

# GENERAL TERMINAL IS NOT INTENDED

### General Manager O'Brien Discusses Concessions Which O. R. & N. Is Seeking.

## LAND UNFIT FOR PURPOSE

### Grants Will Give Company No Undue Advantage Over Other Companies, or Over Shippers or City, Official Declares.

Denying the oft-repeated assertion that the O. R. & N. Company desires the vacation of several streets on the East Side for general terminal facilities and pointing out that the concessions which the company seeks from the city will eliminate one track on East Front street, that they will improve the service to Puget Sound by avoiding the necessity of running trains through the Albina yards and that such grants will not give the company an unfair advantage over any other railroad or over the shippers or over the city, J. P. O'Brien, general manager of the O. R. & N. Company, yesterday made reply to the various criticisms that have been offered since the controversy arose and presented the situation from his point of view. His statement follows:

"The business interests of East Portland have urged that a local freight depot be built upon the East Side and that facilities be developed there for the storing and for the loading and unloading of less than carload shipments, for the benefit of the business district that is growing and developing in Central East Portland, and facilities of this kind require in connection with the depot what are known as 'lean tracks.' The property in question is adapted to the development by the expenditure on the part of the railroad of considerable sums of money, and these petitions for vacations were not filed until all the property owners interested, as well as the railroad company, had requested them.

### Streets Not at Waterfront

"I submit herewith a map showing the ends of the streets petitions for vacation of which have been filed, that you may correct the impression that has been given by others to the public, namely, that these streets reach the waterfront. The fact is that the shortest distance from the harbor line to any of the streets is approximately 200 to 300 feet over private property, with the possible exception of East Pine and East Ash streets, through which the approach to the river is provided by way of Water street.

"It has been represented that the ground in question is desired by the railroad company for the purpose of building a freight house, with necessary house, a team track, with a roadway along the entire length of the same. The entire tract of blocks desired for these depot facilities is only 120 feet long and 100 feet in width. The new freight house of the O. R. & N. Company now under construction in this city is only 160 feet long. The property in question is adapted to no other purpose that we can conceive of. It is practically a swamp in its present condition and covered by water during a considerable portion of the year, and to carry out the plans undertaken we are required to use about 300,000 cubic yards of earth to bring it up to street grade.

### Ground Needed for Curve

"In addition to the above named streets, we have also asked for the vacation of several streets at the bluff at the approach to our new steel bridge, which are necessary for the purpose of making the proper curves to our tracks leading to and from said bridge, both north and south.

"As to franchisees sought, the Navigation Company has a franchise crossing Front street at the location of the present steel bridge for an overhead structure and three tracks. We are asking for a new franchise for 25 years to cover the overhead structure of the new steel bridge across Front street at Gilliam street, with two tracks underneath. This is simply an exchange of one franchise against another, with one track less.

"We are asking a franchise from the city to cross some streets that converge in Lower Albina at the foot of Russell street adjoining our car shop property. At the present time all trains to the Sound are being run through our busy yard in Albina at great inconvenience and delay, and plans have been constructed to run a line around the east side of our shop building and through to the Peninsula tunnel for the purpose of avoiding this yard, and the franchise in question is merely to connect up this new line with the present main track south of our shop grounds.

### Exchange of Grants Proposed

"What the city has asked of us: The contention has been made that we have offered the city a number of concessions. As a matter of fact, with our applications for our street vacations, matters of importance to the city came up for consideration, with the result that a committee was appointed, comprising the Mayor and several Councilmen, to see if an agreement could be arrived at. We felt then, and we feel now, that it was our duty to confer with the city authorities and adjust all matters upon a fair business basis, if possible. We certainly are not seeking any litigation with the city if, by any reasonable concession, we can avoid it. As a result of conferences had between the representatives of the city, appointed as aforesaid, and of the railroad, an exchange of grants was proposed and was approved by resolution of the council. By this arrangement the grants of the railroad company heretofore outlined as desired by it, were recommended and in return the city was and is to receive the following:

"1. A conveyance to the city of a right of way 70 feet wide and some 200 feet in depth, cutting through the southeast corner of the O. R. & N. Company, fronting on the lower harbor for a distance of 700 feet. This piece of waterfront is effectively in two by the construction of a bridge pier near the harbor line and of a second bridge pier or abutment on the east line of said property. This grant is desired for the east approach of the Broadway bridge.

### Other Concessions Offered

"2. A strip of land approximately 2300 feet long and 100 feet wide in sections 21 and 22, township 1, north of range 1 east, being desired by the city for boulevard along the bluff in Albina overlooking the Willamette River.

