

TWICE
A
WEEK

GRESHAM OUTLOOK

TUESDAYS
AND
FRIDAYS

Vol. 12, No. 70

GRESHAM, MULTNOMAH COUNTY, OREGON, TUESDAY, OCTOBER 31, 1922

\$1.50 Per Year

VOTERS ARE URGED TO SUPPORT NEW BURNSIDE BRIDGE MEASURE

The new Burnside Bridge is designed to meet an emergency confronting the people of Multnomah county. The problem of trans-river traffic and commerce is very serious, and our rapidly increasing population and loss of present bridges places us face to face with a serious problem of getting across the river.

The new Burnside bridge is to be 90 feet wide, having a grade of not over four per cent and thoroughly modern in every particular. The position of the bridge is probably the best for the reason that the distance crossing the river is short, the high bank on the east side enables the approach to be placed over all railroad tracks and other traffic. The bridge will be high enough to permit all ordinary river boats to pass under without interference.

The bridge is to be constructed according to City Engineer Laurgaard's water front plan, and has been approved by state, county and city officials, the city planning commission, and various clubs, civic and labor organizations.

The position of this bridge enables approaches to be built and these approaches have been arranged for. On the east side of the river an approach extends from Couch street over the tracks, joining the main bridge near the water line, and this approach will be 60 feet in width—the full width of a street. A similar approach will probably be run into Ankeny street on the east side, while on the west side of the river an approach is provided for Couch street, and vehicles can enter the bridge down Burnside along Second street and along First street.

This bridge is to be placed over the natural and logical bridge street of this city—a street that drains vast areas on the east side of the river as well as the west side, and the only street running entirely east and west through our city. Before the present partial closing or order restricting traffic on the present Burnside bridge was placed into effect, statistics of travel were made by the city every month, and for years these statistics showed that the bridge carried more and heavier travel than any other bridge crossing the river.

The new bridge will fill the urgent need for a bridge enabling general traffic to cross the river. The approaches on the west side of the Broadway and Steel bridges are very steep, so that horse laden vehicles and heavy trucks find great difficulty in crossing, and the bridges to the south are old and unable to withstand heavy traffic and rapidly becoming unfit for use.

The state of Oregon through its engineering department and the city of Portland through its engineering department have spent considerable time and money in preparing plans and estimates of the new Burnside bridge, and both have gone on record in communications directed to the commissioners of this county to the effect that the Three Million Dollars provided for in the bond issue will cover the entire cost of the bridge, the condemnation of all necessary property and the cost of all approaches necessary and convenient.

Of our vast network of street car

tracks crossing the river, most of them are generally arranged for the Burnside and Morrison bridges, so that when one is out of commission the cars can cross on the other, but if both of these bridges were closed, how could the street cars cross the river?

The ordinary cars cannot cross the Hawthorne bridge on account of the fact that the bridge is arranged for wide trackage only, they cannot cross the Steel bridge because that belongs to a private corporation that cannot be blamed for refusing further right to the street cars, as bridges must be built to withstand damage caused by street car traffic. As a consequence, the cars could cross but one bridge and that the Broadway. Such a condition as above outlined would throw such terrific travel upon the Broadway, Steel and Hawthorne bridges that the congestion would be so great that even the man in the automobile would find extreme difficulty in crossing the river. And it is difficult to understand in what position the working people who live in the vast areas of Mt. Tabor, Montavilla, Park Rose, and Rose City Park, and the great central area east of the river would be placed, as they could not live on the east side and work on the west side of the river, and the question of what would happen to our trans-river commerce creates a crisis.

For over two years the Portland city engineer has been working on plans and making estimates for the widening of East Couch and East Burnside streets, on the east side of the river, and these plans are about to be presented and undoubtedly approved by the council.

In the event the new bridge is constructed, Burnside street will not only be widened on the east side, but also on the west side of the river, thus affording the only wide artery running east and west through the city.

