

CITY TO HAVE ANOTHER BRIDGE

Plans Are Under Way for Additional Structure to Span Willamette River in North Portland, Giving Better Communication With East Side

By Judge M. G. Munly, President North East Side Improvement Association.

THE present movement for a new bridge north of the Steel bridge had its inception with the North East Side Improvement Association in the fall of 1907. There were loud complaints of the poor car service generally, but especially concerning the delay in crossing the Steel bridge, and a committee of the association was accordingly appointed to look into the matter. After an extended investigation, the committee reported that inadequacy of bridge accommodations was the radical difficulty, and that while some temporary relief could be had by betterment of the car service, additional facilities for getting across the river was the only solution of the problem. While the work of the committee is familiar to most East Siders,

through the draw of the Steel bridge, requiring the draw to be opened 16.68 times, or nearly half a hundred times daily, at an average of five minutes for each opening. The actual time is equivalent to 174 hours, or 7 days and 6 hours annually. No statistics of river traffic for the year 1908 are at hand, but an informal investigation last March showed that the draw was open on an average nearly five hours daily. On account of the narrow thoroughfare on the bridge, and the steep approaches, the streetcars are frequently obstructed, even when the draw is closed. It may be said, in short, that the bridge movement was born of the open draw and its harassing delays. Interruption of the constant heavy stream of traffic across the bridge by the open draw, especially during the busy hours of the day, keeps the bridge continually congested, and frequently the approaches and streets are blocked for several squares on both sides of the river.

Attention is called to the fact, also, that of one or more designs, and approximate estimates of cost of the same. Mr. Modjeski's report was presented last October. Two designs of bridges were submitted, one a high bridge without a draw, permitting the passage of vessels of all types, including all masted sea craft which would only be required to "unship" the masts of their masts for this purpose; the other a bridge high enough to permit the passage of all river boats at most any stage of the river, but provided with a bascule draw for masted seagoing vessels.

The cost of the first type of bridge, designated as plan "A," was estimated at \$2,190,000, exclusive of land damages; the second type, plan "B," was estimated at \$1,295,000, exclusive of land damages. The site selected by Mr. Modjeski for the first structure was Hancock street for the East Side terminal, and Eighth and Davis streets as the West Side terminal. The Hancock street site had already been

considered, for a structure to replace the Steel bridge, which will have to be rebuilt on account of being too small to carry the growing traffic. Already the structure is taxed to its utmost to carry the heavy loads passing over it.

The new double bridge proposed to replace the Steel bridge is offered as a substitute to the proposed bridge across the river at Broadway, it being thought that if a large structure, with plenty of deck room, should be built to replace the Steel bridge, a second bridge in North Portland would not be necessary. It is contended by those favoring the new bridge at Glisan street that the erection of a structure farther north would interfere with the movement of vessels, particularly in the lower harbor, to an extent that would not be the case with the bridge at the present location.

The proposal to erect a new double bridge, similar to that shown in the accompanying cut, has been referred to City Engineer Taylor and City Attorney Kavanaugh, who will investigate the matter and submit reports to the council.

