



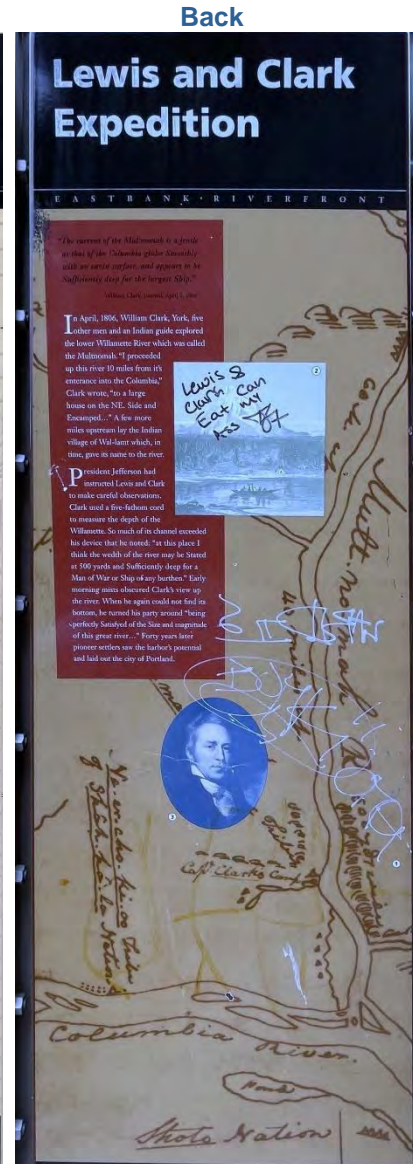
## Eastbank Esplanade Interpretive Displays Summary

| Display Location | Topic 1 - Summary  | Topic 2 - Summary   |
|------------------|--|---|
| Madison St.      | <b>Willamette River Waterfront</b> <ul style="list-style-type: none"> <li>Waterfront Map</li> <li>Points of interest indicated</li> </ul>  | <b>Lewis &amp; Clark Expedition</b> <ul style="list-style-type: none"> <li>Hand drawn map background</li> <li>Quotes from Lewis &amp; Clark about Willamette River within 10 miles of the Columbia.</li> <li>Quotes about size and depth of river for harbor potential</li> </ul> |
| Main St.         | <b>Willamette River Floods</b> <ul style="list-style-type: none"> <li>1872 quote about river floods</li> <li>Image of high water and debris against Steel Bridge</li> <li>Water cycle affecting floods</li> <li>Damages caused by floods</li> </ul>                  | <b>Eastside Neighborhoods</b> <ul style="list-style-type: none"> <li>Development through transportation types</li> <li>East Portland incorporation</li> <li>Buckman family</li> </ul>   |
| Salmon St.       | <b>Hawthorne Bridge</b> <ul style="list-style-type: none"> <li>Image of bridge with streetcar</li> <li>Details about bridge</li> </ul>   | <b>Salmon &amp; the Willamette River</b> <ul style="list-style-type: none"> <li>Historic map featuring river and platted land</li> <li>Salmon life cycle, habitat needs</li> <li>Restoration efforts to improve salmon habitat</li> </ul>   |
| Taylor St.       | <b>Portland Harbor Wall</b> <ul style="list-style-type: none"> <li>Images of wall construction</li> <li>Description of the wall and history</li> </ul>   | None  |
| Yamhill St.      | <b>Morrison Bridge</b> <ul style="list-style-type: none"> <li>Images of Morrison Bridge under construction and bridge gears</li> <li>First bridge across the Willamette in Portland</li> <li>Worker killed during land slide during 1956 construction</li> </ul>     | None  |
| Belmont St.      | <b>Willamette River Waterfront</b> <ul style="list-style-type: none"> <li>Waterfront Map</li> <li>Points of interest indicated</li> </ul>  | None  |
| Alder St.        | <b>Portland: A Port City</b> <ul style="list-style-type: none"> <li>Images of masted ships and steam ships</li> <li>Tidal flow, connection to Willamette Valley, Tualatin Plains, Columbia Plateau</li> <li>Growth of industrial development on east bank</li> </ul> | <b>Willamette River Traffic</b> <ul style="list-style-type: none"> <li>Image of boat passing under the raised Steel Bridge</li> <li>Small images of other river traffic</li> <li>Change of river traffic over 150 years</li> <li>Rose Festival fleet, Christmas ships</li> </ul>  |