The old bridge crossed the river at Burnside street for 28 years, and as a consequence, the property along Burnside street, on both sides of the river, is assessed far higher than the property along adjoining streets. It is estimated the people of Burnside street pay about \$100,000 a year more taxes on account of the bridge being on that street. In the event the bridge is condemned, these tax payers will pay each year just \$100,000 less in taxes. It is estimated that said property owners will pay for the bridge twice over during its existence, and, if not constructed, our taxes will be vitally reduced, and vast areas of our city paralyzed, and our trans-river commerce and travel subjected to conditions that will bring forth an extreme emergency and great financial loss and inconvenience, and we will have a city divided within itself.

Most of our bridges are old, our traffic has grown over 100 per cent in four years, and we must prepare for the future as well as the present. The only way to avoid the conditions that confront us, as herein set out, is the construction of bridges, and the Burnside bridge is absolutely essential.

Two years or more will elapse before the present proposed bridges can be constructed, and if not approved by the voters at the coming election, the question of new bridges cannot again be considered until the general election in November, two years hence.

GRESHAM CHURCHES HAVE NEW PARSONAGES

The Bethel Baptist church and the Zion Evangelical church each have new parsonages which have just been completed recently. The Baptist parsonage on West Powell street is a modern one and a half story bungalow. There are five rooms downstairs, and a bathroom and hall. There is a large living room, a diningroom, a den and a kitchen. The dining room has a beautiful built-in buffet and the kitchen has all of the modern built-in features. The kitchen and bathroom are finished in white enamel. The upper floor is finished off into three sleeping rooms and a sewing room. The cost was \$4000.

The new Zion Evangelical church parsonage on Roberts avenue has just been completed and is classed as one of the higher class homes of the city. Much of the carpenter work was donated, bringing the actual cost down to \$3600. The building is 48 x 28 and contains six rooms and a breakfast nook and a bath room. The rooms on the upper floor have not been completed. Many attractive built-in features have been added including a large fireplace and a built-in buffet. It has a full size basement.

Dependable Coffee.
Five cents on every pound of Dependable coffee sold goes to Baptist Building Fund. Ask your grocer for that brand.—Adv.

IMPROVEMENTS MADE AT GRESHAM CANNERY

Some improvements have been at the plant of the Berry Growers Packing company during the past year. A new packing shed 48 feet wide and 60 feet long was completed last May. It proved to be very useful during the berry season this year. Bert Boice had charge of the work. The complete cost was \$704.

The next improvement undertaken was the building of a new office building. A lot was purchased across the street from the cannery from Mrs. Percy Gleese for \$400. Bert Boice acted as architect and drew up the plans and H. G. Andrew assisted in the carpenter work. The building is 48 feet long and 24 feet wide. It is constructed on the style of a bungalow. The cost was about \$1200.

George Kenney is building a modern five-room bungalow on his lots on Roberts avenue which, when completed, will either be for sale or for rent. The contract has been let to C. E. Cree. The building is 26 x 30. There will be a living room and diningroom combined, kitchen, breakfast nook, two bedrooms and a sleeping porch. The foundation is of cement. The cost is estimated at about \$2500.

Need Your Suit Cleaned?
Have it French dry cleaned. Repairing neatly done. Tailoring for ladies and men.
PETER LENARD, Tailor.

Republican Rally Thursday Night

A great big campaign rally, under republican auspices, has been planned for next Thursday night, November 2, in Metzger's hall. It will begin at 7:30 as some of the speakers are scheduled to speak at Fairview on the same night.

