

COLUMBIA BRIDGE NEW TRIUMPH OF STEEL

Connecting Oregon and Washington,
A Monument to Man's Ingenuity



Right: Columbia River Longview Bridge, linking Oregon and Washington, a mighty new steel link in nation's highways.

THE latest chapter in a thrilling adventure story—the story of civilization—is written with the opening of the Columbia River Longview bridge connecting Oregon with Washington.

Man has conquered an unkindly world not by prowess of arms nor scientific skill but by his ability to cross water. The initial step in the forward march of humankind was registered on history's first blank page when the first redoubtable specimen of homo erectus, or the common biped, ferried his way across a stream on the slippery surface of a log.

Since that day, the whole proud pageantry of universal progress has been written in terms of transmarine transport, as when Caesar, Hannibal, Ericson, Columbus, Balboa, the Cabots, Magellan and Captain Cooke introduced the ends of the world to each other, and Peary, Scott and Amundsen penetrated to the Poles.

The arts and sciences, labor and agriculture, have been the home guard of civilization, while the real work of getting on in the world has been left in the hands of the intrepid and persevering pioneers who devised new means of beating the common enemy, water.

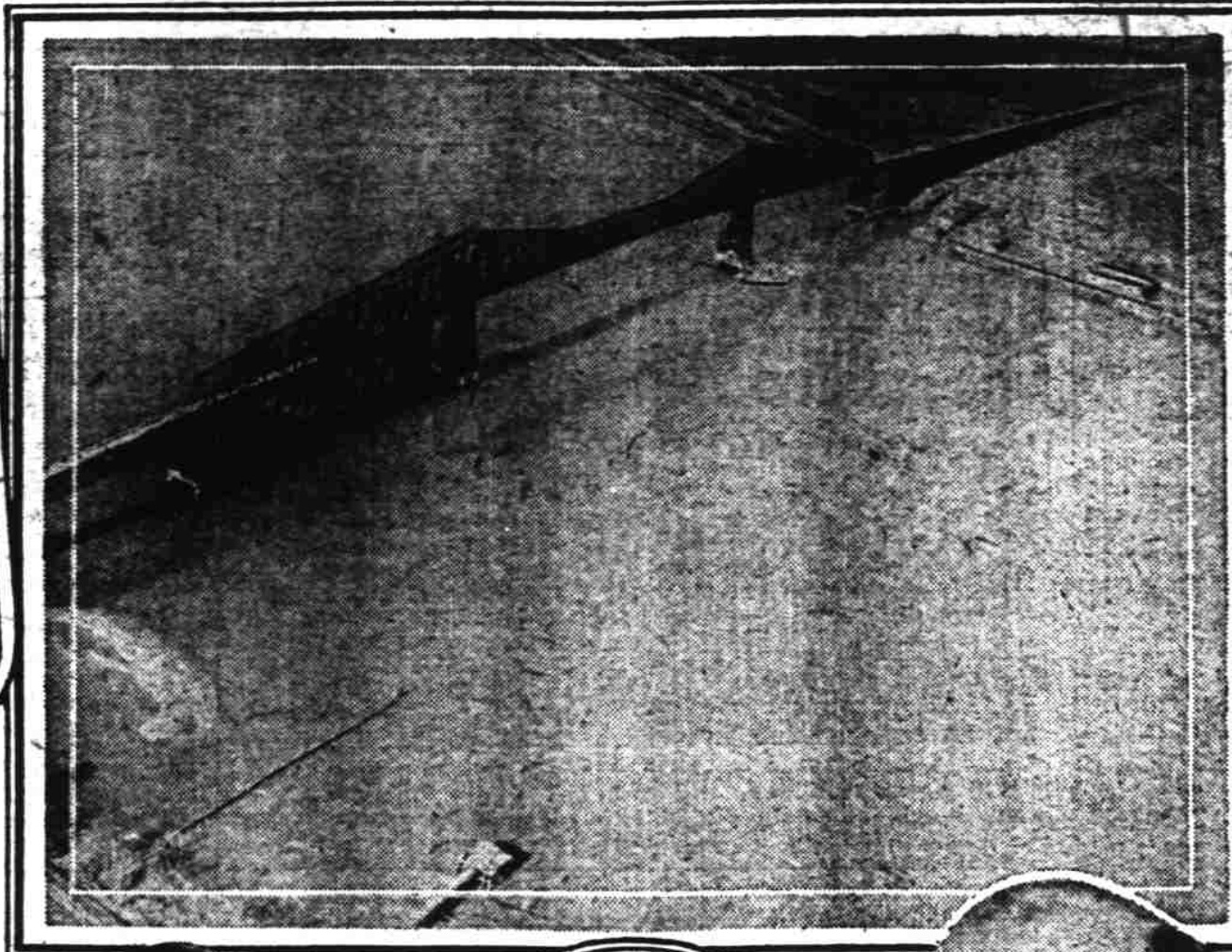
Oceans and rivers have ever been obstacles in the path of advancement. Conquered, they go down in the imperishable annals only as milestones. Caesar at the Rubicon, Leander at the Hellespont and

Washington at the Delaware paused only long enough to take a deep breath before crossing to win immortal glory.