| Display Location | Topic 1 - Summary   | Topic 2 - Summary  |
|------------------|---|--|
| Washington St.   | <b>Westside Story</b> <ul style="list-style-type: none"> <li>• Overton, Lovejoy, Pettygrove marking and founding west bank Portland location</li> <li>• 1944 Portland Public Market at the harbor wall</li> <li>• Waterfront historic photos</li> </ul>   | <b>Stark St. Ferry</b> <ul style="list-style-type: none"> <li>• Image of ferry crossing the river</li> <li>• Price of the tolls</li> <li>• Description of several ferry locations</li> <li>• Focus on Stark Street Ferry</li> <li>• Benjamin Stark namesake</li> </ul> |
| Oak St.          | <b>Municipal Terminal No 2</b> <ul style="list-style-type: none"> <li>• Large two city block cargo building</li> <li>• Hemp, paper, machinery by ship, rail, car, truck</li> <li>• East Water Street history</li> <li>• Dominant east bank industries: H.A. Hogue's Sawmill and Power, Markle's Wharfs, Standard Box Company, Wolff &amp; Swicker Iron Works</li> </ul>   | None   |
| Pine St.         | <b>Burnside Bridge</b> <ul style="list-style-type: none"> <li>• Background image is architectural drawing of operator tower</li> <li>• Image of original bridge</li> <li>• Image of internal gears</li> <li>• Lindenthal's role as bridge engineer</li> <li>• Built around the same time as the Ros Island and Sellwood and opened the east side to expansion of residential neighborhoods</li> <li>• Bascule patent of Joseph Strauss</li> <li>• Bascule = seesaw in French</li> </ul> | None   |
| Ash St.          | <b>Willamette River Waterfront</b> <ul style="list-style-type: none"> <li>• Waterfront Map</li> <li>• Points of interest indicated</li> </ul>   | None   |
| Ankeny St.       | <b>Railroads &amp; the River</b> <ul style="list-style-type: none"> <li>• Oregon and California Railroad</li> <li>• Southern Pacific Railroad completed route to Sacramento Valley</li> <li>• East route across Steel Bridge through Sullivan Gulch and the Gorge</li> <li>• Connection to industry</li> <li>• Train and rail images from various time periods</li> </ul>   | None   |

| Display Location                    | Topic 1 - Summary  | Topic 2 - Summary |
|-------------------------------------|--|-------------------|
| <b>North of the Burnside Bridge</b> | <b>Scow Villages</b> <ul style="list-style-type: none"> <li>• Images and text about floating villages on east side of Willamette</li> </ul>  | <b>None</b>       |
| <b>Irving St.</b>                   | <b>Steel Bridge</b> <ul style="list-style-type: none"> <li>• Images of Steel Bridge</li> <li>• Only two-deck vertical lift bridge with independent movement</li> <li>• Ranked as one of America's most historically significant bridge structures</li> <li>• Description of mechanism</li> </ul> | <b>None</b>       |

# Madison St.







## Front

### Willamette River Floods

EASTBANK RIVERFRONT

*"During the winter flood in the Willamette, which is occasioned by heavy rains, the water rises about eight feet... The great flood of 1861-62 and that of 1870, brought the water over the wharves and even over Front street, which is twenty-five feet above low-water mark."*

— Frances Fuller Victor, "Portland" (1872)

*"In quarters, several of our principal streets in the Third Ward are now in a marvellous condition."*

— Daily Oregonian, Portland, OR., November 31, 1861

The Willamette drains the vast watershed of the Western Cascades and the eastern flank of the Coast Range. Floods may develop in November-December, and again in June with the late spring snowmelt. Warm "Chinook Winds," sweeping of the Pacific Ocean can bring occasional rains and subsequent snowmelt in January and February. The great floods of the Columbia in June had major impact on the Willamette and Hooded south of East Portland and the downstream business district until the 1930s. Tidal effects added to the problem.

Harvest, barns, fence posts, fuel dumps, slingshots, and equipment of docks and other docks swept down the Willamette to a wall north to the sea. "The cascades east of the ocean made a fearful sort of abnormal mass," noted a writer for *The Oregonian* during the great flood of 1841. Dams built in the 1930s and 1950s checked the water at the river's mouth. In January 1995, warm rains unleashed a rapid rise in the river. Hundreds of volunteers joined city crews to spend eleven weeks in record hours on the Portland Harbor Wall, and by midnight city crews were back on the Willamette trying to hold back the water. The flood waters stopped inches short of the temporary barricade.

## Back

### Eastside Neighborhoods

EASTBANK RIVERFRONT

*"The opening of the Morrison Bridge in 1837 and the rapid extension of street railways beginning in 1858 were the two major causes of explosive East side population growth."*

— E. Kenneth McCall, *The Shaping of a City 1950s*

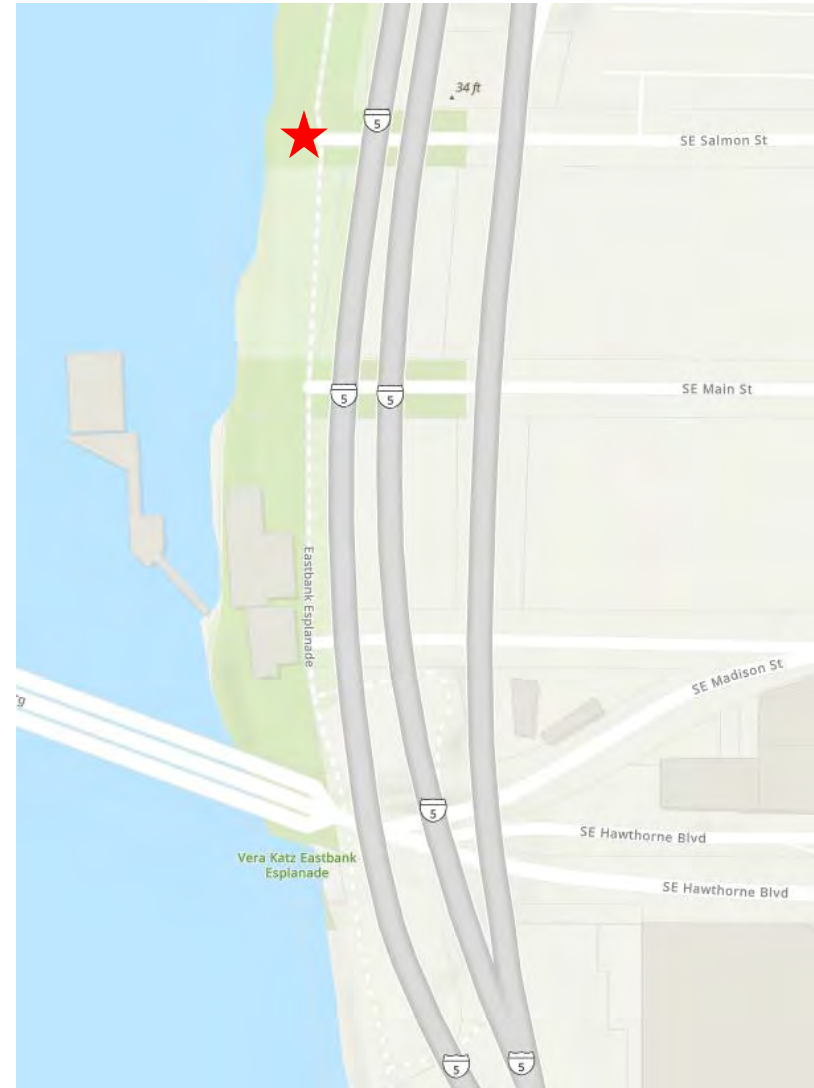
Ferries, bridges, and streetcar lines transformed the east bank of the Willamette. In the 1830s pioneer settlers James B. Stephens, Selden Murray, Jacob Wheeler, and Timothy Sullivan filed Deedowner East Claims and laid out farms. Their lands were transformed by the incoming flood of drunks, laborers, and others working in downtown Portland and its industrial district.

