation of a Local Improvement District By the Columbia Slough Development Corporation

This is a proposal to restore navigation on the Columbia Slough and provide flood protection to the affected areas by providing funding of the local matching share for a federal improvement project.

The Columbia Slough originally was connected at the east to the Columbia River, and at the west to the Willamette River. It has been navigable for most of its length as long as man has inhabited the Northwest, first by native Indians who lived on its banks, and next by the early-day trappers and fur traders, who used the slough for their canoes to avoid the rough water of the Columbia.

Modern-day navigation dates to 1850, when Captain Lewis Love cut the fir trees from his donation land claim along the slough, formed a log raft, towed it with oxen down the slough to the Willamette, and sailed it up the Willamette to Portland

sawmill using sails fashioned from old army tents.

In the early 1900s sawmills and shingle mills were established, and towboat operators brought in logs from other areas for these mills. This continued until after the 1948 flood.

Meanwhile, in 1919 the City of Portland dredged a canal just east of the present Columbia-Edgewater Country Club connecting the Columbia River with the Slough to create a year-around current. After the 1948 flood, the City Canal was plugged at both ends, causing the stagnation of the slough waters, which became so polluted with industrial wastes and city sewage that the mills were forced to move away and commercial navigation stopped.

Over the years the Portland Chamber of Commerce and other interests had supported requests of slough mill owners for a navigation project. The Corps of Army

Engineers had rejected these early requests because it could not substantiate cost-to-benefit ratios. But in 1950, the Corps recommended approval of a new project to improve the slough and Congress designated it a federal navigable waterway, stipulating that a local sponsor must be named and local matching funds must be put up. By then, however, the original industries had moved away and were no longer interested. The project moved to the back burner, and stayed there for lack of matching funds from a local sponsor.

In more recent years new industries have moved in along the south side of the slough. Construction of a sewer has improved water quality. The industries now are much interested in funding the 1950 navigation improvement project.

Specifically, these property owners are here today to request the formation of a local improvement district to raise the local matching funds for the federal project through an assessment on the private property fronting on the slough. The owners of virtually four-fifths—78.83 percent to be exact—of the affected property have signed the necessary documents requesting formation of a local improvement district. The twenty-four property owners out of a total of thirty-seven who have signed represent all of the major parcels of property to be included. The thirteen owners who have not signed for the most part represent

the smaller parcels, and in many cases are out-of-town residents who have been difficult to contact.

In essence, the signers are proposing to provide private funding of the local sponsor's share to activate the 1950 federal plan to widen and deepen the Columbia Slough from the Willamette River to 19th Avenue. The work would include removing snags and dredging to provide a channel 100 feet wide and ten feet deep the entire length of the project. It includes straightening the "S" curves near Bybee Lake, and dredging a 500-foot turning basin near Union Avenue. A new bridge would provide additional access to the Rivergate industrial district.

The railroad bridge will have to be modified to provide proper clearance for barge traffic. But this work should not be included in the federal project, because under terms of its permit for crossing the Slough, the railroad must make the changes necessary to provide for navigation at its own expense.

We are proposing that culverts be installed in the sand plugs at both ends of the old City Canal to open the Slough to a flow from the Columbia, thereby improving water quality.

Estimated costs of these improvements to provide a first class navigable waterway for barge traffic are placed at approximately \$7,900,000, or an annual cost of \$565,000. Against this we can weigh initial annual benefits of approximately \$900,000. This benefit estimate is based on a

survey of potential navigation uses by existing businesses on the waterway. It seems reasonable to assume the benefit-cost ratio would improve even more as availability of the waterway attracted new and expanded uses. For example, the north shore of the Slough would be opened up for development of warehouses and other facilities related to waterborne commerce. The sponsors are convinced that developments triggered by the Slough waterway project would provide a substantial boost to the local economy, creating both increased payrolls and increased tax base through higher property values.

Some work to improve recreation and fish and wildlife aspects is proposed. This would include a boat ramp near Kelly Point Park to provide a small boat access to the Slough waterway. Another item would be a tidegate on the channel connecting to Smith and Bybee Lakes to stabilize the water level in the lakes, thereby enhancing the environment for fish and wildlife. Maintenance of Smith and Bybee Lakes as a natural area is probably the best use, considering the heavy algae pollution which prevents their use for water contact recreation.

