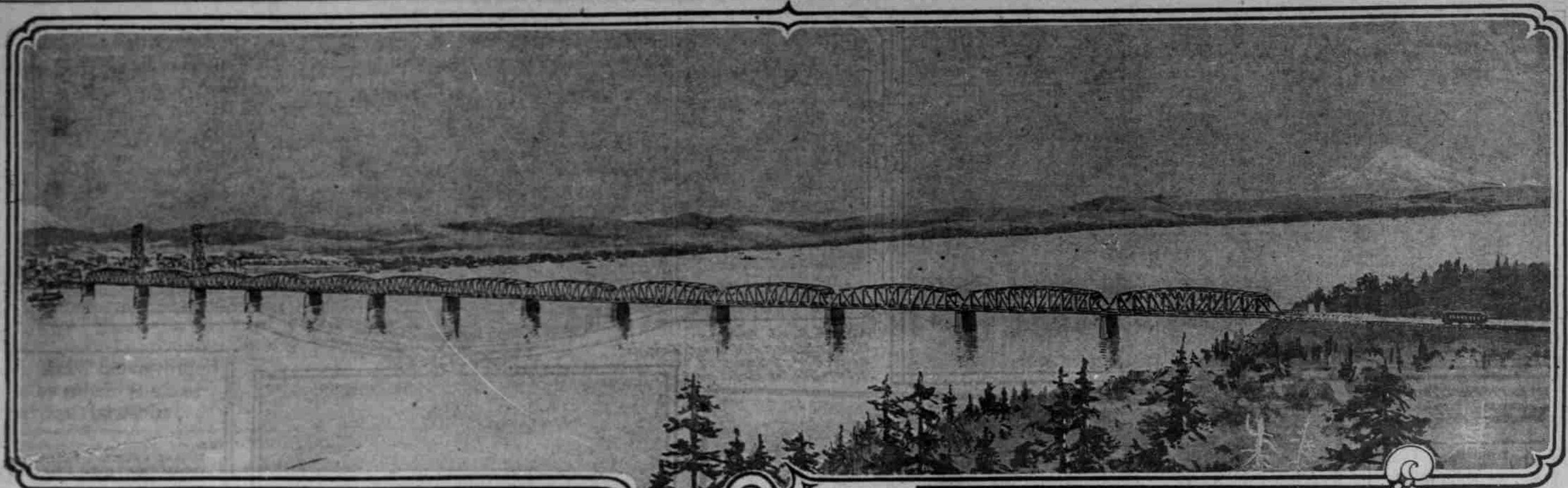
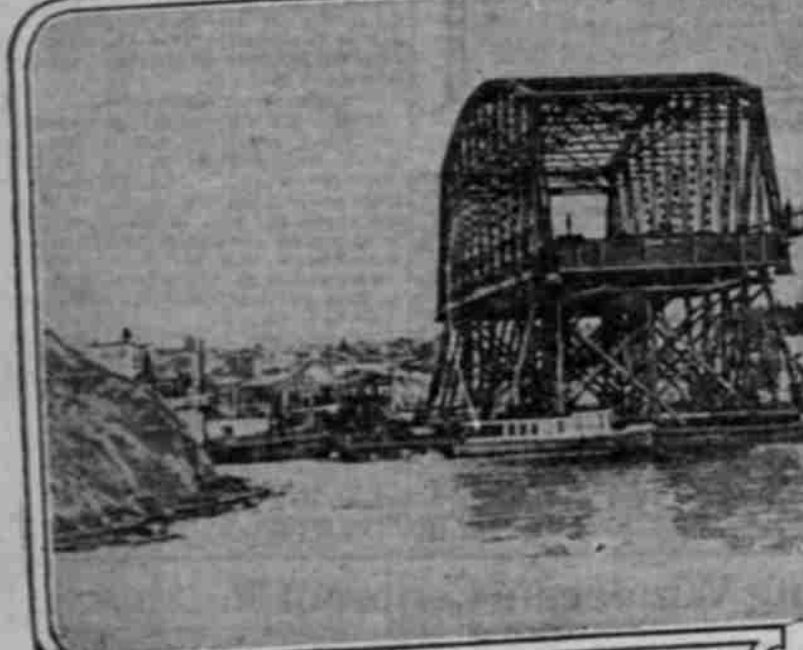