East Portland incorporated in 1870 with 200 residents and grew dramatically over the next twenty years. In 1888 the Willamette Bridge Building Company offered construction to Shasta and Mount Shasta via the original Morrison Bridge. In 1899 an electric trolley replaced the original Street Bridge. East Portland was consolidated with Portland in 1897, increasing city population to 12,000 jobs.

The first large block and others established their banks in all lots in which commercial, City of Backlots, a son of Abraham and Lydia Backlot, became a port superintendent and City Council member. Backlot sold his Backlot Neighborhood to the city, a contribution to the development of East Portland.



# Salmon St.



**Front**

## Hawthorne Bridge

*Glitz*

EASTBANK RIVERFRONT

**"The story of this place unfolds across the bridge of growing knowledge"**  
Loren Lutz, 6th grade  
Vernia Elementary

The Hawthorne Bridge is a distinctive and particularly well-preserved example of early 20th century American bridge-building technology. It was one of the first covered bridges built and is one of the last still operating on the Willamette. On each end of the 1.6 mile, 600 ft long main span, and bearing an 800,000 pound cantilevered concrete cantilevered deck, eleven bridge piers and three abutments rise from the water. The Hawthorne's masonry was designed as a bridge to last longer than any other in the world.

In 1981, the U.S. and Vancouver Park, and others met and agreed that one of Hawthorne's most original concepts apply. This was the idea of the Willamette River below the Hawthorne Bridge. What was built, 1981, and before the water level was built with the public and with the bridge below.