Flood protection work is also an essential part of the project, but a determination as to what, where and how much will have to await a detailed engineering study which reflects changed conditions since previous estimates. It is recognized that whatever is necessary to

protect the project area from flooding should be done.

You are all aware of the Port of Portland's much-publicized plan for developing the Rivergate area by plugging the Columbia Slough near its mouth by putting in a fill over which they could lay a railroad track and truck road. This plan, conceived about five years ago, was snagged last year when the Corps of Engineers balked at the heavy proposed expenditure for recreational development.

It might be well to look quickly at some of the major points of difference between the Port's plan and that proposed today by the property owners through a local improvement district.

The Port's plan would close the Slough permanently and deny its use for commercial navigation and pleasure boating forever. Large amounts of energy could be required for pumping. Water quality would deteriorate and the polluted Slough would become a useless eyesore.

Our plan would open a new waterway for commerce and recreation. It would improve water quality in the Slough.

Both plans would enable the further development of the Rivergate industrial district, but our plan would also provide sites for new waterfront commercial development along the Slough waterway, with resulting investment, tax base and new jobs.

The Port's plan calls for the expenditure of several millions in recreational developments in the

area, principally around the lakes. Our plan considers the polluted state of the two lakes because of algae growths, and the federal government's turndown of the heavy recreational expenditure. Our plan would leave the lakes and surrounding wetlands as a natural area, with enhancement of fish, waterfowl and other wildlife.

And finally, the Port plan would use public funds for the local share

of the federal project. Our plan would use private funds from an assessment on the property owners who would benefit from the waterway.

On its merits we believe our plan is best for all concerned. We urge the Council to approve the formation of a Local Improvement District as the necessary first step to carry it through.



Al Schmidt Shingle Company on the Columbia Slough at Denver Avenue.

Concluding

The foregoing history of Columbia Slough, from the days it was the home and highway of native Indians, the avenue of commerce used by early settlers to move their saw logs to market, and later the waterway through which lumber and shingle mills brought in their raw logs, brings us up to date when present industrial property owners located along this slough face a desperate effort to save the great potential of commerce and recreation in this

fine natural waterway.

Columbia Slough Development Corporation expects to continue to oppose any plan that would forever shut off this waterway and it expects to eventually be in position to propose a development that will serve many more industries, give employment to added thousands of Portland wage-earners, and offer them and their children great enjoyment, boating and fishing on clean recreational waters right here at home.

Columbia Slough Appendix

Howard Galbraith Collects Arrowheads

Indians used Columbia Slough for home sites, hunting, fishing and transportation before white men arrived, according to Howard Galbraith, 9832 N. Willamette Boulevard, Portland, who is an authority on local Indian lure and a collector of arrowheads and other relics left by the natives in the Columbia Slough area.

During a recent interview (March 23, 1976), Mr. Galbraith noted 15 Indian campgrounds, hunting and fishing areas, beds of cast-off fresh water clam shells, along the Columbia Slough and in the nearby lakes, Bybee and Smith, where he found evidence of Indian activity. Much of this evidence has been destroyed in recent years by filling and over burdens of silt, sand and other debris, he said.

Mr. Galbraith has several fine

collections of arrowheads and many of the artifacts came from this area. His works have been displayed publicly and he has received a number of awards for his conservationist efforts.

Among the Indian sites Mr. Galbraith noted were two located at the confluence of Columbia and Bybee Sloughs, two at the S-curve now below the Bonneville Power Administration lines, the ends of three small islands, a small bay near Denver Avenue, six points in Bybee and Smith Lakes where the Indians gathered to spear fish and shoot birds, and a final encampment about midway between Union Avenue and the Multnomah Drainage District pumping plant where the last remnants encamped after being driven out of other camps by early settlers.

Captain Lewis Love

One of the first settlers in the Columbia Slough bottoms was Lewis Love who came out from Illinois in 1849 with his family and

several oxen and cattle and moved into a log cabin beside the slough where N. Vancouver Avenue and Columbia Blvd. now intersect. In

a statement he dictated in 1899, 3½ years before his death, Love told of some of the hardships and hard work that characterized those first years.



Captain Lewis Love.

Love spent his first western winter working for David Parker at Parker's Landing, now Washougal, Washington and moved to the Columbia Slough site the next spring. He was 29, strong, energetic, and he and his wife had 7 children at that time (an 8th child Lewis P. Love, was born here and died in 1933). The whole family was taken ill with "mountain or camp fever" and ran low on provisions.