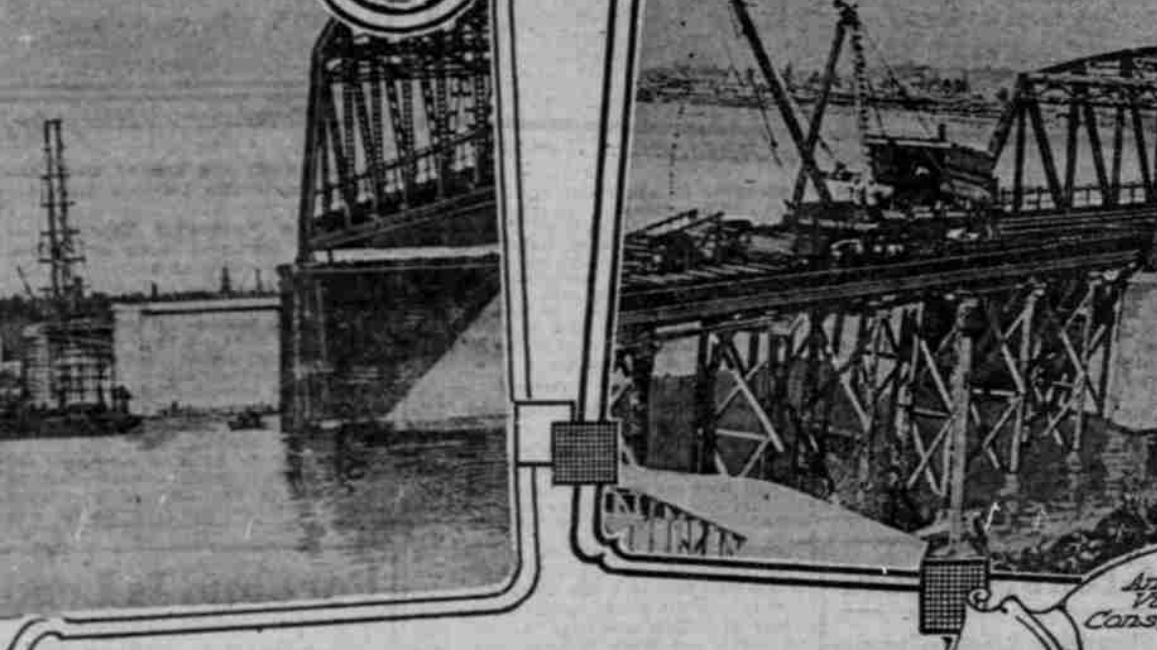
Columbia River Span to be Factor in Interstate Development



How Interstate Bridge over Columbia River between Portland and Vancouver will look when completed.



Floating Span to Its Place



Three Spans in Position.



Another View of Construction

Project Costing \$1,750,000 Will Be Ready This Year

Bridge Will Contain 9000 Tons of Steel, 32,000 Cubic Yards of Concrete—All Piers Are Now Completed.

Mr. Rufus C. Holman, Chairman Interstate Bridge Commission.

THE year 1916 will see the completion and use of the Columbia River Interstate bridge, and by that time it is not meant only the bridge across the Columbia River proper, but the entire project consisting of the making of a public roadway from the city limits of Portland to the city limits of Vancouver. This project consists of two fills on the Oregon side totaling about three miles in length, and three steel bridges—two over Columbia Slough and four spans, each 78 feet long, one over Oregon Slough of 11 spans, each 103 feet long, and the main structure over the river proper of 15 spans, including the lift, each approximately 270 feet long.

To finance this undertaking Clarke County, Washington, contributed to the bridge fund \$100,000 and Multnomah County, Oregon, contributed \$1,250,000, making a total of \$1,350,000, all of which was raised by the sale of 3 per cent bonds. This fund is administered by the Interstate Bridge Commission, consisting of the three County Commissioners of Clarke County, A. Rawson, W. S. Lindsey and J. P. Kiggins; the three County Commissioners of Multnomah County, W. L. Lightner, Milo

Holbrook and the writer; and the Governor of Oregon, James Withycombe. This entire project is under the immediate direction and supervision of the engineering firm of Harrington, Howard & Aab, engineers to the Interstate Bridge Commission. It is of considerable magnitude, as one will realize when he considers that it contains 9000 tons of structural steel, 32,000 cubic yards of concrete, requiring 48,000 barrels of cement, 15,000 cubic yards of sand and 16,000 cubic yards of gravel, 400 tons of reinforcing steel, 184,000 lineal feet of piling, 23,000 cubic yards of rip-rap, consisting of rock in places up to five tons in weight each, to protect the piers from river scouring; 1,500,000 cubic yards of fill-in approach structure work with capacities ranging from five tons to 50 tons each; two derrick cars, one locomotive crane, one floating derrick, four concrete mixers, five pile-drivers, two of which are capable of handling 125-foot piles; besides numerous scows, gasoline and steam launches and small boats. All work is up to contract time, and most of it is ahead of contract time. Seven thousand tons of steel out of the total of 9000 tons in the job already are delivered.

Today, New Year's day, 1916, sees the completion of all the piers in the Columbia and Oregon Sloughs, and all but four in the main river; four of the 12 spans on the bridge proper in place, and three of the remaining spans erected but not in place; four of the 11 Oregon Slough spans in place, and all of the Union avenue approach fill delivered.

The roadway on the bridges will be 28 feet wide in the clear, with double car tracks in the center, as in a city street, with no obstructions whatever to traffic. On the up-river side of the

bridge, outside of the trusses, on brackets, will be a five-foot walk for pedestrians. Although there is a wonderful view of the Columbia River gorge, with Mt. Hood in the distance, to be had from this walk, yet not much pedestrian travel is expected because it will take a real good walker about one hour to walk from one end of this project to the other, a distance of more than three miles.

Great Advantages Foreseen. For the reason that there are no other means available at the present time to finance the operation and maintenance of this structure, it will be necessary to levy tolls upon the traffic going over it. It will require a crew of 12 men to operate the bridge, in addition to those engaged from time to time in making repairs and alterations.

The members of the Commission are trying to find some flowering shrub with a root system which will protect the several miles of sloping banks along the long fills on the Oregon side. The shrubs also will beautify the structure.

With the completion of this enterprise, a very important link in the Pacific Highway will be finished, and a most useful public improvement consummated. An excellent means will have been provided for the further growth and development of Southwestern Washington and the attaching divide between Oregon and Washington.

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Bridge Will Aid in Bringing Two Districts to Fore

Easy Access Will Be Provided and Interests of Two States More Closely Linked—Tourists to Be Attracted.

By J. L. Sutherland, President of the Vancouver Chamber of Commerce.

ANCOUVER, Wash., Dec. 31.—(Special.)—Great strides have been made during the past few weeks in the building of the Columbia River interstate bridge which is to connect Vancouver with Portland, Washington with Oregon, for the more rapid building up of both commonwealths. Four of the 15 spans in this bond of steel have been forged and in less than two months five more spans will be ready and in place. This will leave but four spans to be assembled and floated out to the piers being built to support them. So the building of this great highway across the river is rapidly nearing completion.

In view of this fact the question comes closer to the residents of Vancouver and Clarke County—“What will the bridge do for the development of this section of Southwestern Washington?” It strikes me that three features of particular benefit will result from the construction of the Columbia River interstate bridge. The opening of a great highway connecting Washington with Oregon, of which this bridge will be a connecting link, provides a way by which the people of both states will have easy access to the communities on both sides of the river. The greater facilities for intercommunication between these two states the greater will be the interest of the people of each state in the affairs of the other. Outside of the matter of mere local

benefit it is expected that a great tourist travel will result and automobile parties from all points in the Pacific Coast states will be able to reach easily other points in Washington, Oregon and California by taking advantage of this interstate bridge.

The opening of freer transportation between the two communities lying immediately on either side of the Columbia River will result in greater development of agricultural lands and the creation of greater markets for these lands. The farming lands of both communities will become more thickly settled. A greater diversity of products will be raised and the more staple products will be raised in such quantities that they will be marketed to greater advantage to the producer.

As the industries of the two communities develop electric lines will be extended to all parts of Clarke County and Southwestern Washington. These added means of transportation will furnish quicker and cheaper means of communication between the producer and the consumer.

With easier and quicker means of transportation Vancouver will become a still more desirable residence city. All the advantages of a metropolitan center, together with the lower expense of rents, cost of living and close proximity to rural districts should invite new residents to the City of Vancouver. Situated as Vancouver is, upon the great waterway of the Northwest and with its proximity to ocean shipping facilities, Vancouver should be a most desirable location for the building of varied industries, because of the lower cost of construction and maintenance.

Contemplating the development and improvement that will come to Southwestern Washington by reason of this bridge, the benefit that will redound to the City of Vancouver and Clarke County will depend largely upon the attitude of the people towards the opportunities that are at hand.

Fundamental Problems Being Studied by Chamber

Definite Programme Outlined by Commercial Body for Expansion of Shipping Facilities of Port and Development of Interior—Tourist Travel Considered Important.

By C. C. Orr, President Portland Chamber of Commerce.

THE influence of the Portland Chamber of Commerce on the present and future prosperity of the city and state is, to my mind, directly dependent upon the amount of effort which enters into all phases of a public nature and therefore the collective influence of the Chamber of Commerce must directly represent the spirit of its membership. The accomplishment, therefore, of any definite results must be gauged by this measure.

The present organization, which, after several months, is settling down to careful analysis and study of the fundamental problems, has very well determined that a comparatively few subjects should occupy the attention and the efforts of the Chamber of Commerce in order ultimately to bring about more satisfactory conditions and to continue in the premises of progress to which I believe this community is entitled. I will refer first to the development of shipping facilities from this port. This involves a continued and determined effort to improve our harbor facilities in order to permit more prompt shipping to enter and leave this port with a minimum amount of delay and danger. The cost of handling freight on our waterway also must be promptly adjusted, and, in short, an effort made to iron out the wrinkles and leave no excuse in the minds of the shipping interests as to the desirability of business offering at this port. The shipping facilities also must include the development of six Upper

River traffic and the building up of feeder lines for both rail and boat traffic on both sides of the Columbia River. Portland seems to be somewhat unfortunate in not being the affiliate terminus of any railroad system which can give the needs of this city its undivided support and attention.

Unity of Effort Urged. With the competition of large cities to the north and south, both being the terminal of transcontinental lines, Portland has suffered and continues to suffer from the lack of definite and earnest support which it sometimes appears is extended to other localities. This is not said altogether in criticism of the railroad systems, but is rather a physical condition which must be offset as far as possible with determined effort to gain and hold such support.

Table with 2 columns: Year and Amount. Includes 'PORTLAND'S ANNUAL BANK CLEARINGS' and 'ANNUAL RECEIPTS OF PORTLAND POSTOFFICE'.

business as properly belongs here and be handled from this city, both export and import. I believe that the merchants of this city must awaken to the fact that a united front for a square deal to Portland is one of the essential things in bringing about this desirable condition. It will not be possible to accomplish much without the united support of those who are in position to control shipping and freight matters. This is indeed a subject for consideration by Portland shippers to be forced to absorb the freight either to San Francisco or Seattle in order to compete in foreign business. It does not seem that the importance of deep-sea shipping has ever been given the consideration due it by the Portland community. Therefore, even today, it is somewhat difficult to convince our people that the steamship business, when properly conducted, is not only a profitable investment, but means many thousands of dollars annually in actual business to this port. It is not necessary, in my opinion, for Portland shippers to be forced to absorb the freight either to San Francisco or Seattle in order to compete in foreign business. It does not seem that the importance of deep-sea shipping has ever been given the consideration due it by the Portland community. Therefore, even today, it is somewhat difficult to convince our people that the steamship business, when properly conducted, is not only a profitable investment, but means many thousands of dollars annually in actual business to this port.