**Hawthorne Bridge**  
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**Back**

## Salmon and the Willamette River

EASTBANK RIVERFRONT

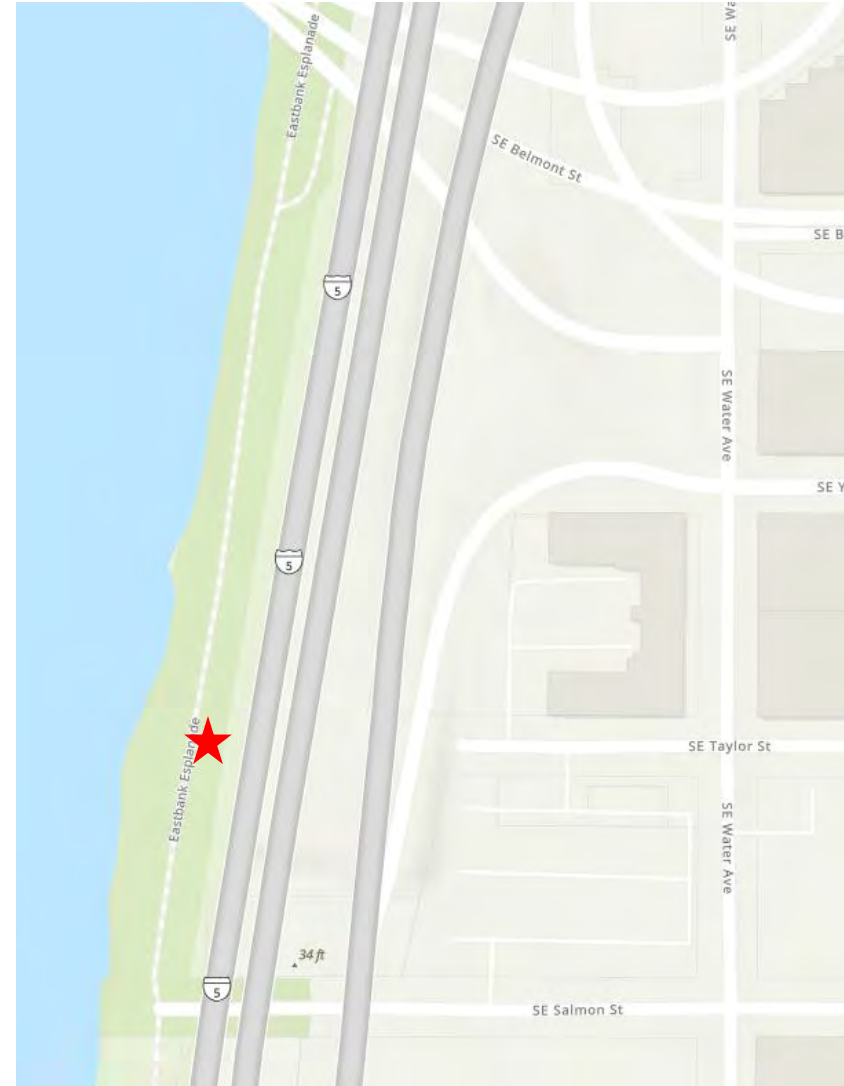
**TOWN OF ALBINA**

Chinook salmon runs upriver past downtown Portland in years in the past, but were of the river were last remnants of the Willamette. Young fish drift back downstream on their way to the ocean, rising and falling in the Willamette and backwaters along the river banks. Once immigrants first arrived here, they have almost never before. Today, they have made the river to have a historic business, commercial shipping, ferry, power, recreation, and food. Today, both river quality and fish populations have declined. Chinook salmon was listed as an endangered species in 1996.

Portland now seeks ways to improve floodplains and reduce habitat through dredging and the ability of human interventions at the river's edge. Dredged river water can be filtered to filter bacteria before being used. The river's water can be treated to allow salmon to return to the river banks. Salmon should be monitored on the river banks provide daily bank protection, and overhanging cover where fish can hide. Other river habitat for nesting, banks, logs, beaver and other wildlife along the river margin. Traditional bank protection can be used on the Eastbank Riverfront.

**Essential habitat banks for salmon:**  
1. 100' wide riparian zone and riparian forest  
2. 100' wide riparian zone and riparian forest  
3. 100' wide riparian zone and riparian forest  
4. 100' wide riparian zone and riparian forest  
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8. 100' wide riparian zone and riparian forest  
9. 100' wide riparian zone and riparian forest  
10. 100' wide riparian zone and riparian forest





Front (One Sided)



**Portland Harbor Wall**

*FREE TO  
BLACK  
CHINA  
MAY 16  
MAY 16*

**PORTLAND HARBOR WALL**

On the west side of the Willamette is the Portland Harbor Wall, extending from the Steel Bridge to the Hawthorne Bridge. The 1920s when occurred project, replacing existing warehouses and docks, retained twenty city blocks. Designed as a dam to help flush off the street and one of the basement of business, the wall was also built to contain the first sewer system to catch wet water. The rigorous engineering solution in the early 1920s, with most of the main harbor waterfront. The fifty-one timber beam supporting the concrete part of the old harbor wall can be seen only during very low water.

In 1922, large pipes were laid on the river bottom to carry water from the station pump station to the east side pump station in Salmon Slough. It is then pumped dry under north to the Columbia River and around the river.

**Portland Harbor Wall**  
Designed by: 1920  
Project Manager: Chief Engineer Portland City Engineer 1921-24  
Architect: J. S. Smith Engineering  
Construction: Smith, Hodge, Rogers, Johnson & Ferguson  
Check for safety design & structural design, structural design of the wall 1924 design.

**TRIAL METHOD OF PORTLAND HARBOR WALL (ON DEMONSTRATION)**

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# Yamhill St.

Front (One Sided)

## Morrison Bridge




Eastbank Riverfront

The young metropolis of Portland had to wait almost fifty years for its first bridge across the lower Willamette, the original Morrison Street Bridge (1887). But by 1958, one year after the first earthquake rebounded the earth, a third Morrison Bridge was opening, joining general elevations spaced only 1/3 mile apart. Its large concrete and steel piers and casted glass concrete deck is monumental and features similar to the traffic control covers of this era. The open piers, visible from the developments side, minimize the piling up of water in the river piers, reducing turbulence for navigation.

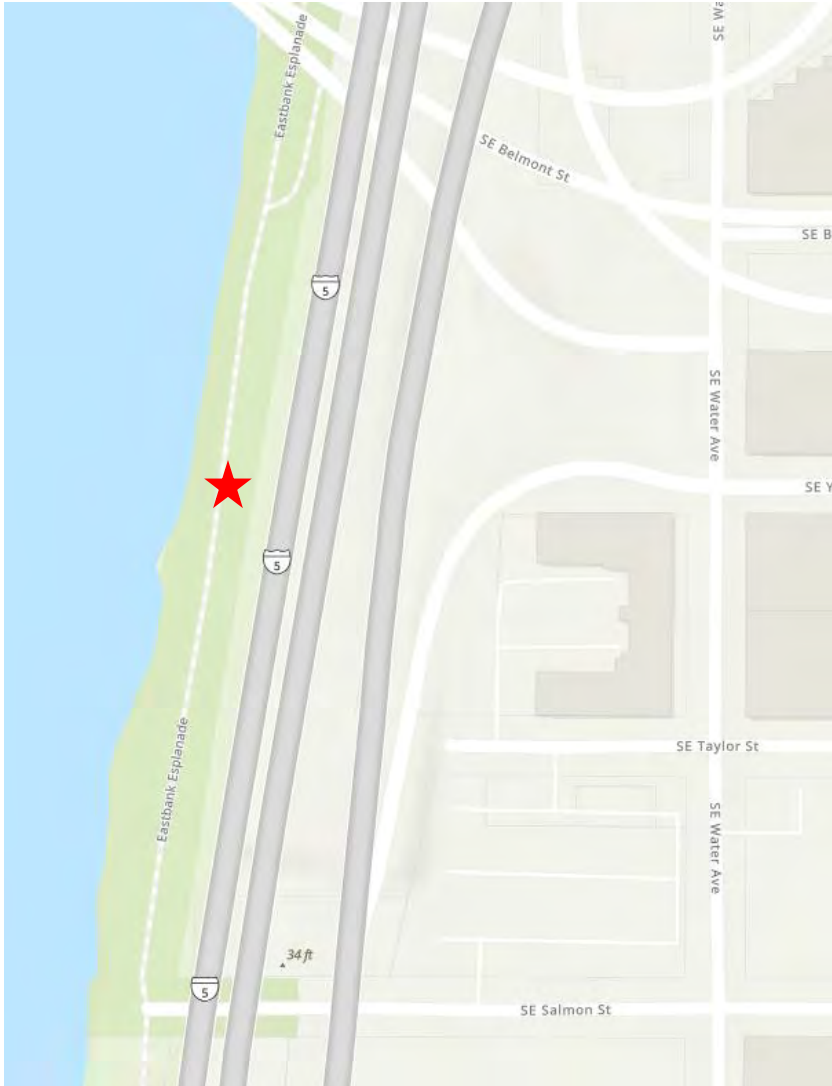
On October 22, 1954 north side killed William Brown age 60-years, while he was working on the Morrison's west end approach. He was a member of Local 29, International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers.