There are no worlds left to conquer. The only task that remains is to make the one we live in the best of all possible worlds. Peace, prosperity and amity are the only objectives left to be sought for by the nations of the world.

Building for Peace

Improvements in the means of crossing water are evidences of the serious efforts which are being made in this direction. Every time a transoceanic record is broken, a



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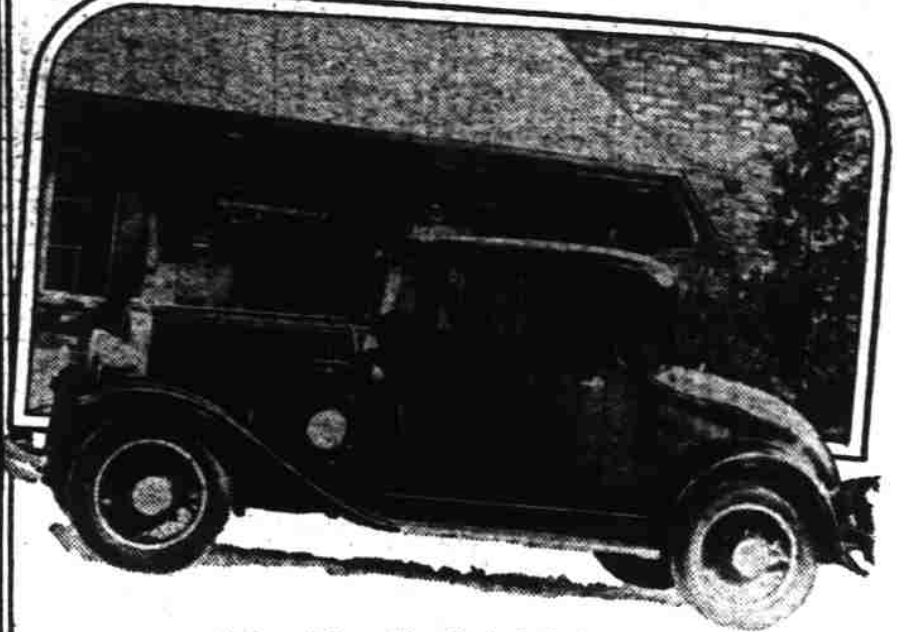
new tie is cemented between the nations affected. International bridges between the United States and Canada and the United States and Mexico have done much to

strengthen the friendly relationship between neighbors. Ferry-boats are being relegated into the class of museum exhibits. Where once they plied their lack-

lustrous routes monster bridges stand, tangible tributes to the doughty cave-man who first risked a river crossing. The Longview Bridge is a far cry

from the floating log. A mile and a half long, it is the highest cantilever span bridge in the world over a navigable stream. It has a deck clearance of 194 feet, which will

users are constructed of steel not only in the vitally important shell but throughout the interior, rendering them thus impervious to moisture and warping.



Automobile with all-steel body, a mobile link in the national transportation chain.

certainly be sufficient until the time ships are designed along the lines of skyscrapers. The center suspended span is 1200 feet long.

Opens New Routes

Three lines of traffic can be accommodated, and engineers assert the bridge has been designed to sustain a double line of twenty-ton trucks for its entire length.

An important link in the Pacific Highway which extends from Old Mexico to British Columbia, the bridge will complete a gap in the 106-mile scenic loop extending up the Columbia River on the Oregon shore to Portland, across the river to Vancouver, Washington on the interstate bridge and north on the Washington shore to Kelso and Longview. It also is a direct connection with the Oregon Coast Highway that extends 420 miles from Astoria to the Redwood Highway at the California line.

Constructed almost entirely of steel, the bridge is one more evidence of the dependence civil and transportation engineers place upon this invaluable commodity. All-steel railway coaches, silent, strong and safe, are standard equipment on railroads which seek public confidence. On the sea, the swiftest

Small boats, especially those designed to perform hazardous feats in polar seas and swift currents, are being constructed on the all-steel principle in increasing numbers. Airplanes, particularly for military and long-distance flying, have been fitted with all-steel bodies for a decade.