CLASSIFIED TABLE OF PERMITS ISSUED DURING 1908 AT OFFICE OF PORTLAND BUILDING INSPECTOR

MONTHS	REPAIRS		SITES AND BARN		DWELLINGS EAST SIDE		DWELLINGS WEST SIDE		BUILDINGS CLASS A & B		FRAME BUSINESS BLOCKS		REINFORCED CONCRETE		EXCAVATIONS		TOTALS	
	Permits	Value	Permits	Value	Permits	Value	Permits	Value	Permits	Value	Permits	Value	Permits	Value	Permits	Value	TOTAL PERMITS	TOTAL VALUE
January	62	\$17,450	22	\$5,955	177	\$309,800	5	\$41,200	9	\$203,540	11	\$23,700	1	\$1,500	1	\$1,500	298	\$625,545
February	105	\$18,225	48	\$10,775	213	\$407,450	17	\$28,150	8	\$17,600	22	\$17,600	1	\$1,500	1	\$1,500	420	\$825,500
March	129	\$47,115	57	\$11,920	284	\$548,300	26	\$42,500	10	\$18,800	21	\$18,800	2	\$2,200	5	\$4,200	544	\$851,845
April	144	\$89,425	80	\$24,850	282	\$528,025	21	\$50,050	8	\$8,800	21	\$18,800	4	\$9,600	4	\$9,600	576	\$880,410
May	109	\$78,782	56	\$14,900	171	\$338,750	16	\$64,200	6	\$105,000	24	\$105,000	1	\$1,500	1	\$1,500	374	\$724,945
June	111	\$8,515	49	\$12,575	181	\$322,300	23	\$64,500	2	\$10,000	24	\$10,000	4	\$23,400	1	\$1,100	282	\$411,065
July	104	\$58,515	79	\$17,450	181	\$322,300	23	\$64,500	8	\$28,400	12	\$28,400	4	\$105,700	6	\$4,000	439	\$1,028,368
August	127	\$58,500	77	\$25,415	163	\$322,300	19	\$47,600	8	\$28,400	12	\$28,400	4	\$105,700	6	\$4,000	439	\$1,028,368
September	124	\$114,185	69	\$18,520	179	\$300,800	11	\$28,000	8	\$18,800	18	\$18,800	7	\$18,800	4	\$18,800	368	\$829,755
October	124	\$114,185	69	\$18,520	179	\$300,800	11	\$28,000	8	\$18,800	18	\$18,800	7	\$18,800	4	\$18,800	368	\$829,755
November	72	\$25,285	51	\$18,960	147	\$274,650	14	\$4,000	8	\$28,400	15	\$18,800	10	\$50,350	1	\$1,500	302	\$1,082,590
December	88	\$22,850	26	\$12,150	178	\$322,300	14	\$28,400	8	\$28,400	15	\$18,800	10	\$50,350	1	\$1,500	302	\$1,082,590
TOTALS	1569	\$713,601	657	\$270,540	2258	\$4,569,550	209	\$641,950	90	\$2,125,590	228	\$1,730,070	45	\$794,300	2	\$47,800	4873	\$10,528,965

*Permits for last half of December estimated.

It may be timely to rehearse here some of the facts developed by that inquiry. Statistics of travel across the Steel bridge compiled by the County Commissioners in the course of the committee's investigations, made the following showing:

Permits	Trucks	Trams
February 12, 1908	1,222	1,242
February 13, 1908	1,560	1,412
February 14, 1908	1,540	2,250
February 15, 1908	1,420	2,100

The average of pedestrians daily is 3,311, monthly about 99,000, and yearly 2,900,000. The average of teams is daily 177, monthly 5,310 and yearly 637,560. This does not take into account streetcars or vehicles without horses. The total number of passengers crossing in cars is estimated at about 650,000 monthly, and 8,000,000 annually. The figures are approximately the same for traffic across the Burnside bridge, which serves the same territory.

These results were subsequently verified by figures gathered by General Manager O'Brien, of the O. R. & N. Co., of the traffic across the Steel bridge on September 10, 11 and 14, 1908. On the last-named date, 1296 streetcars, 1225 other vehicles and 7727 pedestrians traveled over the bridge. An analysis of these figures shows that during every 24 hours, one streetcar crosses every minute, one automobile every 1 minute, one carriage every 4 minutes, one light wagon every 14 minutes, one heavy wagon every 24 minutes, one pedestrian every second. Three distinct tests were made by Mr. O'Brien, the one referred to above for 24 successive hours. A second count was made to catch the heavy traffic from 8 o'clock in the morning until 6:45 P. M., 10 hours and 45 minutes. This test shows one car every 40 seconds, one automobile every 2 1/2 minutes, one carriage every 2 minutes, one light wagon every 35 seconds, one heavy wagon every 1 1/2 minutes, one pedestrian every 10 seconds. In the third test, which was for the busy period from 6:30 A. M. to 6:45 P. M., 12 hours and 15 minutes, the averages were practically the same as the foregoing.

The statistics of river commerce passing through the Steel bridge were quite as surprising as the figures concerning the traffic across the bridge. During the year 1907, 35,198 vessels of all kinds passed

with the exception of the Burnside bridge there has been no increase in the number of bridges across the Willamette River in 20 years. The Morrison-street bridge was completed in the Spring of 1887, more than 21 years ago; the Steel bridge was built in 1883, 20 years ago; the Madison-street bridge in 1880, 19 years ago; and the Burnside bridge completed in the Spring of 1881, 25 years ago.

