

Saint Paul, Minnesota
August 23, 1963

79-76
W-5901-9-13
W-5903-6

PRESIDENT'S
OFFICE
AUG 23 1963
GREAT NORTHERN
RAILWAY

Mr. J. M. Budd:

The Army Engineers have considered diversion of the Skagit River, which would bring the mouth into Padilla Bay, since 1936. This proposal is commonly known as the Avon By-pass. The Army Engineers published their findings on the Avon By-pass on May 20, 1955, and a copy of their views that the Avon By-pass was not economically justified was noted to you on June 13, 1955. This information was also given to Messrs. Finley and Matthias. Skagit River flood control and channel improvement to make the river navigable are again being pushed by local interests and are again being studied by the Army Engineers. One of the plans being considered is the Avon By-pass. As located in the current study, this by-pass would cross our main line south of Burlington and our Anacortes Line east of Avon. Preliminary information, which we have obtained, indicates no further disturbance of our Anacortes Line.

The Area Development Administration of Washington State and other related state agencies are surveying this entire area (both Padilla Bay and Fidalgo Bay) to determine its suitability for an industrial complex. Padilla Bay developers are proposing a large industrial park in the Padilla Bay area and this location is shown on the attached print, which also shows its relationship to the outlet of the Avon By-pass.

As you can see and as we know from our experience with Mr. Milo Moore, there is considerable activity in this area and also some jockeying to influence the location of the industrial complex. Our operating and engineering people are watching this matter closely and we understand that Mr. Finley's industrial people are also maintaining close contact with the various agencies and parties involved.

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As to the activities of Mr. Milo Moore in the South Fidalgo Bay area, Mr. Shober wrote to Mr. Morgan, who had written you, explaining our position to him and enlisting his aid in countering Mr. Moore's activity to promote a drawbridge at the site of our present Bridge 7. As previously reported to you, Mr. Moore's price for dropping that matter was to purchase considerable property which he either owned or controlled at the south end of Fidalgo Bay. We have not heard anything further from Mr. Morgan and it is our view that if the industrial surveys favor the Padilla Bay area, we will have no further trouble at Bridge 7. At the most, we would only have to provide a wider span opening to accommodate Mr. Morgan's oyster scows.

This is for your information.

T. A. Jerrow

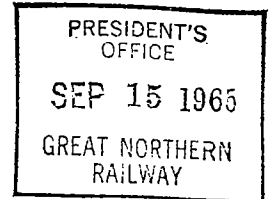
cc: Mr. C. E. Finley:
Mr. Anthony Kane:

PRESIDENT'S FILE

10432

Saint Paul, Minnesota
September 14, 1965

79-76



Mr. J. M. Budd:

On August 23, 1963, we reported to you on the Army Engineers again considering diversion of the Skagit River to bring the mouth of that river into Padilla Bay.

For your further information, there is attached a copy of the Corps of Engineers Notice of Report on Skagit River Basin, Washington, For Flood Control and Other Improvements, dated June 30, 1965, Mr. Reichert's report of September 7 and the print to which he refers.

Our local people will continue to follow this and keep us fully advised.

J. D. Robson

cc: Mr. C. E. Finley:
Mr. Anthony Kane: