



HAYDEN ISLAND

The Logical Site for the WORLD'S FAIR-1925

Location of the 1925 Exposition may determine whether it is a World Exposition or merely a "fair."

Sectional prejudice and personal motives must be discarded. We are not inviting the world here to "see a show," to spend its money, and be gone.

The impression left on our guests will last for decades after the money they spend is gone. We must leave a big impression.

Let us show the world a great inland port; a city of beautiful homes; a country of gorgeous scenery; a busy, active population center.

Let us make it the big Exposition of the West—big in size, in spirit, in effect.

At the front door of Portland is the Columbia, the greatest of the

seven great rivers of the world. It has made Portland the city she is today. It makes Portland the ideal port—"the farthest inland point to which deep sea vessels can penetrate."

Let us build our Exposition on the Columbia River, where the entire Pacific Northwest will take a part and become a part of it, and where the whole world can participate.

At the intersection of rail, water and highway traffic on the Columbia is Hayden Island, now available as an Exposition site. It may be secured on reasonable terms, by lease or purchase. It may be filled beyond possibility of damage by the highest floods. Its first cost and its ultimate cost are low compared with any other site.

The Hayden Island site will insure the success of our 1925 Exposition in a big way.



(Copyright, 1921, Marcell) Airplane view of Hayden Island, looking north. Note the broad expanse of deep water available for water pageantry and naval displays.

HIGHEST WATER IN 27 YEARS WOULD NOT AFFECT HAYDEN ISLAND SITE

Exposition Buildings would Be Far Above Crest of This Record Flood, and Safe From Highest Known Waters of Columbia.

The crest of the 1921 flood of the Columbia and Willamette covered a great part of Hayden Island, and of every other waterfront location that has been suggested for the 1925 Exposition. But the highest point the water reached this year—which was the highest on record for 27 years—would still be approximately eight feet below the proposed level of the site. A ten-foot fill to put the site entirely out of reach of high water is suggested by competent engineers as practical and not too expensive.

Even a flood like that of 1894 could not damage the Exposition if the island should be filled as suggested. The cost of filling the site would be a sound investment for the Exposition because the filled land after 1925 would be worth many times its value in its present undeveloped state. By reselling it after the Exposition is over, the stockholders in the Exposition would probably make an actual profit on the site deal, instead of losing a lot of money, as has been the case in many previous Expositions.

Practical Advantages of Hayden Island as an Exposition Site

It is reached by five transcontinental railways; by two streetcar lines; by main trunk highways from five directions.

It offers broad, deep water for air and water pageantry, for discharging cargoes, for naval displays.

It is adjacent to the \$600,000 Pacific International Livestock Exposition buildings, which may be utilized, thereby saving thousands of dollars in construction cost.

It will draw the co-operation of the Hudson's Bay Company, the British government, the Canadian government and the State of Washington to celebrate the founding of Vancouver Post in 1825.

It offers hundreds of acres immediately adjacent for automobile parking and camp sites.

It will show to the world the best that the West has in scenery, in industry, in shipping and in undeveloped natural advantages.

It affords possibilities of "commercial salvage" which should make the actual ultimate cost of the site practically nothing, and which probably will yield a good profit to the Exposition.

It is crossed by seven million passengers each year.

It is just seven miles from the heart of Portland—close enough to be reached in 30 minutes, and far enough away to relieve downtown congestion.



Street map of Portland, showing the many ways of reaching Hayden Island by automobile or streetcar. Our exposition on Hayden Island would be just seven miles from the downtown section.

INTERSTATE 1925 COMMITTEE FOR HAYDEN ISLAND

CLEMENT SCOTT, General Chairman

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