Interior Should Be Developed. The second big problem is the development of the interior of the state. This subject has been much harped upon and much good has really been accomplished, but so far as actual development is concerned the great productive valleys of Central Oregon remain much as the Lord made them insofar as their accessibility is concerned through modern transportation. Many believe that the railroads should follow the settlers. I am one who firmly believes that any territory can only be developed to a certain point without the facilities, and without this means is provided further development beyond this point must be more or less desultory and inefficient. The connecting lines in Central Oregon, as proposed by Mr. Strahorn, should be built and nothing should stand in the way. The heaviest support should be given to his leadership in making this project an assured success, and when I say "support," I do not mean giving "three cheers," but I mean the only support that really takes—the investment of good hard cash. With rail transportation in Central Oregon it is reasonable to suppose that greater development of the resources of the state immediately will be made possible and the wealth which has been lying dormant at least, will be made available to the markets of the world. Good roads also go hand in hand with transportation development in the state, and in fact, of Western Idaho and Eastern Washington, but the busiest idly with hands folded and try to "con" ourselves into the belief that "all things come to those who wait." They may come, but the wait won't do the present generation much good unless we do a little hustling while waiting.

Traveling public. Take pains to be courteous; take pains to provide for the necessities and luxuries which the traveling public demands. This, coupled with the right kind of publicity, will soon bring results. It seems to me that the Pacific Coast today is in the best position she has ever enjoyed to expect a larger annual pilgrimage to this part of the world than has been customary in previous years. This is due, in a large degree, to the benefits of the exposition at San Francisco, and the many thousands who visited the Coast this summer were well pleased with what they saw, and were filled with desire to return. Many of them have been in the habit of going elsewhere and have been astounded and delighted with what the Pacific Coast offers in the way of entertainment and pleasure. Our institutions have interested them, our scenery has delighted them, our business opportunities have attracted them, and I predict that much benefit will come if we recognize the possibilities and do our part fully and consistently. I have named only three of the fundamental problems affecting the growth and prosperity of this city and state. There are perhaps one or two others of more or less local nature which I think can be covered by the broad slogan: "Make Portland the Best City in the World in which to Do Business." This embraces not only the civic government, but problems of legislation which hamper and annoy the legitimate conduct of business, the continual harassment of petty, pitiful legislation built up for political reasons only and not for the good of the community.

strong Appeal Is Made. If we are successful in making Portland a good place in which to manufacture products, and give those manufacturers the active support of our citizenship, it does not take a very brilliant man to figure out that success will attract others, and I, for one, believe in building up the factories already here before we cast about for others to come in when we have not learned to take care of those we already have. Space does not permit me to discuss at further length these interesting topics of our civic welfare, but more than anything else, I am a strong believer in the determination and the united effort of a citizenship, well directed, to make of our city and state all that we might reasonably expect it to be. Believe in yourself. Believe in your city and in your state and by willing to go to the mat in behalf of any of the streets. We have much to be thankful for and comparatively little to complain of. As a community we are not confronted with any more serious problems than our brothers and sisters of the Pacific Coast, or in fact anywhere in the United States. All have problems and serious problems to meet and overcome. All are prone to think sometimes that they are getting the worst of it and the other fellow is picking the pines. But it is only through the spirit of "I will" that enables cities as well as individuals to rise above and shake off the enthralling chains which would hold us from our rightful heritage—development, prosperity and happiness.

Table with 2 columns: Year and Valuation. Includes 'PORTLAND OFFICIAL BUILDING PERMITS BY YEARS'.

December total estimated in 1915 figures.