

Construction Record

<u>Job</u>	<u>Date</u>	<u>Description</u>
633	Oct. '25	Original Dock (Port Kelso)
634	- '25	Standard Oil Pipe Lines and Tanks
682	Oct. '27	Grain Elevator
693	Jan. '28	Cannery Foundation
707	Dec. '28	Connection Dock to Elevator Dock Longview Fibre Oil Line and Filling Racks
718	July '29	Cannery Extension
735	Aug. '29	Shed #3 and Dock Extension
756	Nov. '30	Extend Elevator Dock Upstream
967	April 37	Shear Legs
998	Dec. '37	Car Ferry Landing
1018	June '38	Fill - Inshore Track
1128	March 40	Truck Scales
1249	June '41	Marine Leg
1347	April 41	Log Loader and Track Weyerhaeuser Track Connection
1493	Jan. '44	Fill and Bulkhead - Dock to Shore

PORT OF LONGVIEW.

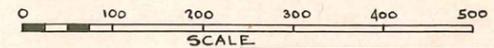
· COWLITZ COUNTY, WASHINGTON.

· FACILITY MAP.

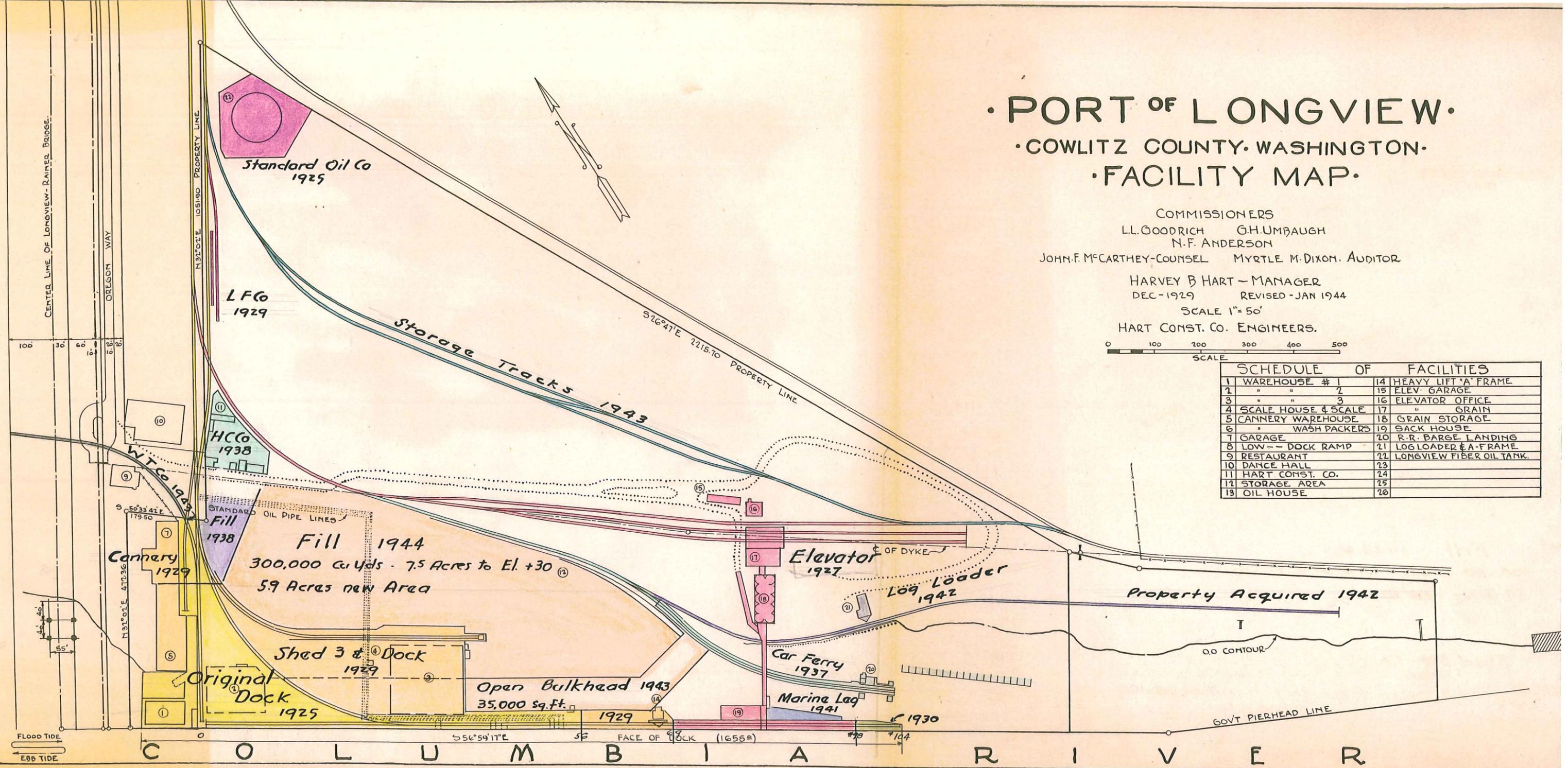
COMMISSIONERS
 L.L. GOODRICH G.H. UMBACH
 N.F. ANDERSON
 JOHN F. MCCARTHEY-COUNSEL MYRTLE M. DIXON, AUDITOR