In 1982, the Morrison Bridge was the first to be lighted by the Willamette Light Brigade.



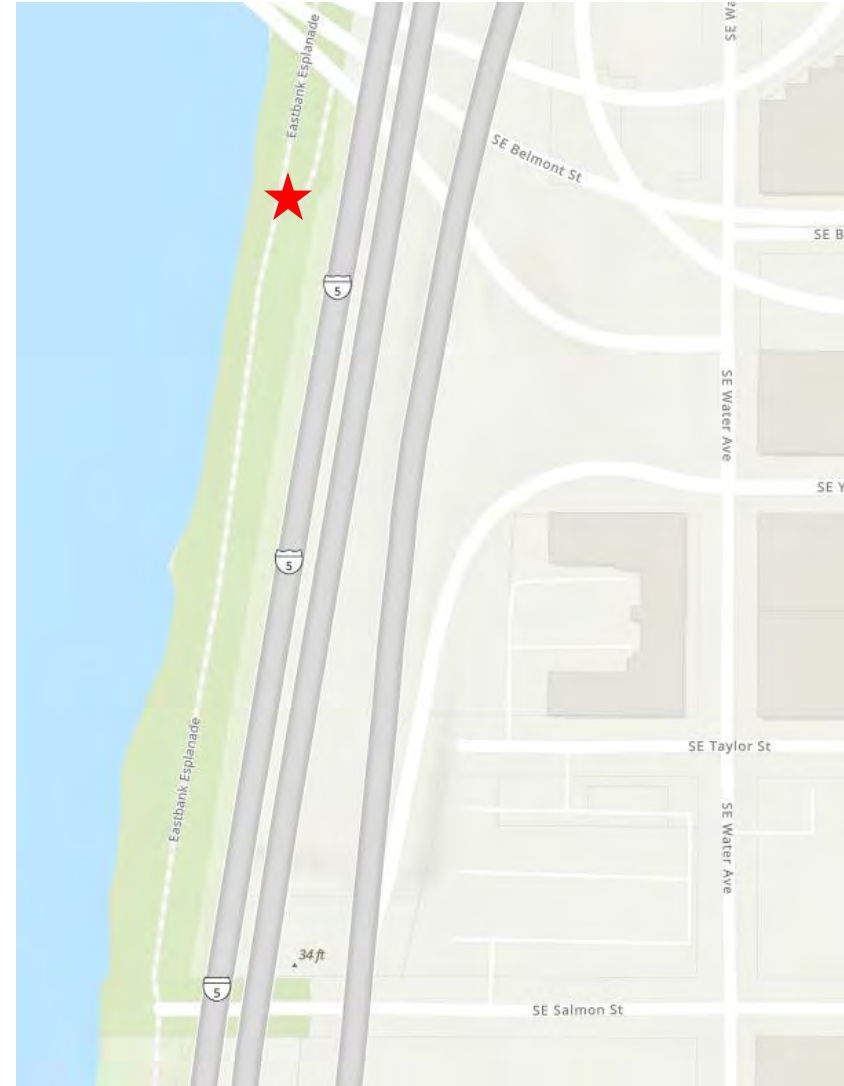
*Handwritten: SUZUKI*

*Handwritten: SUZUKI*





# Belmont St.





# Alder St.

Front

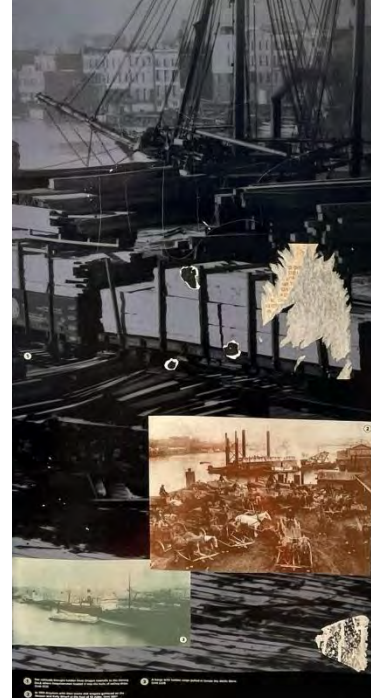
Back

## Portland: A Port City

*"On its surface as Portland is ample room to float hundreds of the largest sea-going vessels..."*  
The Oregonian / August 1906

The history of geographically blessed Portland is written in a world-shaking act. The wild flow of the great Columbia estuary reaches to the banks of the Willamette River in Portland. A natural harbor capable of handling large ships, the lower Willamette estuary almost immediately was in the Federal Plans, such as the Willamette Valley, and set to the east margin of the Columbia Plan.