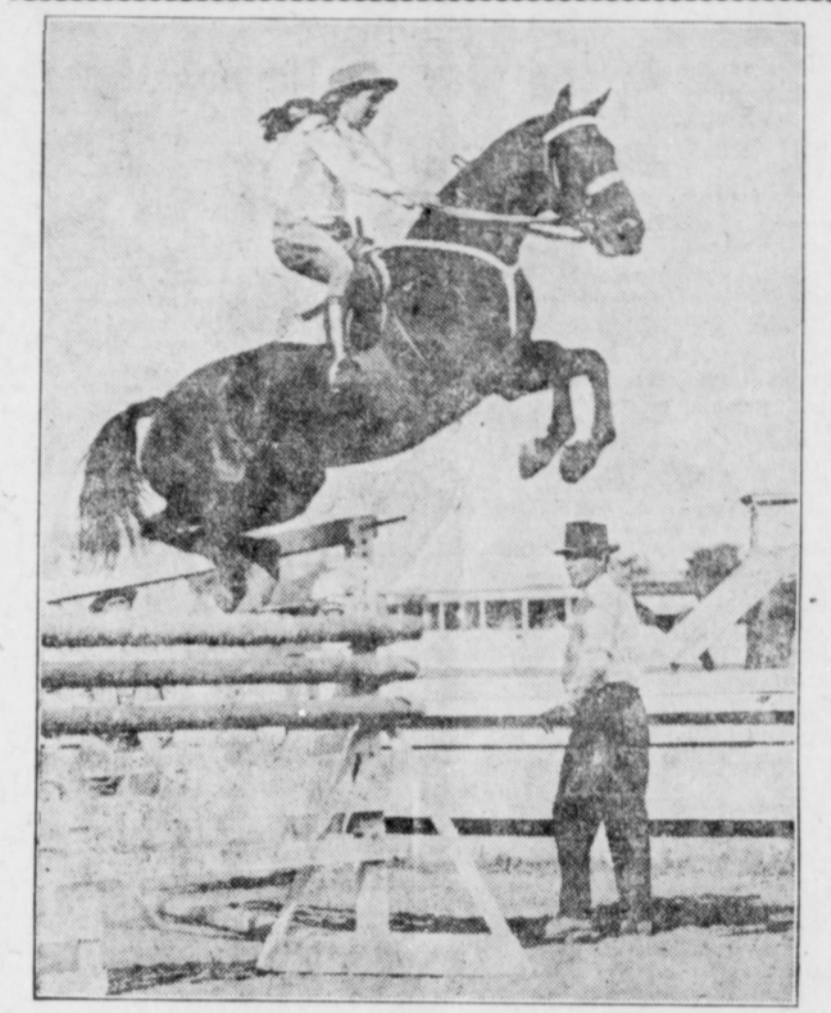
Among the speakers will be Congressman C. N. McArthur, Judge George Rossman and Judge Louis P. Hewitt.

Congressman McArthur, who has been put on the defensive by the Legion boys because he voted against the bonus measure, will doubtless give a good account of himself and explain national issues.

A good musical program is promised. Men and women of all parties are urged to be present.

The rally is held under the auspices of the County Central Committee.

A Great Girl Rider



Doris McCleave is probably better known to the general public than any other show horse rider in the west. Her youth, her magnificent riding and daring combine to make her an idol with the people. The picture shows her on her horse "Victoria," going over the bars. She will be at the Night Horse Show of the Pacific International Live Stock Exposition, Portland, Ore., November 4-11.

The Night Horse Show became so popular last year that three matinees were added to the program, and they will be continued this year, of course.

ORIENT LUMBER CO. HAS COMPLETE MILL

The Orient Lumber Company mill is located at Orient across the road from the Multnomah grange hall. It is equipped with a 12-inch American planer, a 16-horse steam engine, a band saw and a six-horse power gas engine. The owners are Geo. Anderson and J. A. Lauderback. They employ from two to three extra men almost all of the time.

The mill started up last March and has been running steadily ever since. Rough lumber is brought from the near-by mills and planed and worked up into various kinds of building material. 350,000 feet of lumber have been run through since the mill first started. About 250,000 feet of lumber have been sold and there is about 250,000 feet of rough and dressed lumber in the mill at the present time.

The company handles all kinds of lumber, nails, shingles, roofing and a good grade of paint. Truck bodies are made when ordered.

The state inspector visited the mill last week and declared everything in the mill to be according to law. The company carries accident compensation for the employees.