HARVEY B. HART - MANAGER
 DEC-1929 REVISED - JAN 1944

SCALE 1" = 50'
 HART CONST. CO. ENGINEERS.



SCHEDULE OF FACILITIES			
1	WAREHOUSE # 1	14	HEAVY LIFT 'A' FRAME
2	" " 2	15	ELEV. GARAGE
3	" " 3	16	ELEVATOR OFFICE
4	SCALE HOUSE & SCALE	17	" GRAIN
5	CANNERY WAREHOUSE	18	GRAIN STORAGE
6	" WASH PACKERS	19	SACK HOUSE
7	GARAGE	20	R.R. BARGE LANDING
8	LOW -- DOCK RAMP	21	LOG LOADER & A-FRAME
9	RESTAURANT	22	LONGVIEW FIBER OIL TANK.
10	DANCE HALL	23	
11	HART CONST. CO.	24	
12	STORAGE AREA	25	
13	OIL HOUSE	26	



C O W L I T Z R I V E R

PORT OF LONGVIEW

COWLITZ COUNTY, WASHINGTON

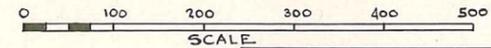
FACILITY MAP

COMMISSIONERS
 L.L. GOODRICH G.H. UMBROUGH
 N.F. ANDERSON
 JOHN F. MCCARTHEY-COUNSEL MYRTLE M. DIXON, AUDITOR

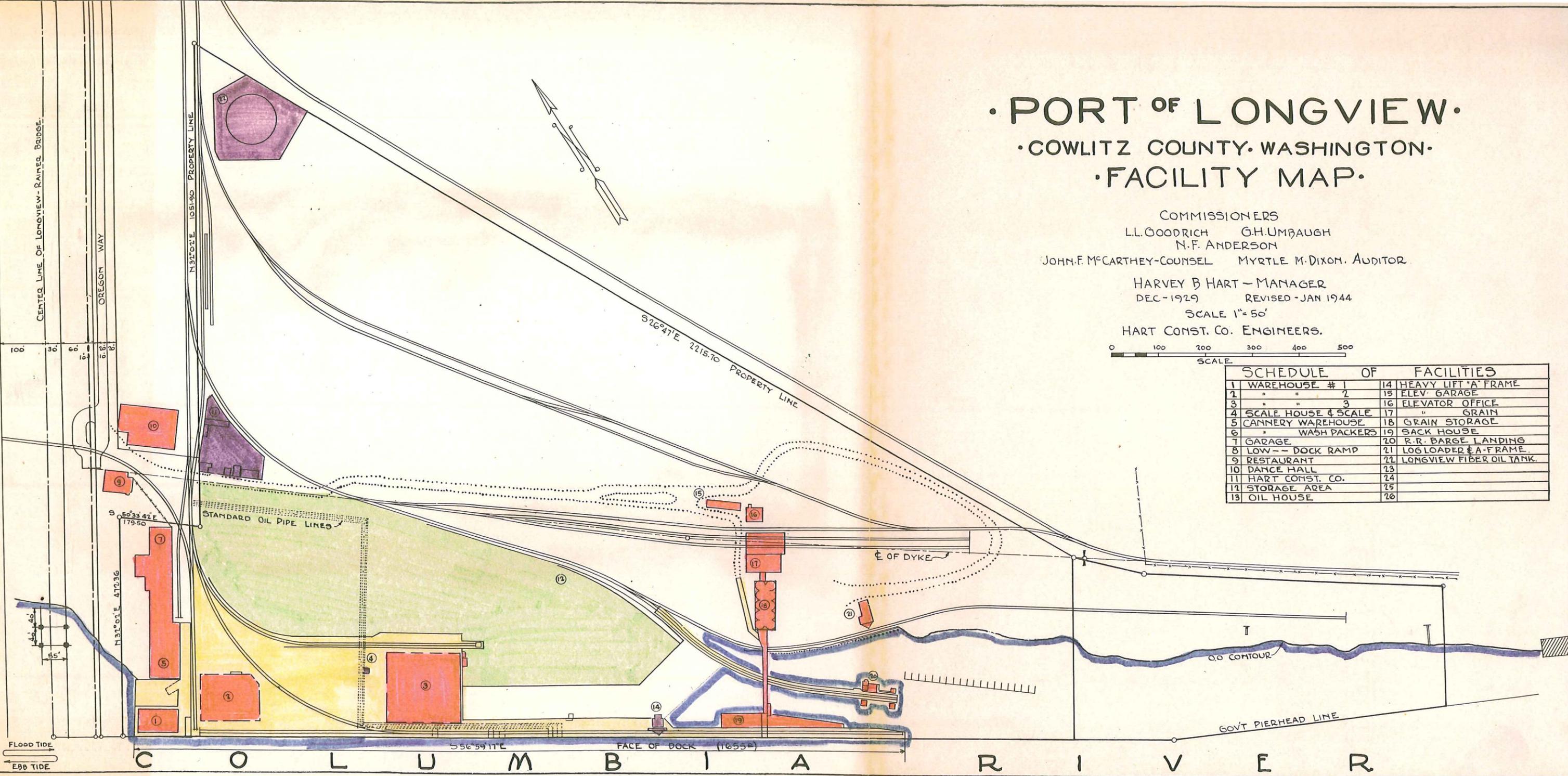
HARVEY B. HART - MANAGER
 DEC-1929 REVISED - JAN 1944