"Yet we had good friends," he said. "The year before we moved there a good crop of potatoes had been raised on the place and that year (1850) a few volunteers came up. Our friends, the wood rats, would dig them up and bring them in and pile them up in the cabin, then we would steal from the wood rats and make our soup. This was our living for some time. We had no doctor except from the Hudsons Bay Co. at Fort Vancouver and he charged \$50 per trip beside his ferriage which brought the bill to \$52. Between him and the wood rats we weathered it through.

"My farm was then occupied by a man by the name of Webb. He wanted me to buy the place because he was going to the mines on the Snake River. He was almost a total stranger and wanted \$1,000 for the place and stock, which consisted of two yoke of oxen and 3 cows. I finally made a deal with him. I paid \$300 down and gave my note for \$700 payable in 18 months.

"After the bargain was closed and the note given, he went out dug up a good sized bucket full of money and wanted me to take care of it and also the note I had given him. I told him "NO" but he urged me so finally I told him I would not like to have anybody know it was in the house. He said I was the only one he would like to keep it and that no one would ever know from him that I had it.

"The money consisted of Mexican dollars and gold coins. The gold was in \$8 and \$16 pieces

called single loons and doubloons. He said that if he never came back I would be that much better off. I did not see him any more for 18 months although the mines he spoke of were never discovered.

"Soon after that Captain Vangergen and Bradford, above the Cascades, brought emigration down on a boat to the Cascades and took cattle for pay, and they bought a large number of cattle which they sent down for me to sell, which gave me something of a start. I also took jobs, times being good. The old settlers had been to the mines and came back with quite a little money, they being too good to work after making a fine start.

"The first summer I cleared \$8.25 per day outside of my commission on sales. Lumber was worth \$100 per thousand feet and I went to work hauling lumber from Will's Mill to the river. When I went to work on Monday I would take a cedar saw log on my wagon and get it sawed and Saturday when I went home I would buy a little more lumber.

"I was in need of a house very bad so I went to work and hewed out sills and studding, and cut white fir timber, made clapboards and shaved them for siding. When I got it up and painted very few people ever noticed the difference from sawed lumber. At the time it was the best looking house in the country.

(Note—The house stood at No. 5 N.E. Columbia Blvd., opposite the National Biscuit Co.

plant, until about three years ago when it was razed to make way for the Rollins Leasing Corp. truck rental station. It was about 124 years old, probably the oldest in North Portland.)

"I spent a great deal of time boring holes in trees and burning them to clear a place to live. After I burned off a great deal of timber I took a notion to cut the timber in saw logs and bring them to Portland, which consisted of 15 or 20 buildings. It was expressed along the river that I was a big fool for trying to get out saw logs when there wasn't a boat on the river to tow with. But I had quite a number of oxen. I thought I would put the logs in the Columbia Slough and raft them as cheap as I could burn them.

"There came a high water the next summer and I had got in about 300,000 board feet and started them for Portland. We kept close around Gatton's Point (now part of Rivergate Industrial District) and went out into the Willamette opposite Sauvies Island. Before starting I went to Vancouver and bought four old government tents, put up masts on the rafts and stayed them with lines and stretched these tents up for sail. In a little over four hours we landed in Portland.

"Soon after this there was quite a number of other fools in the same business.

"Logging was carried on all along the Columbia Slough. I took a contract for quite a large number of logs, the pay for which was part

in sawing and part in money. When I got almost ready to start the logs to Portland I received word that the parties (buyers) were broke. So I came to Portland and went to Mr. Mills, the contractor and told him I heard he was broke, and told him I could not fill the contract on those conditions.

