

THE FUTURE OF PORTLAND.

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managers if we did not avail ourselves of the difference by sending our ships to Tacoma in preference to sending them here.

The Northern Pacific lines will be pushed forward with the utmost energy during the coming year. The gap between the two ends, that is, between the Yellowstone valley and the Clark's fork of the Columbia river, is to-day reduced to less than 800 miles. We are very confident of being able to build 300 miles from this side eastward, and about the same mileage from the other side westward during the coming year, so that there will be a gap of not much over 170 miles left. [Applause.] Whether we shall be able to still further reduce this gap in the next year will depend upon the result of investigations now making into the practicability of working at the two very large and difficult tunnels, one through the main Rocky mountain range and the other through the so-called Belt range, that we shall have to overcome. If we can work at these tunnels from different points next year, we may do still better. But, at any rate, you can absolutely rely upon the entire completion of the main line of the Northern Pacific in the course of 1883. [Applause.] As I have already stated, in a more general way, the means to carry on all our enterprises are in hand. This is especially true of the Northern Pacific. This company has guaranteed to it all the capital it needs; that is, all the capital required to build it as a main line to Astoria, the point of junction with the system of the Oregon Railway and Navigation company.

Before dismissing this part of the subject, it might interest you to hear that the Oregon & California railroad will be extended eventually south to connect with the California & Oregon road. Everything is yet, however, in an unsettled condition. We have located a line from Roseburg south to Canyonville, and contracts for the heavier part of the work will soon be given out. Surveys show that we will have much difficulty in getting over the Cow creek hills south of Canyonville, but the road will be built as soon as money and men can accomplish it. The engineer in charge of the line southward has gone to meet the engineer in charge of the line northward from California. They will have a conference and decide on a permanent route.

I suppose that I am right in assuming that you are all familiar with the contest that was waged last winter between the interests represented by me and those represented by the then management of the Northern Pacific for the control of that company. I think I am fully justified in saying that the long, weary and dangerous battle that I then fought I have fought for your benefit as much as that of the companies I represent. [Applause.] There was a determined effort resolved upon by the former management of the Northern Pacific to disregard the Columbia river, to disregard the great commerce of this city, and to make direct for Puget Sound, in pursuit of the old unsuccessful policy of building up a city there, rival to Portland. I have never for a moment believed that such a plan would be practicable. I do not believe that any effort to kill Portland, so to speak, and build up a rival city on Puget Sound can ever succeed. [Applause.] I mean that Portland will always remain the commercial emporium of the northwest. There may, however, other towns spring up and grow to considerable importance. But you have such a great start, taking into account your geographical position and secured advantages that, as I stated, you are bound to be the center, the focus, of an immense railroad system. What has already been accomplished can never be undone by any human power. [Applause.] It is the old story of building up some place along the Atlantic coast to compete with New York City; or some port on the New England coast as a rival to the city of Boston. And, where there is such a concentration of intelligence, enterprise and capital, and such an accumulation of established commercial interests as there are here to-day, there is bound to be, logically, a concentration of the transportation interests, and the two, strengthening each other's position, are bound to obtain a foundation

that cannot be shaken, as I said, by any human power. In saying that the battle I fought last winter was fought largely for your interests, I do not claim of you any thanks for my effort. Of course, our main motives were to protect our investments in the Oregon Railway and Navigation Company—to protect and make them more lucrative. At the same time, what we did last winter and what we are doing now, bring to your doors the great business that will be created by the railroad systems that I describe, and this at an expense of tens of millions of dollars without the cost of a single penny to you. In this respect you are more favored than almost any other American cities, all of which had to make great pecuniary sacrifices to secure such transportation business as you will secure without any sacrifices.

All this that has been done for you, and is being done for you, entitles me, at least, to call your attention to certain things that you ought to do in our interest as well as in your own. And here I come to one of the points that Mayor Thompson was good enough to suggest to me, namely: The question of the river improvements. I am not very thoroughly posted on the requirements in that respect. I do not pretend to have a decided judgment as to what should be done, but I shall be glad for whatever effort may be made. I am assured from all quarters that the work which ought to be done can be accomplished at comparatively small expense. I say, therefore, let it be done, and I can assure you of the readiness of myself and of all the companies that I represent to do all in our power to help any effort that may be instituted by you as a board of trade, or as business men of Portland generally. We shall afford you every kind of assistance, and I shall go so far as to say that we shall help you with money, if necessary. I would suggest, if you will permit me, that your board appoint a committee from among the members most familiar with the subject, to co-operate with the officials of our companies in devising some practical plan that can be carried into early effect. I have asked our friend, Captain Goringe, to attend this conference for the purpose of giving you the benefit of the investigations he has made into the subject. As I see he is present, he will, perhaps, favor us with his views.