SCALE 1" = 50'

HART CONST. CO. ENGINEERS.



SCHEDULE OF FACILITIES		
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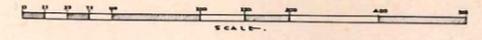


PORT OF LONGVIEW

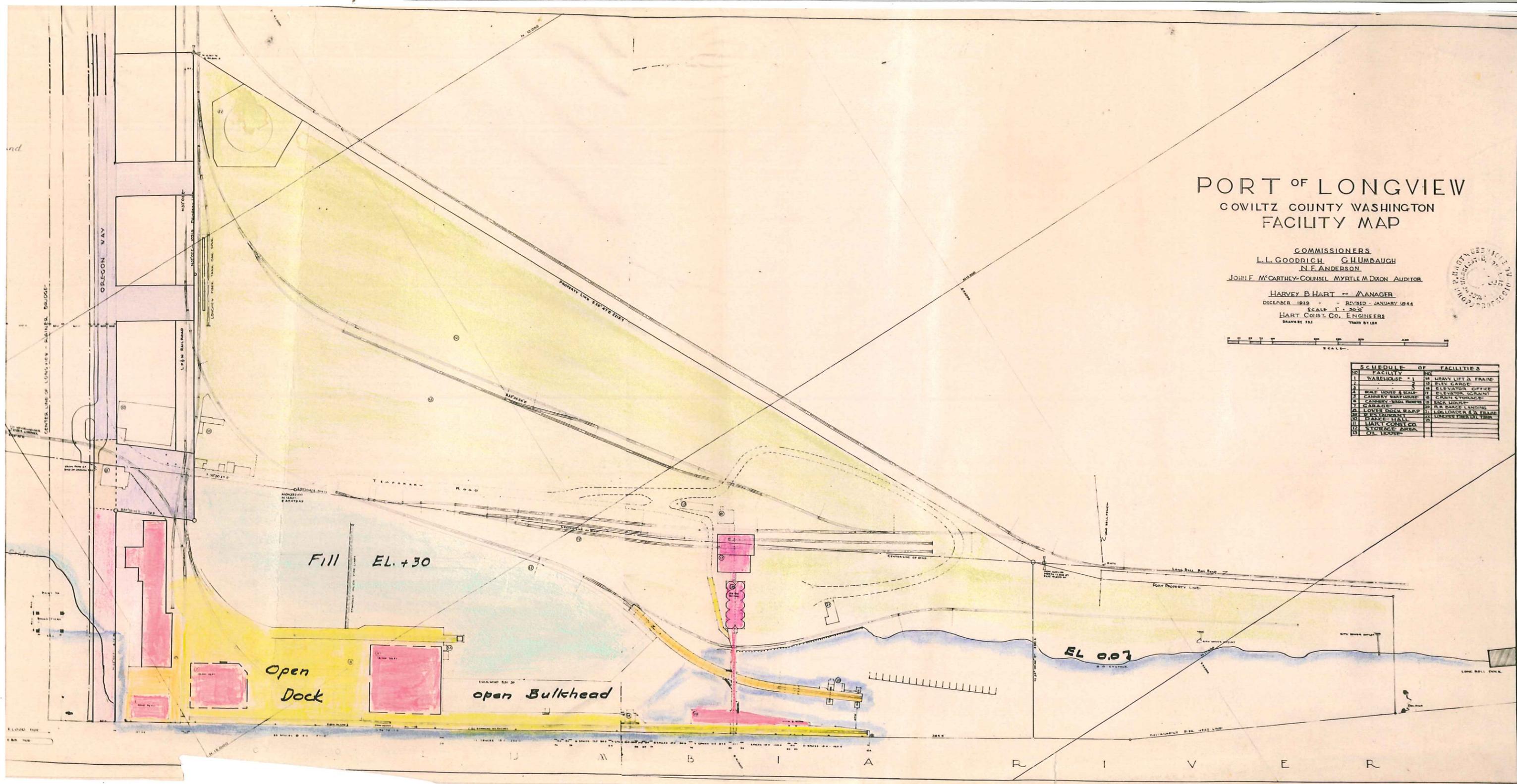
COWILTZ COUNTY WASHINGTON

FACILITY MAP

COMMISSIONERS
 L.L. GODDRICH G.H. LUMBAUGH
 N.F. ANDERSON
 JOHN F. MCCARTHEY-COUNSEL MYRTLE M. DIXON-AUDITOR
 HARVEY B. HART - MANAGER
 DISEASER 1929 - REVISED - JANUARY 1944
 SCALE 1" = 500'
 HART CONST. CO. ENGINEERS
 DRAWN BY T.J. TRICK BY L.H.



SCHEDULE OF FACILITIES	
NO.	FACILITY
1	WAREHOUSE - 1
2	" " - 2
3	CANNERY BUILDING
4	WEEK HOUSE & SCALE
5	CANNERY BUILDING
6	CANNERY BUILDING
7	CANNERY BUILDING
8	CANNERY BUILDING
9	CANNERY BUILDING
10	CANNERY BUILDING
11	CANNERY BUILDING
12	CANNERY BUILDING
13	CANNERY BUILDING
14	HEAVY LIFT FRAME
15	ELEV. GARGE
16	ELEVATOR OFFICE
17	ELEVATOR LOBBY
18	CORN STORAGE
19	SACK HOUSE
20	R.R. DANCE LANDING
21	LOADER EX. FRAME
22	LOADER EXHAUST TANK
23	HART CONST. CO.
24	STORAGE AREA
25	OIL HOUSE



	Dedicated Streets
	Lv Co - Street to be
	Lv Co - 50' strip of land

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Port Of Longview Growth Is Spectacular As Major Terminal Status Is Achieved

The Port of Longview after 24 years of operation, has established itself as one of the leading terminals on the Columbia River.

For many years the terminal was just another of the small, struggling ports on Puget Sound. It was not until 1924, when it began to grow with the larger port cities for some of the tremendous volume of shipping on the Pacific.

Then, slowly but surely, the Port of Longview began to grow and gain more and more attention in shipping circles as it became known for efficient operation and its excellent facilities on the lower Columbia waterfront.

But it was during World War I that the port emerged to major status, winning recognition from military officers, concerned with getting supplies ahead, and shipping men for quick handling of huge volumes of cargo.

At the close of the war, Manager Harvey Hart and the other officials won commendation from U. S. military officials and from Russian officers assigned to this country to hurry shipment of needed lend-lease materials to their homeland.

During World War II, the Longview terminal handled 40 per cent of the total Russian lend-lease shipments out of the Columbia River.

In addition, the port equipment handled the assembling of heavy equipment bound for Russia and transferred it to other ports for final shipment. This movement of freight from Longview to other ports was via river barges.