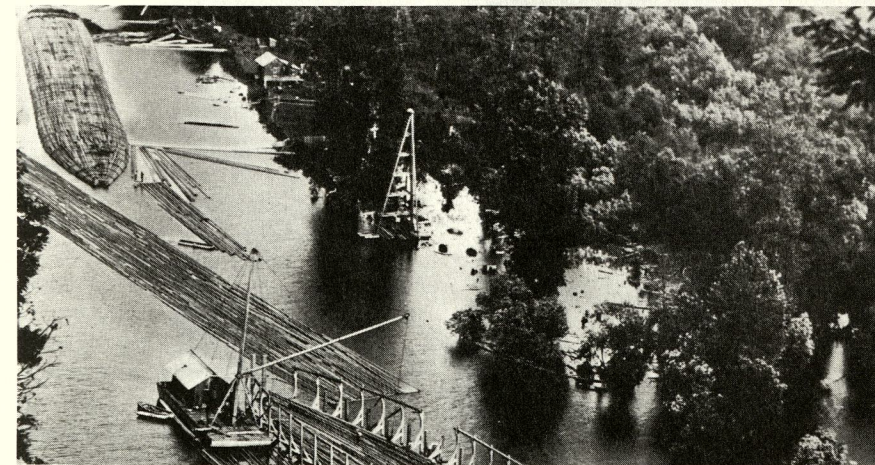
"I finally bought the mill to save myself on the logs. The raft was fully $\frac{3}{4}$ of a mile long. I ran the mill a while, then sold out the mill and logs, there being \$6,000 due me. I waited six years for the money and finally had to take greenbacks which were worth only 50 cents on the dollar.

"Before there were any steamers here and also before this logging contract, I took up a contract to bring logs in the winter, due in Portland in January. I was not acquainted with currents here and during this time there came a raise of four or five feet in the Willamette. I thought I would not

be able to get the logs to Portland. I came in and told the parties I didn't think I could fulfill my promise on account of the raise in the river. So they said they would take the logs any time I could get them here.

"I went and bought a coil and half of rope and spliced it together and pinned some logs together and made a windlass with it and the length of the line. I put two men on the sweep to make it fast, then go back and take turns at the capstan and had one man coil up the rope. We brought that raft up the river against a pretty strong current, making about $\frac{3}{4}$ mile a day and reached Portland in 16 days."

Love filed a donation land claim on 635 acres of land between Columbia Slough where G.I. Joes' stores now are located, and the present Bryant St., bounded on the west by the I-5 freeway and east by N.E. 8th Avenue.



Benson log raft under construction in the Columbia Slough.

During those first years on Columbia Slough, Love's home was beside the Vancouver Road (now Vancouver Ave.) the trail connecting the town of Portland and the ferry to Vancouver, Washington. He operated a small ferry across the slough and maintained a small store where travelers could stop, rest and eat their lunches. One of his early acquaintances here was Captain Ulysses S. Grant, who was stationed at Fort Vancouver. Grant who became the great Civil War General and President, was a frequent guest of Love and his family.

He operated a retail merchandising business in Portland for two years, bought and sold real estate in Portland, built a flour mill at

Walla Walla, Washington, operated a saw mill and grist mill east of Vancouver, the site of the first Hudsons Bay Co. mills, and eventually built and operated several river steamboats, earning for himself the title of "Captain."

When he died in 1903, Captain Love was rated as a millionaire. His funeral cortege consisted of 28 carriages with relatives and mourners and he was buried in Columbian Cemetery. He left 66 direct descendants but no landmarks named after him with the possible exception of the Columbian Cemetery on ground he had donated, and Farragut park, which was known for many years as "Love's Woods" before it passed out of family hands.



Lewis Love died in 1903, was buried in Columbian Cemetery.

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"Lost Waterway" Proves Latest "Find"

By Don Holm, Wildlife Editor

We were about to slip into the moorage after a cruise down Multnomah Channel aboard Kokanee, for a look at all the spring chinook holes and hoglines, when Jim Bigelow asked if I had time and gasoline to run over to Columbia Slough and see what God, the Port of Portland, and the County of Multnomah has wrought during the past year.

Like anyone who enjoys sneaking away on a quiet afternoon aboard his favorite ark, I replied that I had gas enough to go to Astoria and back, if necessary, and time was only relative anyway.

So we steamed out into the flood-swollen Willamette and plowed through the sawmill debris down to the outlet of Columbia Slough, which I had described after a similar trip a year ago as "Oregon's Lost Waterway."

The reason I called it "lost," was its then imminent danger of becoming either a landfill for the benefit of freeway builders, a septic tank for industrial users who were not conforming to sewer and sanitation codes, or an annoyance to the industrial complex planners who viewed it only as something to

get rid of quietly—depending upon whose viewpoint you accepted.

Several Inspection Trips

We made several inspection trips by boat up and down this forgotten eight-mile long natural waterway, which was plugged up back in 1948 during the flood emergency near the Columbia-Edgewater Country Club, and ever since there has been no way for boaters or fishermen to get in except at the mouth near Kelley Point at the confluence of the Willamette and Columbia. On one of these voyages we carried as supercargo, an interested public official, City Commissioner Neil Goldschmidt.