# MAYOR APPOINTS DOCK COMMISSION

### Control of Waterfront to Be Placed in Hands of Business Men.

## FIVE ARE PUT ON BOARD

### Membership Consists of William MacMaster, Ben Selling, C. B. Moores, F. W. Mulkey and H. L. Corbett.

As the first step toward the public ownership of docks, as provided in a law passed at the recent election, Mayor Simon yesterday made public his selection of the members of the Dock Commission.



MAP SHOWING STREET VACATIONS ON THE EAST SIDE ASKED BY THE O. R. & N. CO. FROM THE CITY. SHADED PORTIONS INDICATE THE STREETS WHICH ARE TO BE VACATED. BLOCKS MARKED A BELONG TO NORTHERN PACIFIC TERMINAL CO. BLOCKS MARKED B, TO SOUTHERN PACIFIC AND O. R. & N.

to the city, as per their written report of April 9, 1910, of \$239,400, and the value of the concessions from the city to the railroad at \$12,850. Since the date of that report the following further concessions have been made by us to the city, to wit:

"1. A strip of land 2500 feet long, comprising six acres in front of the City of Albina, for boulevard around the bluff, said land in said concession if appraised at one-half of the price for which lots in that neighborhood are selling, or at \$739 a lot, would be worth approximately \$27,000.

"2. A second area of 25 feet on Adams street and 52 feet on Pacific street would be worth at least \$15,000.

"3. Add to these, financial benefit of the city for the construction and maintenance of a sewer on its right-of-way out Sullivan's Gulch. We think there would be no question that we have outweighed the city in concessions if the matter is to be determined upon a money basis.

### Sewer Right-of-Way Valuable

"This sewer, so called, which appropriates 10 feet in width of the railroad company's right-of-way longitudinally for a mile and a quarter, more or less, was located there, as it is quite apparent, to save the city large expense and great annoyance in securing rights-of-way through private properties; and secondly, to save the city a large sum in construction, because it will have the advantage of the excavation that has been made at uniform grade that has been built by the railroad company in constructing its line.

"The maps showing the concessions from the railroad have been and are at all times open to the inspection of any member of the Council, or of the Executive Board of the City of Portland, or any other officer of the city, and to representatives of the press, and to anyone else that is interested in seeing these matters disposed of upon their merits, and fair treatment accorded to all concerned.

"Regardless of what action may be taken in these matters by the Council, we want it distinctly understood by the people at large that we have attempted in good faith to arrive at an amicable adjustment of the same, with the city authorities, and if we are unable to do so we feel that the responsibility is not with us."

### City Attorney Will Oppose

City Attorney Grant, at the meeting of the City Council today, will object to the passage of the ordinance.

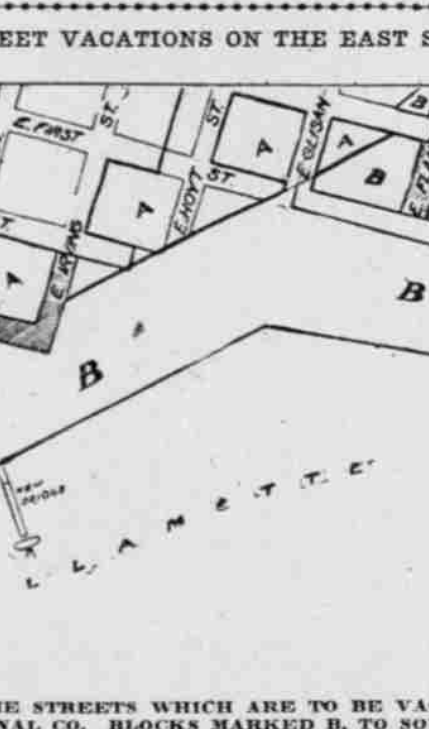
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# NORTH COAST WAS HARRIMAN'S IDEA

### Late "Wizard of Railroad World" Financed Road From Inception.

## COURT'S ACT CAUSED MOVE

### When Northern Securities Company Was Dissolved Harriman Laid Plans to Parallel Northern Pacific in Washington.

Additional confirmation of the statement that the North Coast Railroad is a Harriman enterprise came yesterday from sources of unquestionable knowledge and veracity and The Oregonian is in a position now to announce definitely that the ownership of the road lies in the Harriman railway system.

Prominent officials of railroads not aligned with the Union Pacific system yesterday admitted that the identity of the North Coast was no longer a mystery to them, but Harriman officials were still reticent, although refusing to deny the report.