Over seven million tons of industrial equipment was shipped to Russia through the Longview port during the war period, Manager Hart recalled. He explained that the military had virtually all the records on the shipments and his basis for

figures on wartime lend-lease operations was purely from memory.

"When the government had paid for the shipments," he said, "the records were retained by the federal agencies."

The port originally was known as the Port of Kelso, the district being named in 1921 before Longview was actually incorporated. In 1923 and 1924 operation was started for the establishment of a public port within the district. A group in Kelso urged a site near Carleton, south of Kelso. However, after considerable debate a Tacoma engineer, W. J. Roberts, was engaged by the port commission to make a study of the possible sites and report his findings. Roberts recommended a site at the foot of Oregon Way in Longview and after extended letter arguments by a Kelso faction, the board selected the Longview location.

The initial installation was a dock on the Columbia 500 feet in length and 20 feet wide. In addition one small warehouse, 40 by 100 feet, was erected. The construction was financed with a \$100,000 bond issue, long since retired. The facilities were opened to shipping in October, 1925.

First Port Manager was H. L. Tabke who was named the first port manager. He held the position until 1927, when he was succeeded by Frank H. Gowdy, who came from Astoria. Gowdy remained as port manager until his death in 1943, having been known in shipping circles and taking an active part in Longview affairs.

Hart came to Longview in 1930 to become assistant manager. He was named manager in 1935 after Gowdy's death.

Over the years the port maintained a steady development. In 1935 pipelines were installed to the Standard Oil Company tank farm, situated adjacent to the port property. This made it possible for tankers to call at the port and unload oil and gasoline directly into the company's tanks.

First section of the grain elevator was constructed in 1927, with the structure being completed in October of that year. The development was financed by a \$110,000 bond issue. It was the second of only two general obligation bond issues ever floated by the district.

Another development at the grain elevator came in 1931, when the marine log was installed to permit unloading of grain barges from the upper Columbia. And a new log loader was installed at the east end of the dock.

"Since 1941 construction has been continuous with emphasis on expansion of storage and cargo handling facilities," Manager Hart declared.

And it was in 1944 that the grain elevator capacity was tripled through the completion of a concrete addition to the structure.

An example of the growth of the port properties is given in the report that showed the assets of the district were placed at \$911,000 in 1941 and that last year were valued at \$1,750,000.

The net worth of the district's property in 1944 was \$291,000 and last year was \$1,410,000.

Trustee commissioners of the port district are: Luke L. Gowrick of Longview, George H. Umbach of Kelso and Roy Taylor of Castle Rock.

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Timber Operations Began In 1857

The purchase of a raft of logs and the setting of an old sawmill back in Rock Island, Ill., in 1857—when settlers were first establishing land claims in the great Pacific Northwest—marked the humble beginning of the Weyerhaeuser affiliated company's largest timber interest in the world.

And today one of the major forest products establishments of the far-flung Weyerhaeuser organization is situated on the Columbia River waterfront in Longview.

Also present in Longview is the founder of the great western lumber group, bought his raft of logs—at a bargain—the nation was suffering from a panic hard freeze. Nevertheless, the young lumberman was taking a long chance. Nevertheless, he reaped a harvest of his former misadventure and began to prosper.

After the money situation, he was able to make a profit on the initial venture and with his earnings later purchased the mill in partnership with his brother in law, F. C. Demerican.

The enterprise proved so profitable that in a short time a second mill was purchased and Weyerhaeuser began buying standing timber along the Mississippi and then to Rock Island where they were saved into lumber.

With the purchase of white pine timber in Wisconsin, Weyerhaeuser's interests began to spread westward and business interests and keen judgment many were drawn to him. During the next 30 years he formed partnerships with more than a score of the leaders in the lumber business. In practically every instance the sons of these men, who identified with the country and several grandsons are still associated with the organization.

The steady growth of the Weyerhaeuser company

brought it to the Northwest in 1903. Here they began extensive operations in Washington, later extending into Idaho and recently into Oregon. Today plants of the company are located in Washington, Idaho, Oregon and Minnesota.

In selecting Longview as a site of one of the major developments of the company, the late George S. Long, vice president and chairman of the executive committee, stated that Longview was considered as the most possible mill site on the Columbia River, affording as it, other advantages, excellent water transportation, as well as railroad facilities for shipment. This are not exceeded by any location in either Washington or Oregon.

