

Summer Picnic:
Sat, July 12
Noon - 4 p.m.
Franklin Park

Northwest Neighborhood

Summer 2008



Picnic Highlights

Carla Ringey is our new **Picnic Coordinator** and she has organized a great one!

We could see a **V150 armored vehicle** drive up with members of the SW Regional Swat Team at the controls.

Our regular story teller, **Pat Jolotta**, will be there with tales of Vancouver history that entertain and educate at the same time.

There will also be prizes, games and water balloons!

So, bring your favorite meat or substitute for the grill, as well as a salad or dessert to share, and join us on Saturday!

Volunteers willing to help Carla set up and tear down are encouraged to arrive early.

Autumn meeting
Thur, Oct 9th, 7-8:30
Franklin School

Better than a month before the election, we will hear candidates from both sides of a variety of political races to help us with our ballot choices. This is traditionally a very popular meeting!

Please contact Leonard or Fred with specific contests you'd like represented.

Uncertainties of Columbia Crossing loom as they did early- and mid-20th century

by Leonard Bauhs

Our perspective is not unique. Like Vancouver residents of 50 and 100 years ago, our shared means of crossing the Columbia River is now inadequate. This time population growth, the Portland commute and west coast commercial traffic have simply rendered the I-5 bridge past due for an upgrade.

It took a world's fair to spur Washington and Oregon to fund the building of the first bridge span. The steam ferry that preceded it could not handle the crowds that wanted go to the fair in 1905. The ferry remained the only way to transport vehicles and pedestrians across the river, however, for another decade while the bridge was being built.



When the bridge opened in 1917, people could cross from one side to the other for a nickel. They had to share the single lane each way with a street car, but heavy use of the bridge -- mostly Model T Fords -- paid off the original bond in twelve years.

In the 1940s, the streetcar service ended, making way for easier and faster passage by automobile from one side to the other. At the same time bridge crossings increased dramatically, marine traffic also grew, requiring more bridge lifts.

Pressure from business and the public to remedy the situation increased until 1953, when the Oregon and Washington state legislatures authorized the sale of bonds to design and build a second bridge. Building it took five years, and remodeling the first span to match it took two more years. Then, from 1960 to 1966, tolls were collected to pay off the construction bonds. This time cars paid 20 cents, light trucks paid 40 cents, and heavy trucks and buses paid 60 cents. (see **Bridge**, page 3)