PICKLE FACTORY MAKES MANY IMPROVEMENTS

Many improvements have been made during the past year at the factory of the Gresham Pickle and Canning company. It was necessary to have new tanks and new buildings for the cucumbers that were handled there this year.

The main shipping room was partially destroyed by fire a few months ago and had to be rebuilt. It was then the property of Carl Shattuck but has now been purchased from the deceased man's heirs. The cost of rebuilding amounted to \$1080 but it is much stronger and a better building than the former one. The new roof is flat.

The new building, which was to have been used for making of sauer kraut, is now in construction. The machinery did not arrive in time so this industry will not be taken up this year. The weather is so cool now the kraut would not ferment properly. The price is also so low there would not be any profit in making it this year. The building is 60 x 100. The carpenter work is being done by the employes at the plant during their spare time.

A second double building was completed a couple of months ago and is now being used for sorting cucumbers. The cost of the two buildings mentioned is estimated at \$1000.

Nine new tanks have been built during the past year. The largest one is 10 feet high and 13 1/2 feet across and said to be the largest tank ever used in a pickle factory. The other eight are each 8 feet high and 12 feet in diameter. Each tank holds 25 tons of cucumbers. It is necessary to build each tank very carefully in order to have them hold the enormous weight. The total cost of the new tanks amounted to \$1500.

An idea of the size of the Gresham plant can be gained by telling how much ground it covers. Four lots each 110 feet wide and 250 feet long are owned by the company and are all covered with buildings.

PRODUCTS COMPANY EQUIPPING BUILDING

The Pack Products company is equipping a building owned by Mrs. E. Boughner located a short distance back from the corner of Roberts avenue and East Powell street for the manufacture of chocolate coated iced cakes similar to the Polar Ice Cream cake now sold on the market. When ready for operation, the plant will be equipped with a cooking room, mixing room and a large room in which ice will be made at one end and the iced cakes at the other end. There will also be a refrigeration room where the chocolate coated cakes will be placed on ice until they are ready to be sold. The machine used to make the cakes is the invention of the Beaver State Motor company.

New Home of C. G. Schneider.
The new home of C. G. Schneider is now being built on Wallula Heights. It is a one-story bungalow 35 feet long and 36 feet wide. The reception hall is to be eight foot square. The other rooms are a diningroom, kitchen with all of the modern built-in features and two bedrooms. The floors in part of the rooms will be of oak. The basement will be under two-thirds of the house and will be equipped with a furnace. The cost is estimated at about \$4500. L. J. Winters was given the contract for building.

WOODWORKING PLANT BUILT THIS YEAR

One of the largest building activities in the Gresham district during the past year was the construction of the Zweibel Manufacturing Co. plant. All of the buildings have been erected this year at an approximate cost of \$8000.

The first one to be erected was the woodworking plant. It is 100 feet long and 40 feet wide. The walls are of hollow brick and tile and the floor is of concrete. All of the machinery has been installed and is ready for operation when needed. The machinery is valued at \$14,935.

The dry kiln is 80 feet long and 20 feet wide. It is what is known as a progressive Moore kiln and especially adapted to the drying of hardwood. It has a capacity for handling 45,000 feet of lumber at a time. It is now ready for operation.

The building which is to be used for the saw mill is not entirely completed. It is 60 feet long and 30 feet wide and about two stories high. All of the machinery has not yet been installed.

A new boiler shop has been completed recently. It is 16 x 20 and will also be used as a blacksmith shop.

New Stanley Home.

The new Earl Stanley home on the Base Line road is progressing rapidly. The contract was let to W. K. Hamilton. It is 27 x 49 and when complete will be a modern six-room bungalow. The walls will be of tile with the stucco finish. There will be a living room, diningroom, breakfast nook, sun room, kitchen and two sleeping rooms. The living rooms will contain a fireplace. The basement will be full size. Heat will be supplied by a furnace. The house will be modern in every way with many built-in features. It will cost about \$4500.

The Bank of Gresham pays 5 per cent interest on time deposits.—Adv.

Regular Hallowe'en Scare