The population of the entire East Side in 1880 was under 30,000, and the population of Multnomah County upwards of 70,000. The present population north of Sullivan's Gulch on the East Side is without doubt equal to the total population of Multnomah County in 1880. This same district now has upwards of one-third of the entire school population of the city, 20 per cent of the voting population and over 12 per cent of the taxable property; but beyond providing the Albina ferries, the City of Portland has never expended a cent to furnish that rapidly growing section with means of convenient and rapid transit across the river. As it stands, the city has provided three ferries for the territory south of Sullivan's Gulch and two ferries for the north side, the Steel bridge being the private property of the O. R. & N. Co.

Building statistics gathered by the Improvement Association revealed the surprising fact that nine out of ten of the dwellings are constructed on the East Side, and upwards of one-half of all dwelling permits issued by the city are for homes in the north East Side. With the present very rapid growth of this section of the city, the Burnside and Steel bridges, which are now overtaxed, will, within a short time, and before any bridge can be completed, prove wholly inadequate.

It was not surprising, therefore, that there was a demand by the association for additional facilities for getting across the river. The first solution proposed was a tube, but the difficulty in overcoming grades, the long approaches necessary, the great expense, and the fact that the tubes are not available for foot passengers or vehicles other than streetcars, served to persuade those with predilections for tubes or tunnels to unite in a demand for a high bridge, that would permit the passage of all vessels, or at least of all river boats, without the use of a draw.

Through the efforts of the association, the services of Ralph Modjeski, the eminent bridge engineer, were employed by the city for the preparation of a preliminary report giving a discussion of locations, preliminary plans recommended by the North East Side Improvement Association for this type of bridge. The East Side terminal selected for the second type of bridge was at the junction of Broadway and Larrabee streets; the West Side terminal is located in Block "Y" in Couch's Addition at the corner of Sixth and Irving streets. On account of the long approaches necessary for the plan "A" bridge, and its cost which was more than double that of the second type, or plan "B," this latter was recommended by Mr. Modjeski. As explained by Mr. Modjeski in his public statement, the location of the latter bridge was selected by him after a thorough and careful study of the entire river frontage between the Albina Ferry and the Steel bridge.

Those experienced in such matters say that it may be safely calculated that the present population is increasing annually from 10 to 20 per cent upward of the true cost. The type "B" bridge and the location of the same has been practically adopted by the City Council, and a bond issue providing for its construction has been fixed at a sum not exceeding \$2,000,000. The vote on this question will be taken at the primary election, April 23 next, and it is up to the voters to give a decision. It cannot be doubted that the outcome will be favorable.

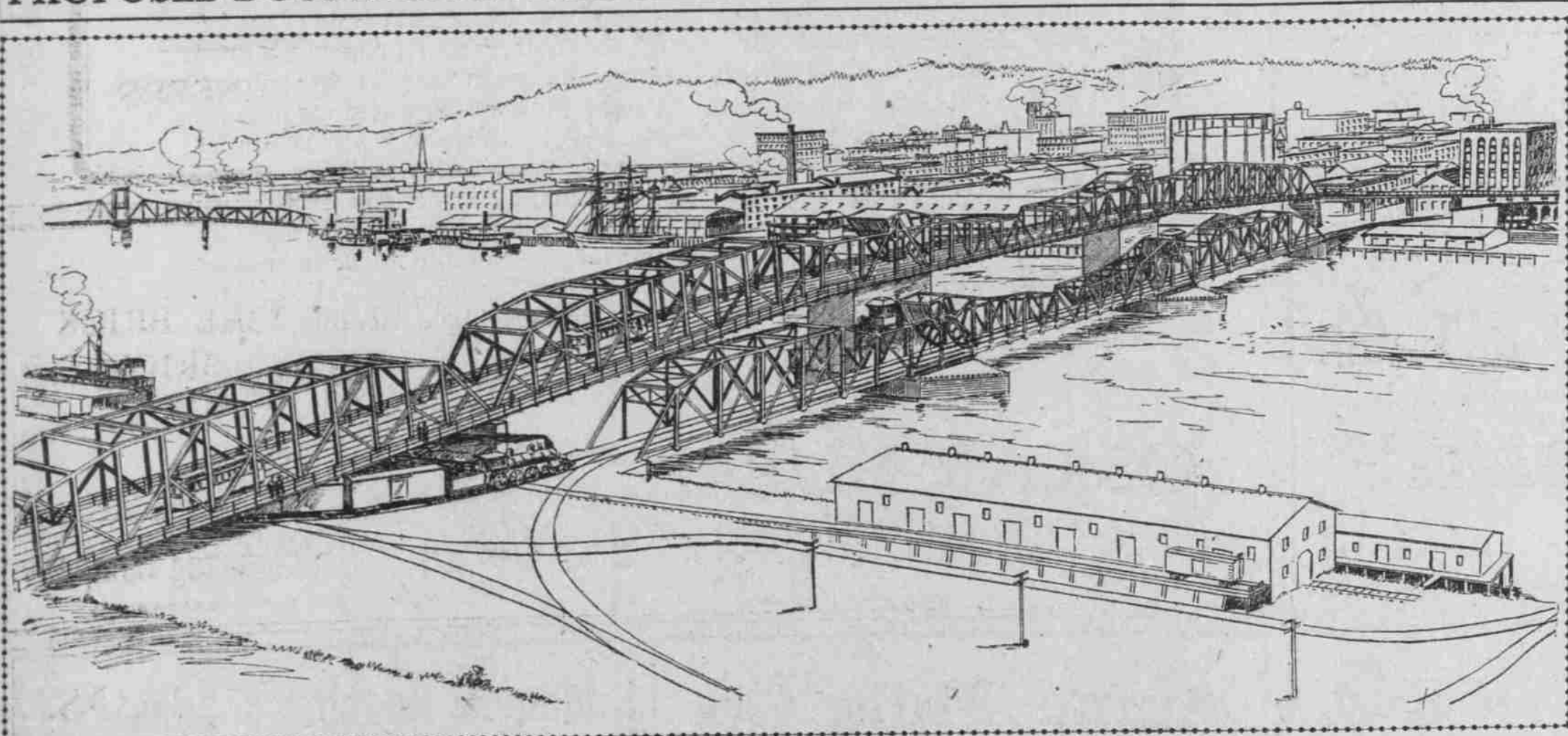
As the city expands, the proportion of population going to the East Side must keep on steadily increasing, because the high hills on the north, south and west of the city are a natural barrier which must prove restrictive to a numerous population or symmetrical development. The city is now going forward more rapidly than at any time in its history, and unless there is an addition to the rapid transit facilities for crossing the river, where the greater population of the future city is certain to be, the commercial center of Portland must shift more and more to the East Side.