Further light was given as to the inception of the North Coast construction by a Portland railroad man who is in a position to know, and his version differs from the commonly accepted story of the early history of the enterprise. Instead of having been an independent movement by capitalists who designed to sell the constructed road to the service to one of the existing transcontinental lines, it is now well established, according to this authority, that E. H. Harriman originally conceived the idea of building the North Coast and financed the work from the first.

Mr. Harriman's plans, it is said, grew out of the dissolution of the Northern Securities Company by the courts and the consequent failure of the merger of the Northern Pacific and Union Pacific systems. Believing that he had control of the Northern Pacific, Mr. Harriman thought it unnecessary to occupy the north bank of the Columbia River, but with the dissolution of the Northern Securities Company he found he had no control of the Northern Pacific and had permitted Hill to get in ahead of him on the north side of the Columbia River gorge.

Then Mr. Harriman decided to carry a war against the Northern roads into their own territory and laid his plans in such a way that the Harriman lines, as represented by the North Coast, would practically parallel the Northern Pacific throughout the State of Washington.

The railroad wizard died without seeing his plans brought to fruition and the railroad situation has so adjusted itself in the Northwest that his successor, Judge Robert S. Lovett, now sees no reason for longer concealing the identity of the North Coast Railroad.

Just how much of the original plans of Mr. Harriman will be carried out have not been disclosed, at least in such a way that they have reached general railroad circles. The map of the North Coast survey indicates that there was a definite plan to drain the newly acquired Harriman tonnage in Eastern Washington down the Columbia River. No other plan is conceivable in the extension northward from the Snake River of a survey to the wheat district surrounding Davenport.

### Operation Cost Heavy on Grades

The reason for connecting this line with Walla Walla will be apparent to those who have traveled over Alto Hill on the Walla Walla-Spokane branch of the O. R. & N. The grades and curves are those of a mountain railroad and the cost of operation is consequently large. Railroad men have renewed their comments on the success of Robert E. Strahorn, the ostensible builder of the North Coast, in maintaining the mystery surrounding the construction of the line so many years. The attitude of high officials of the Harriman lines in the West indicated that even they know nothing concerning the interests back of the North Coast until recently. Operations of the Strahorn engineers and construction camps were watched and reported on by Harriman's confidential agents as closely and as systematically, it is said, as if it were a feared rival.

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# PIONEER ACTIVE AT 80

### Joseph Butchel Attributes Vigor to Fondness for Athletics.

## PERSONNEL OF DOCK COMMISSION

### Members of the new Dock Commission, in whose hands will be entrusted the regulation of the waterfront of Portland, according to a law adopted by the people, November 8, have been selected by the Mayor, and will be officially appointed by him at an early date. The members are:

- William MacMaster, Ben Selling, C. B. Moores, F. W. Mulkey, H. L. Corbett.

the government of the city, but they will receive no pay for their services. That the great responsibility should not fall into the hands of incapable men, the Mayor said yesterday, he has taken much care in the selection of the members of the Commission.

Three members selected by the Mayor have assured him that they would accept the positions. F. W. Mulkey, the Mayor said yesterday, had left for California when he was selected and it has not been possible for the Mayor to communicate with him concerning the proposed appointment. William MacMaster also has not been seen by the Mayor regarding the matter.

Acceptances Are Expected.

"But I am sure that each of them will accept the appointment," said the Mayor. "Mr. Mulkey is an enthusiast concerning the public ownership of docks, and Mr. MacMaster is also interested in them. 'The men I have selected, I feel, are men whom the community will trust. They are all representative business men who will be conservative in the performance of their duties.'"

According to the charter amendment which provides for the Dock Commission, the Mayor must make the appointment of the members within ten days

after the amendment goes into effect. The amendment will go into effect 30 days after election day.

Within ten days after their formal appointment, the members of the Dock Commission will be required to meet and organize by selecting a chairman. They will then be required to determine by lot among themselves the respective length of their terms of service, consisting of one, two, three, four or five years. All vacancies must be filled by the Mayor.

Duties Are Many.

Among the duties and powers of the Dock Commission are:

The expenditure of \$2,500,000 at an early date for acquiring public docks. The sale of bonds for this amount was authorized in the charter amendment creating the Commission.

To cause to be prepared a comprehensive plan for the reconstruction of the harbor front of Portland.

To purchase or secure by condemnation or by other lawful means lands and right necessary for public docks.

To have exclusive charge and control of the wharf property belonging to the city. This includes "the exclusive charge and control of the repairing, building, rebuilding, operation, alteration and leasing of said property and every part thereof, and all the cleaning, dredging and deepening necessary in and about the same."

To reject, if desired, all bids for construction, dredging and deepening work done by day labor.

To issue permits for all waterfront improvements.

To adopt ordinances governing the waterfront and have these published.

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