In February, 1942, Longview had six miles of concrete surfaced streets more than four miles of lighted thoroughfares, 44 miles of graded streets and 24 miles of gravelled streets. There was 17 miles of concrete sidewalks.

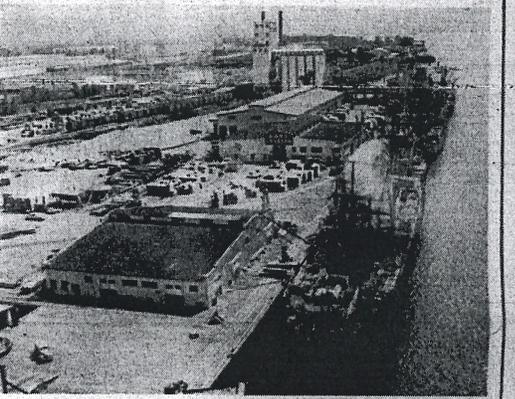
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PORT OF LONGVIEW The Columbia River's most completely equipped Water Terminal

It is significant that the Port of Longview join with the industries, businesses and individuals of this area in celebrating Longview's twenty-fifth year of progress. The port, like the city, was planned with an eye to the future as well as to serve the immediate and shipping needs of the city. Yes, together with the fact that Longview is by far the youngest city on the Columbia river that can boast of completely equipped port facilities for handling ocean steamers, gives the residents of Longview Kelso a unique civic asset of which they can well be proud.



Three cargo vessels loading at the Port of Longview. In front, the Denver Victory of the Isthmian Line, loading for Alaska in the center, the River Victory of an American-based river loading pier for the Atlantic coast and the third ship is the Herbert Coley of the Pacific Far East Line, loading wheat for Japan.

Three of the Port warehouses are shown in the picture, with the 1,000,000 bushel capacity grain elevator in the distance, beyond which are the docks for the Long-Bell Lumber Company's immense sawmills and manufacturing plants.

The Port of Longview is easily accessible by land or sea being just 50 miles from the ocean and served by four transcontinental rail lines and main transcontinental and coastal highways. No tug service is needed with a turning basin of 2500 feet in width and 15,000 feet in length with a minimum depth of 35 feet.

The Port terminal is of the quay type with 1675 feet dock frontage served by face track for direct transfer if desired. An additional 2500 feet of frontage is available to be developed as needed.

Of decided advantage to shippers because of economies in purchasing crating material locally are the Longview Fibre Company and the Pacific Paper Board Company, manufacturing complete lines of paper and fibre board for shipping containers. Both Weyerhaeuser Timber Company and the Long-Bell Lumber Company offer any type of lumber for packaging. Also, the MGM Plywood Corporation has a plant in Longview manufacturing all grades of plywood suitable for crating.

Port of Longview Facilities

<p>PORT FACILITIES</p> <p>The Port of Longview is well equipped to handle anything that may be loaded or unloaded on any railroad car which, together with ample room for storage and assembly, makes it an ideal terminal for the shipment of machinery and other heavy industrial equipment which must be assembled in units before shipment.</p> <p>The dock is also fully equipped to handle all small commodities on pallets, unloading and handling capacity for 24 hours is 3,000 tons.</p> <p>RAILROADS</p> <p>Serving the Port of Longview are the Northern Pacific Railway, Great Northern Railway, Union Pacific Railroad and Chicago, Milwaukee, St. Paul & Pacific Railway. There is no extra switching charge on cars originating from or going out to main lines.</p> <p>Rates to Longview are equal to the lowest rates available to other Pacific Coast ports.</p> <p>SWITCHING YARDS</p> <p>The handling capacity is approximately 600 cars, with four switching dials.</p> <p>WORLD-WIDE SERVICE</p> <p>The Port of Longview offers world-wide service</p>	<p>to shippers. Vessels load cargo here for Japan, China, Philippines, Malay Peninsula, Hawaiian Islands, Northern East Indies, Gulf of Persia, Northern Europe, Mexico, Central America, West Indies and east coast of South America, Africa, Australia, New Zealand, Mediterranean, North Africa, the east coast and Gulf range and other heavy industrial equipment which must be assembled in units before shipment.</p> <p>The dock is also fully equipped to handle all small commodities on pallets, unloading and handling capacity for 24 hours is 3,000 tons.</p> <p>RAILROADS</p> <p>Serving the Port of Longview are the Northern Pacific Railway, Great Northern Railway, Union Pacific Railroad and Chicago, Milwaukee, St. Paul & Pacific Railway. There is no extra switching charge on cars originating from or going out to main lines.</p> <p>Rates to Longview are equal to the lowest rates available to other Pacific Coast ports.</p> <p>SWITCHING YARDS</p> <p>The handling capacity is approximately 600 cars, with four switching dials.</p> <p>WORLD-WIDE SERVICE</p> <p>The Port of Longview offers world-wide service</p>	<p>WATER BUNKERAGE</p> <p>Chemically pure and soft city water and Columbia River water are available.</p> <p>TERMINAL CHARGES</p> <p>Available upon inquiry.</p> <p>MISCELLANEOUS SERVICES</p> <p>Complete facilities for bunkering vessels with any type of petroleum products are maintained by Standard Oil Co. of California at identical rates with those at Portland.</p> <p>Power: Both Columbia River Bar Light and Columbia River Plants are obtainable at the same fee as all other Columbia ports.</p> <p>Electric current service is available in all voltages from 11,000 V to 210 V AC.</p> <p>Two large loading slips are maintained, one of which is equipped for the direct transfer of full cars from land to barge.</p> <p>The Port of Longview Grain Elevator has a capacity of 1,000,000 bushels of grain and is equipped with automatic stacking equipment which will sack out 1,000 bush per hour.</p> <p>For a complete list of equipment and details write, phone or wire to address listed below.</p>
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LEND-LEASE Russian freighters loading wartime lend-lease cargo at the Port of Longview handled 40 per cent of Russia bound cargo out of Columbia River during war period.