Industrial development on the east bank of the Willamette. During the 1800s, Portland's industries and buildings were built along the waterfront. Dockworkers and shipbuilders used local timber resources to build and repair the ships. In 1842, a fire destroyed the city's main waterfront. A fire started on the waterfront, and the city's main waterfront was destroyed. The city's main waterfront was destroyed. The city's main waterfront was destroyed.



## Willamette River Traffic

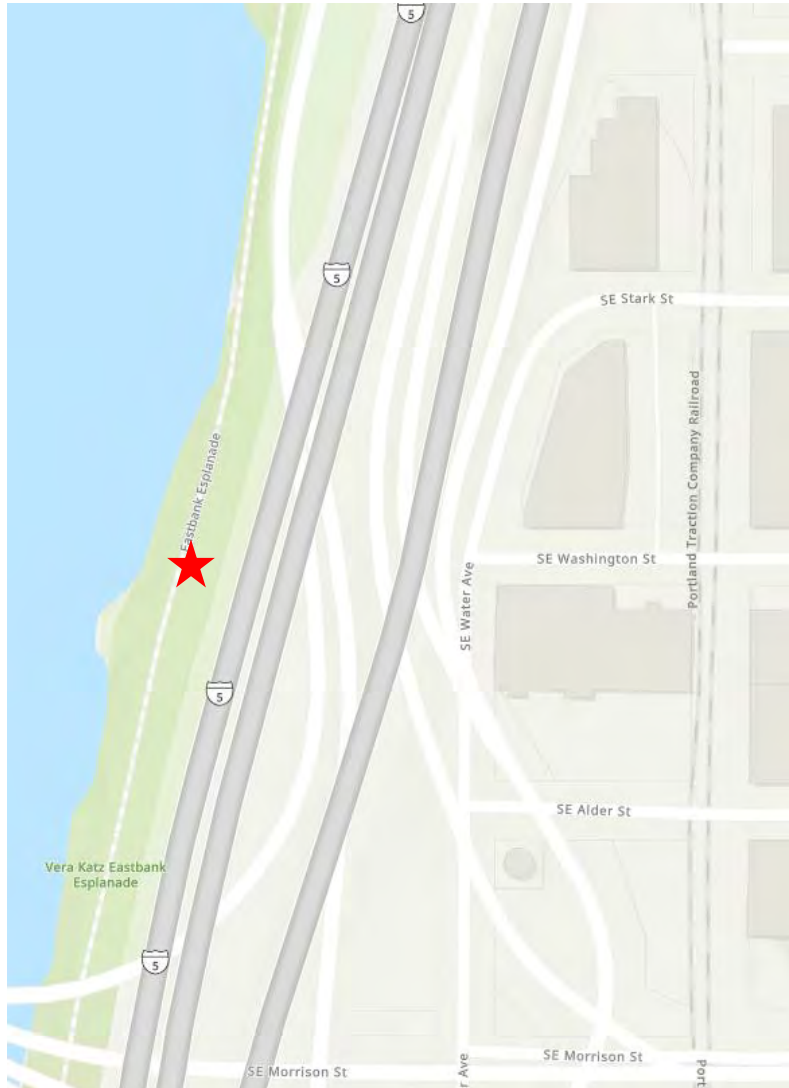
*"The river in front of Portland is about one-fourth of a mile wide, with water enough for large vessels to lie on."*  
From Public Works "Portland" 1917

The river in front of Portland is about one-fourth of a mile wide, with water enough for large vessels to lie on.





# Washington St.



**Front**

## Westside Story

EASTBANK RIVERFRONT

*"The mistake of the builders of Portland was in not reversing the river front for a levee. The approach to the city is rendered unusable by the high masts of masts and masts."*  
— Frank B. Rowland, 1887

**T**he 1843 William Overton and Ase Lorey built the levee and built on it. They tried to make a profitable land claim of 433 acres north of French Ferry and Overton 530 for his claim and, in 1845, joined Lorey in laying out Portland. By 1847 the city started to dig and build and dig. The site was ideal for building a levee along the west bank. Portland prospered. A succession of shops and warehouses lined the west bank of the Willamette over the next few decades.

**B**y December, 1933, the Portland Public Market, a building three stories across, a landmark building, opened on reclaimed land along the harbor wall north of the Hawthorne Bridge. Over time, the market did not prove profitable. The Oregon Journal took over the building and it was razed in the 1970s for Tom McCall Waterfront Park.