Steel for Safety

Automobiles, 6,000,000 of them, are playing their part in the conquest of the air, the land and the sea by vehicles designed on the all-steel principle. Traffic engineers and automobile designers predict that the all-steel body and non-shatterable glass are the two greatest boons to motoring that have ever been devised and that the universal use of both will be an accomplished fact within a generation.

The Longview Bridge, a gigantic undertaking even in the great Northwest which takes modern miracles for granted, will still be doing Trojan service in the days when the present motor car, the last word in today's lexicon, will be regarded as a ludicrous antique.

The one certain fact about the last car that will ever pass over Longview span in some far distant day is that it, like the bridge, will be all steel.

DICTATORSHIP WINS BATTLE

Established Government in Portugal Comes Off Best in Cabinet Fight

By GEORGE HALADJIAN
(Associated Press Correspondent)

LISBON (AP)—Opponents of an early return to a parliamentary regime in Portugal won the recent political struggle that was marked by the fall of General Ivens Ferraz as premier, and the reorganization of the government. The cabinet now is composed of three clericals and eight moderate republicans. The "moderate" part of the latter's political creed is so pronounced that the Ferraz followers assert that they are in reality enemies of the republic, but this is denied.

While General Domingos Oliveira is the new premier, the real man in the saddle is Dr. Antonio d'Oliveira Salazar, minister of finance and the colonies and a hold-over from the Ferraz government. Five other members of the new cabinet held posts under Ferraz, but it was Dr. Salazar who led the opposition to the former premier's policy of starting on the road back to a constitutional government.

The extent to which General Ferraz had come to disagree with General Oscar Carmona, head of the dictatorship, has been shown

by statements made since the changes took effect.

"We have been uneasy for some time about the dictatorship or rather were losing confidence in those who now carry on national affairs," said General Ferraz, and he hinted further that the regime like that of Primo de Rivera in Spain, had begun to show signs of wear and tear.

"The action of a dictatorship has to be distinctly republican in trend so that a return to constitutional normalcy will evolve steadily and without disturbing action," he said. "Such a policy, I can see, does not please everybody, especially those who would like to see a permanent dictatorship."

"But a contrary policy is disagreeable to the republican mass which forms the majority of the nation, and therefore I do not wish to follow it."

Some of the advanced republicans have cited Dr. Salazar's faithfulness as a Roman Catholic as proof that he is a reactionary and a monarchist at heart. These criticisms became so pointed that the minister saw fit to deny them publicly.

"The revolution of October, 1910, which proclaimed the republic, definitely settled the form of government," he said. "I am a republican to the core and I can not conceive that there could exist in the country any regime except that of the republic."

But Salazar and his followers believe that the time is not ripe for restoration of the full republican form of government. In its announcement of policy the cabinet said it would work for constitutional reforms "guaranteeing the continuation of work on the principle of an established dictatorship."

More immediately the cabinet is concerned with financial reforms. These include projects for stabilization of the escudo, consolidation of the floating debt, conversion of the internal debt, and maintenance of budget equilibrium.

Deer are found in 38 counties in Georgia whereas five years ago they were confined to coastal counties, says Peter Twitty, state game commissioner.

Texas is believed to be one of the first states in the union to adopt a law requiring applicants for bachelor of arts degrees to complete a course in United States constitution before graduation.

SAVE SCENERY OF OREGON IS SLOGAN

PORTLAND, Ore. (AP)—The outdoor recreation committee of the Portland chamber of commerce has taken initial steps for launching a state-wide "save Oregon scenery league." Members of the Oregon highway commission and other interested parties have announced their intention of co-operating in the campaign. The principal purpose of the movement is the saving of scenic

spots along the highways of the state and creation of parks and recreational areas.

It has been suggested that there are numerous owners of scenic recreation areas adjacent to highways who would be willing to deed the property to the state under the urge of a state-wide conservation movement.

A. M. Huntington, New York rail magnate, has donated 1,100 volumes of rare books to the University of Texas.

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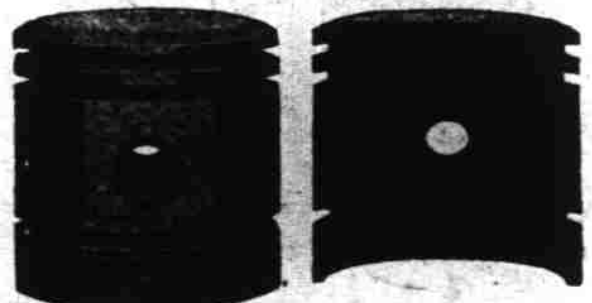
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