

wooden structure, built of piles, extending at right angles with the swing when it is closed. It is as long as the swing and as wide as the bridge. At the north and south ends it narrows to a sharp point. The piles are driven firmly into the bed of the river, but fastened somewhat loosely at the tops to allow them to give when a vessel comes in contact with them. Along each side of the rest heavy timbers will be fastened horizontally which will serve as fenders. While perfectly safe and permanent, the entire draw rest will be sufficiently yielding to break the force of any boats accidentally steered against it. With the protection afforded by the draw rest and the lines of swinging piles there is no more danger in passing through the draw than in steaming alongside a wharf.

Of the many and great public advantages which will, undoubtedly, accrue from the completion of this bridge, it seems scarcely necessary to write. It will afford the residents of East Portland and the extensive farming, gardening and dairying region beyond, an easy and convenient means of reaching this city. However commodious may be the boats, and however complete may be the appointments, a bridge is always vastly superior to any reasonable system or number of ferries. The inadequacy of ferry boats has been clearly demonstrated in the past. A bridge avoids all serious obstacles which interfere with the continuous operation of a ferry, and furnishes an almost uninterrupted passage to vehicles and pedestrians.

Portland will reap a rich, and constantly augmenting, harvest, in the increase of travel and trade, which will flow hitherward, following the natural gravitation of business. East Portland will be brought into closer relationship with the metropolis, and consequently, real estate and improvements in that city will become greatly enhanced in

value. Many persons engaged in business in Portland, will, no doubt, now become residents of our sister city. From any point of view—apart from the consideration that the structure must, necessarily, be more or less an obstruction to navigation—it must be seen that the construction of the bridge is highly beneficial to the natural growth and welfare of Multnomah county. It is the purpose of the company to lay a double street car track across the bridge, if satisfactory arrangements can be effected. Such an improvement would no doubt add a decided impetus to the material development of East Portland and the county. In this way a system of street railways could be introduced into that city, and operated in direct connection with the several lines in Portland, furnishing a rapid and convenient method of reaching localities too remote to be gained by walking, and would lead to the building of many suburban residences. It would also, probably, cause the purchase, laying out and beautifying of public grounds and parks, which would become popular places of resort on holidays.

From time to time during the past fifteen years, the question of consolidating the two municipalities has been agitated. By merging the municipal government of East Portland into that of this city, it is thought, by many tax payers, that greater public economy would be secured, and the proposition has met with considerable favor among property owners. The completion of the bridge will most certainly bring the two cities nearer together by strong ties of mutual interest, and who can tell but that it will act as a very important factor in solving the question of consolidation? Surely, if the project were a feasible one before the completion of the structure, it is much more so now.

J. M. BALTIMORE.