**TOMORROW**

**Back**

## Stark Street Ferry

EASTBANK RIVERFRONT

*"If history would Portland have done without that ferry?"*  
— Thomas McCully Corning, 1907

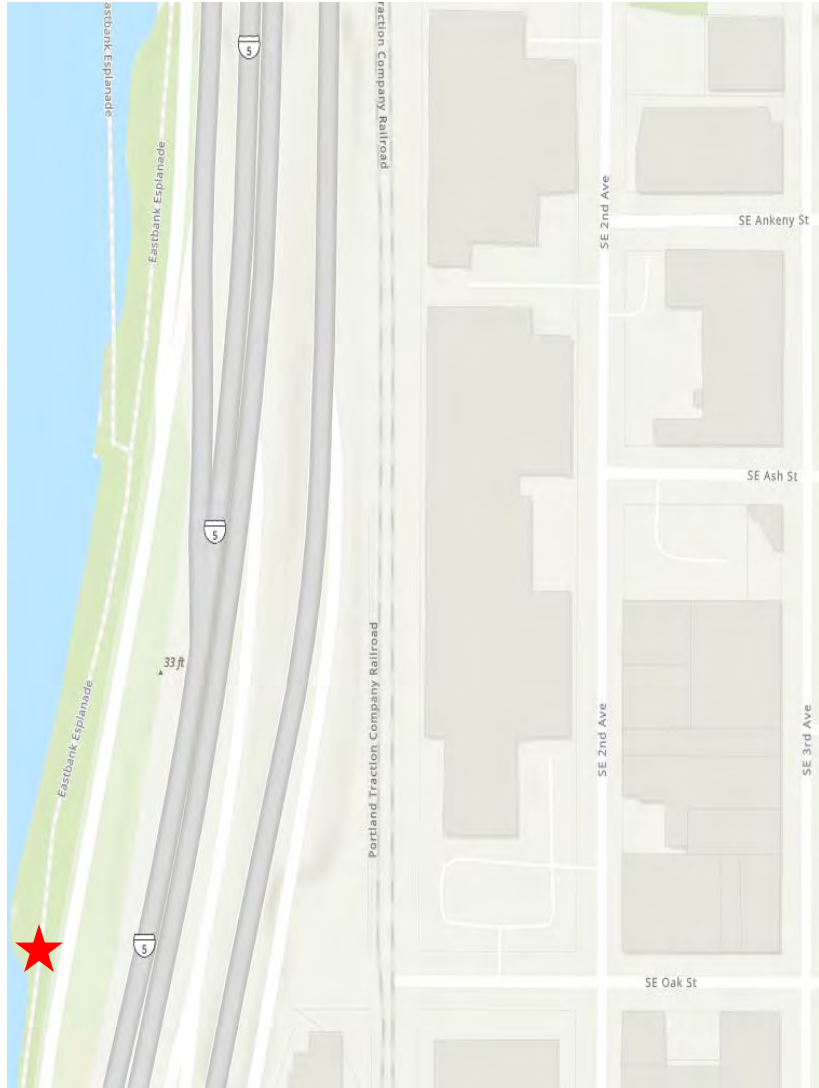
**F**erries at Stark Street, Jefferson Street, and Adams in the nineteenth century joined the towns of Portland, East Portland and Adams. James B. Seibert, a farmer on the east side of the river, established the Stark Street Ferry in the early 1850s. By the 1880s the Stark Street Ferry carried more than half of all pedestrians, nearly 2,000 people per day. Overton paid a toll to walk across the original Morrison Bridge (1887) or to travel on street cars on the Stark Bridge (1889).

**T**he ferry was named for Benjamin Stark who came to Portland in 1843 to work for Overton. Stark gained control of a key strip of land in the westside business district and grew wealthy from selling lots. He served briefly as Overton's secretary in 1848-52. In 1995 the Oregon legislature paid \$40,000 to buy the ferry and \$100,000 for the Morrison Street Bridge. Madras never rebuilt the ferry, instead operating a version of the city's bridges. Critics credit that to early Portland's history.

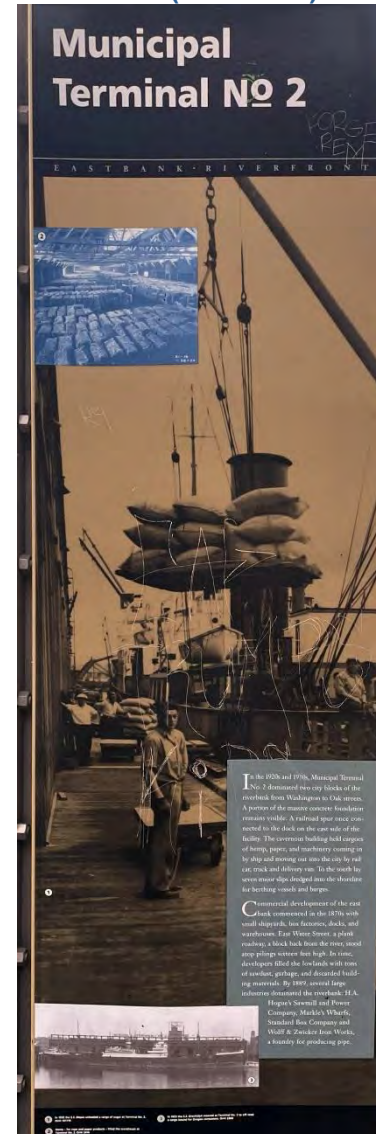
**Stark Street Ferry Tolls**

|                       |     |
|-----------------------|-----|
| Two horses and driver | 25¢ |
| One horse and driver  | 10¢ |
| Lower livestock       | 15¢ |
| Street fare and       | 1¢  |
| More on foot          | 1¢  |





Front (One Sided)





# Pine St.



Front (One Sided)