I reported that this potentially valuable recreational asset to the city, was not only neglected but probably lost unless something was done immediately. It was pointed out that in other less-fortunate parts of the land, such as Florida or Southern California, where people were perhaps more environment conscious, they were digging waterways from scratch at a cost of millions to create waterways, wildlife habitats, and marine

parkways for the enjoyment of their citizens.

Here we had one ready made, although it did have a bad reputation that was unwarranted, and all it needed was a little housekeeping.

Anger Aroused

A lot of people, as a result, Jim advised me, were sticking pins in voodoo dolls that resembled this old wildlife editor. Some local politicians called me a liar, an inaccurate reporter, a troublemaker, and at best a starry-eyed eco-nut, and took up a lot of letters-to-the-editor space to enlarge upon the theme. I was immediately singled out by the public affairs specialists of one powerful local agency for attitude adjustment, and shown the error of my literary ways.

At the same time, a lot of citizens began to take notice of what they had in their backyard. Boaters and anglers began to explore the waterway, first during its low stagnant period, and then as last year's run-off filled it to overflowing. Local fishing clubs pulled out of mothballs plans and proposals for rehabilitating this fishery, and even the Game Commission remembered it had had a plan way back then.

School teachers from around the area took classes on field trips. The St. Johns' Jaycees adopted Columbia Slough as a long-range community project. Local property owners began to eye the district with a fresh perspective. One even offered to donate the

money to unplug the upper end so boats from the Columbia could pass through to the Willamette. Another promised to build marina and bankside greenway if the slough were opened up. A couple of boatbuilders thought about establishing new enterprises. Aficionados of the canoe and the bike trail had visions of a paradise. Wildfowl photographers, nature lovers, pan-fishermen, people who wanted to escape into a natural environment for a few hours, quickly grasped the potential.

Planners Coverage

Irrked planners, who had other ideas about Columbia Slough, began coming up with alternative plans, many of them it seemed were tailored to fit whatever audience they happened to be trying to impress at the time. Signs put up by the county warning anglers about fishing came down suddenly when some Reed College marine biologists and zoologists made a survey of the slough and pronounced it just as safe and clean as the Willamette, and moreover was home for numerous native game species.

You are nothing but a troublemaker, Jim said happily as we nosed into the slough and glided up about a thousand feet. It was cleaner than the Willamette and there was no debris. We came then to a trestle-like affair where once the planners had closed the waterway off with logs and padlocked chain to keep boaters out, until the Corps of Engineers heard about it.

It seemed that every time I come in here, the passage between the trestle gets smaller. This is the spot, of course, where the industrial complex developers want to either block off with a fill and put a roadway on top, or failing in that to build a sort of gate through which boaters can get only by permission.

Jim said one of his neighbors was reconditioning an old log boom tug for use as an excursion vessel on the slough. They were going to call it the African Queen, as a parody on Humphrey Bogart's famous vessel which went through all those jungle vicissitudes in order to reach Lake Victoria and victory.

"Save Our Slough"

I hope we get it launched pretty soon, said Jim. So many people wanted to take a ride on the slough, especially school kids studying ecology and environment, there would be no lack of passengers. Its signal is "SOS"—Save Our Slough.

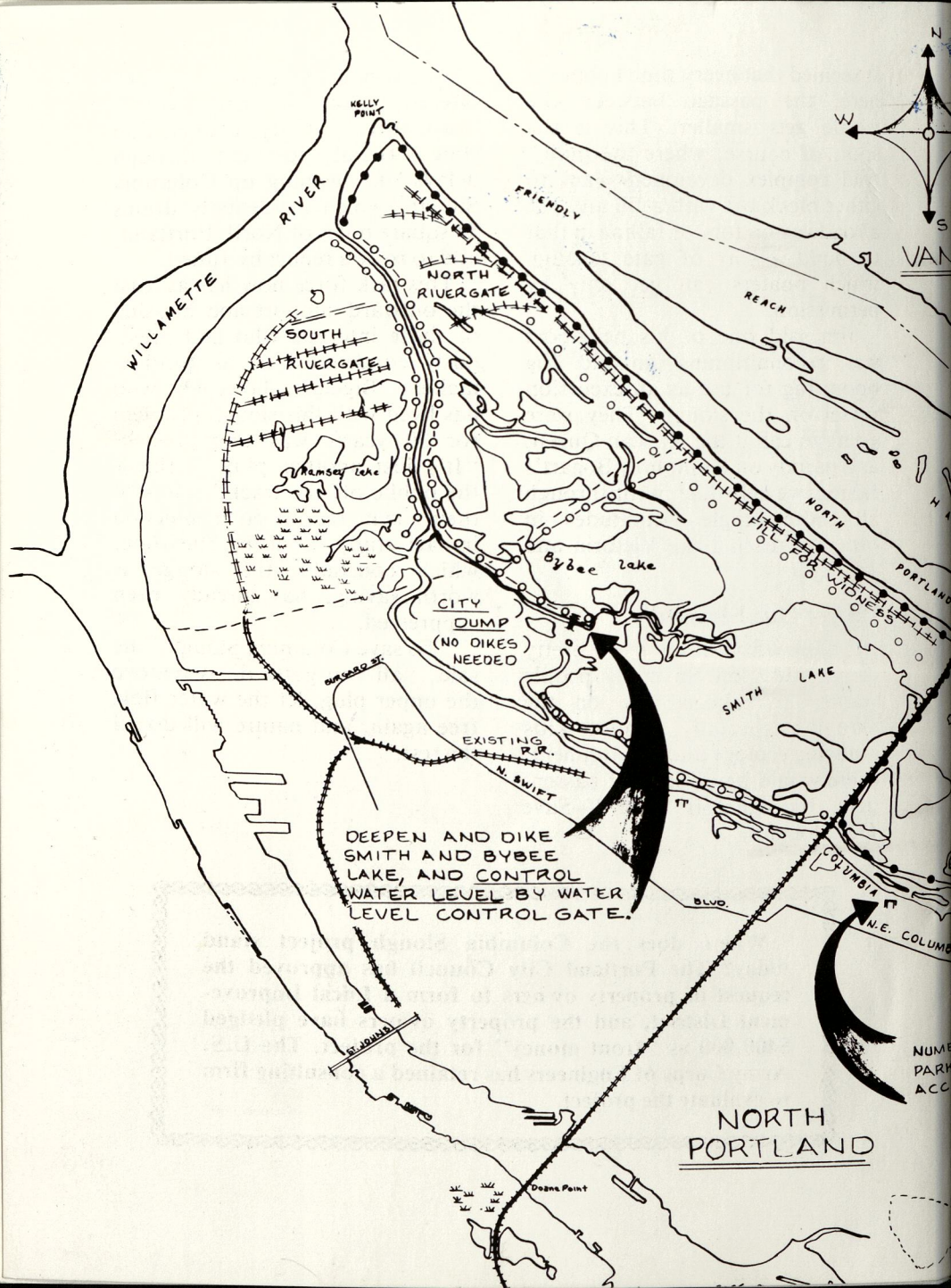
Meanwhile, with all the public interest, suddenly there was a "task force" of city, county, and state officials to "cut through delays" in cleaning up Columbia Slough, which incidentally drains 53 square miles of North Portland, and to issue a report by June 1.

This task force now has at least the outward support and blessing of those interests who had previously condemned us as troublemakers. Bigelow, however, who has lived with this slough problem for 30 years, was unimpressed. "It's just another ploy to throw the public off the track." He said their own recent environmental impact study, done by the state, which concludes the slough is worth saving, has already been suppressed.

"To save Columbia Slough," he said, "all you gotta do is remove the upper plug, let the water flow free again, and nature will do all the rest."

Where does the Columbia Slough project stand today? The Portland City Council has approved the request of property owners to form a Local Improvement District, and the property owners have pledged \$400,000 as "front money" for the project. The U.S. Army Corps of Engineers has retained a consulting firm to evaluate the project.

October, 1977



WILLAMETTE
RIVER

KELLY
POINT

FRIENDLY
REACH

NORTH
RIVERGATE

SOUTH
RIVERGATE

RAMSEY LAKE

BYBEE LAKE

CITY
DUMP
(NO DIKES
NEEDED)

OUR GARD ST.

EXISTING
P.R.

N. SWIFT

DEEPEN AND DIKE
SMITH AND BYBEE
LAKE, AND CONTROL
WATER LEVEL BY WATER
LEVEL CONTROL GATE.

SMITH
LAKE

BLVD.

COLUMBIA

N.E. COLUMBIA

ST. JAMES

ST. JAMES
BLVD.

Dunes Point

NORTH
PORTLAND

NUM
PARK
ACC