The commerce across the river has grown to enormous proportions. Owing to the steep grade of the west approach and the congestion of traffic, much of the merchandise sent to the North East Side is compelled to seek other bridges. Approximately 50,000,000 of people and 5,000,000 vehicles of all kinds cross the Willamette annually, and all the bridges are taxed to their utmost. It is absolutely necessary to increase the number, and thus divide the burdens and lessen the strain upon the others. Besides, the yearly losses in wear and tear on bridge structures, for a structure to replace the Steel bridge, which will have to be rebuilt on account of being too small to carry the growing traffic. Already the structure is taxed to its utmost to carry the heavy loads passing over it.

It is contended by those favoring the new bridge at Glisan street that the erection of a structure farther north would interfere with the movement of vessels, particularly in the lower harbor, to an extent that would not be the case with the bridge at the present location.

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PROPOSED DOUBLE-DECK BRIDGE--PLAN FOR RELIEVING TRAFFIC OVER RIVER



PLANS for a bridge across the Willamette at Glisan street, the site of the present Steel bridge, have been submitted to the bridge committee of the City Council, and details of the structure have been worked out. While it is proposed to have the approach at the west end of the bridge at Third and Glisan streets, as at present, the east end would rest at Oregon and Adams streets, three blocks south of the east end of the Steel bridge. The new structure, if the plans sub-

mitted are followed out, would in reality be two bridges, one above the other. The entire length would be about 1700 feet, and the approaches would have 6 per cent grades. On the upper structure would be facilities for pedestrians and team traffic and streetcars, while the lower bridge would be given up to the O. R. & N. for the operation of railroad trains. It is planned that the draw to the railroad deck on the draw to the street deck on all the time that trains were not crossing the structure, thus offering the least possible obstruction to river traffic. It

is thought that in this way the draw of the upper bridge would need to be swung only when vessels of the larger size were passing up or down the river, thus doing away with present frequent delays to travel across the bridges.

Plans of the new bridge were prepared by C. E. Swiger, president of the Port of Portland Commission, as best suited to the needs of the city and at the same time offering the least possible obstruction to the traffic of the port. It is his belief that the double bridge is the best type, all things

considered, for a structure to replace the Steel bridge, which will have to be rebuilt on account of being too small to carry the growing traffic. Already the structure is taxed to its utmost to carry the heavy loads passing over it.

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