# Ash St.

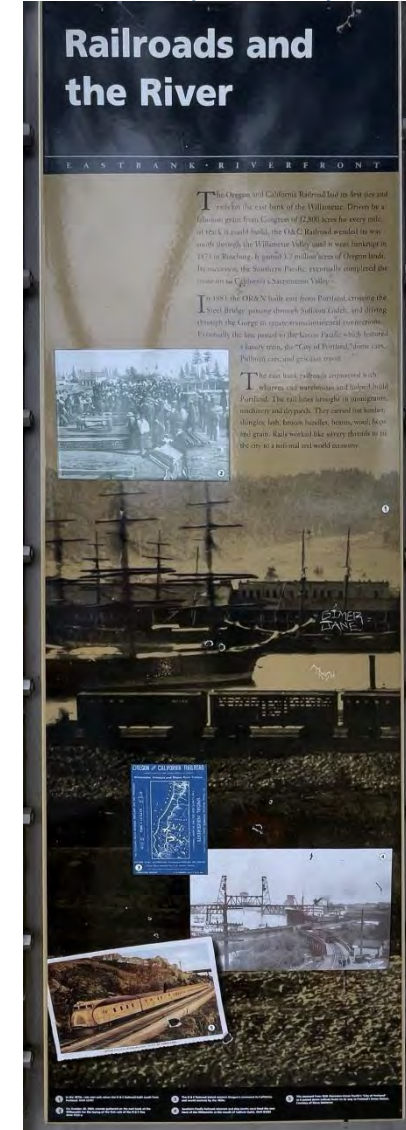




# Ankeny St.

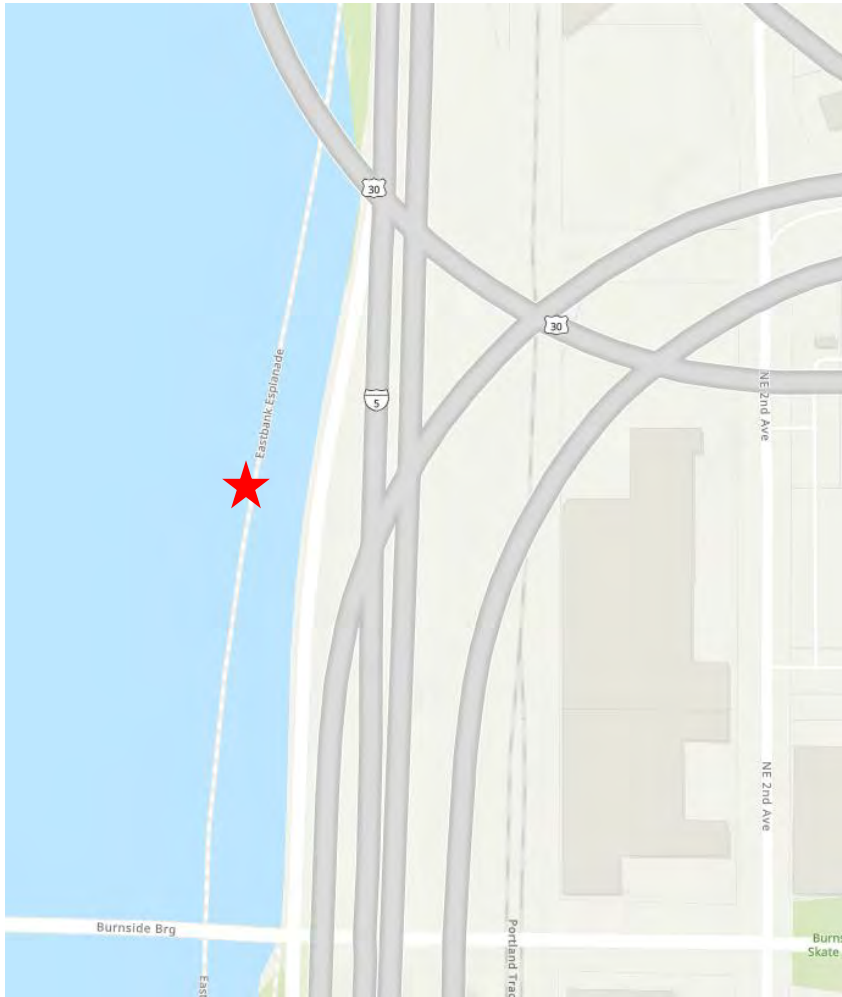


Front (One Sided)





# Misc. Esplanade Bridge Sign




## 20th Villages

WILLAMETTE RIVERFRONT

The Willamette river has drawn successive generations to the banks of the Willamette. On logs and concrete pontoons, residents have constructed floathouses. None live as close to the river as those who are lulled to sleep each night by the sounds and smells of the mighty Willamette. Their "scow villages," as some called them, provided affordable housing close to the heart of the city.

The river was both friend and foe, a free place to bunk but an angry enemy when dashing toward the sea.

Large numbers of floathouses once lined the east bank of the river from the mouth of Sullivan Gulch to the original Hawthorne Bridge from about 1900 to 1930. Owners of these structures paid no taxes, having no land on the county rolls. Risks abounded: annual floods, logs, lack of utility services, and danger of drowning for children were the consequence of living on water. These perils were part of daily life for those dwelling on the Willamette.

1 In 1891 a scow village floated on the Willamette below the Washburn Street Bridge. OWS 16229

2 In 1914 high water from the Willamette. OWS 16230

3 Flood plain, washhouses, garretments, and my mother's honey house for a floating house in 1965. OWS 12388





# Irving St.

Front (One Sided)