There are two additional points upon which I promised to give you some information. In the first place, in regard to the terminal facilities we promise to create in the city; and, in the second place, concerning the other industrial enterprises we have under contemplation. We have a very difficult problem to deal with, that is, of uniting, if practicable, the lines of three different companies, coming from three different directions, at one terminus. We have not come to any absolutely definite conclusions as yet, but I feel quite sure that we shall continue to improve the property in South Portland and eventually make it our terminal passenger and freight station. Whether we make it there or anywhere else (please bear in mind that I do not wish to convey the idea that there is any intention of placing it any where else), there are certain questions to be considered: as, for instance, the location of the bridge over which all these companies will have to run their trains. That may affect our plans. But no matter where this terminal passenger and freight station may be erected, we propose to make it an ornament to your city and an ornament to the whole country, regardless of cost. [Applause.] We propose to build not only for present use, but for the use of coming generations. [Applause.] We shall erect ornamental structures on a permanent plan; that is, structures that are not likely to be superseded for many years to come, and structures in harmony with the most approved artistic taste. It will take considerable time to carry out our plans in this respect. It may take years, but you will see the work going on under your own eyes, and, therefore, you will know that it is to be done.

Now, as regards the other enterprises that we have under contemplation, I mentioned to the committee of the board of trade who waited upon me on our arrival, that we thought of erecting a dry-dock here and of establishing large iron works. I am happy to say that the

erection of a dry-dock is decided upon. [Applause.] I have looked into the matter, and I think in our own interest as owners of so many steamships on this coast, it will be an advantageous investment. We do not expect at first to get much business from the general sailing trade, but it will come in due course of time. We think by having a dry-dock here we can save to ourselves the exorbitant charges we are obliged to pay in San Francisco. The iron works I feel sure will be established. [Applause.] The details of the project are not yet fully matured. But it stands to reason that with the enormous transportation interests that we are developing here, we need our own facilities in this country for rolling rails, for manufacturing every kind of iron that we may require as railroad, steamship and steamboat companies. We must have facilities in addition to build cars, and also locomotives in due course of time. In other words, with a view to economy, we must render ourselves as independent as possible of eastern manufacture. And we mean to do so as early as practicable. Of course the establishment of iron works such as we contemplate will be a great benefit to your city. It will bring a large additional laboring population here, I hope of the very best kind. [Applause.] And I hope the establishment of these industrial enterprises will be but the beginning of the establishment of others.

REMARKS OF CAPTAIN H. H. GORINGE.

There are six bars in the river between here and Astoria, which need to be deepened. It is easy to compute how many cubic yards of earth must be removed to give the same depth over the river bars that there is over the sea bar at the mouth of the Columbia. The cost of removing the requisite amount to secure a channel 100 feet wide and 25 feet in depth, is also easy arrived at. I estimate the amount to be removed annually at less than 100,000 cubic yards; and to do this work effectively, I think an immediate expenditure of \$200,000 for dredgers and an annual expenditure of \$50,000 is a liberal estimate. It is only for four months of the year that it would be necessary to maintain the requisite depth in the river channels by artificial means. In order to do this I think that two dredgers would be needed; and I have estimated for two of ordinary capacity, or one powerful sea dredger, capable of being used on the sea bar in ordinary weather. I do not believe in contracting river channels in order to deepen them by the scouring of the current. This system has been tried repeatedly and has always failed in the end to attain the results aimed at. Every river brings down a certain amount of silt and deposits it somewhere. If you prevent the deposit by artificial means where natural conditions invite it, the silt will accumulate elsewhere, generally where it is not so easily disposed of, and thus make matters worse. The inevitable result is the demand for more contraction of the natural water-way at an ultimate cost out of all proportion to results, and generally with disastrous consequences. Many European rivers have been so contracted, and we read of destructive floods recurring at frequent intervals. These floods never occur in rivers that have not had the natural water ways artificially contracted. Notable instances of the failure of this system are the mouths of the Rhone and the Mississippi. After spending many millions in constructing jetties to confine the current to a narrow channel and cause it to scour out the bar at the mouth of the Rhone, the French government abandoned the system and cut a ship canal from the gulf of Foz to the river above the mouth. As near as I can remember, the mouth of the river was artificially prolonged seaward nearly three miles, but the bar kept forming just outside of the jetties, and within a few months, after each prolongation, there was another bar as bad as the last.

A similar process is going on at the mouth of the Mississippi, where the Eads' jetties have been built. If these are not prolonged, or the channel dredged, the depth of water will very soon be just what it was before the jetties were constructed. The Mediterranean entrance of the Suez canal is an illustration of what can be done with sea dredgers. The silt brought down by the Nile and swept eastward by the coast current is ar-