DEDICATION It was a gala day when the new Oregon War Docks of the Port of Kelso district were dedicated in April, 1926. The decision to locate the terminal on the river site. Later the name of the port was changed from Kelso to Longview. The dedication ceremony is shown listening to one of the speakers.

Industrial Sites and Cold Storage Facilities

It is the policy of the Port of Longview to assist firms requiring industrial sites in finding satisfactory sites in our area either upon privately owned property or upon port properties. Inquiries in this direction are solicited.

The Port of Longview has for some time planned to develop cold storage facilities to be used in connection with a processor of fast frozen foods as well as catering to normal cold storage requirements. To date no adequate processor or marketer has appeared. If an interested packer or processor of river food—one of good caliber—could be found the Port of Longview would undoubtedly go forward with its plans for adequate and complete freezing and cold storage facilities.

PORT OF LONGVIEW

For More Complete Information Wire, Write or Phone Port of Longview, Wash.

Harvey Hart, Manager

L. L. Goodrich, Chairman, Board of Commissioners

George Umbach, Commissioner

John F. McCarthy, Secretary and Board Counsel

June Dixon, Assistant Secretary

Roy Taylor, Commissioner



CONTINENTAL GRAIN CO.
 200 MARKET BUILDING, PORTLAND, OREGON 97201
 503 / 228-9222

Trucking Contract

18081

LOADING AND SHIPPING RECORD

CARRIER NAME	TRUCK/TRACTOR LICENSE			SEALS	LOADING DATE
	YEAR	STATE	NUMBER		
CARRIER ADDRESS	TRAILER LICENSE			SEALS	TRIP NO.
	YEAR	STATE	NUMBER		
GRAIN	CLASS	LOT NO.	CONTRACT NO.	SCALE TICKET NO.	
SHIPPER'S NAME	ORIGIN ELEVATOR (CITY AND STATE)			GROSS (LOADING)	
CONSIGNEE	DESTINATION (CITY AND STATE)			TARE	
The carrier acknowledges receipt and the shipper acknowledges delivery to the carrier of the kind and quantity of grain described above which the carrier, in consideration of freight to be paid by shipper, shall deliver to the destination described above. Carrier is to be responsible and liable to shipper for any and all loss or damage to the above described cargo regardless of the circumstances occasioning such loss.	NUMBER OF DUMPS	WT. EACH DUMP		NET	
	If shipping weight not shown, explain why.				
SHIPPER			DRIVER'S LICENSE	STATE	NUMBER
BY _____			CARRIER		
BY _____			BY _____ DRIVER		

DESTINATION UNLOADING RECORD

DESTINATION ELEVATOR		TRUCK/TRACTOR LICENSE			SEALS	UNLOAD DATE
		YEAR	STATE	NUMBER		
DESTINATION		TRAILER LICENSE			SEALS	LOT NO.
		YEAR	STATE	NUMBER		
Was shipment weighed at origin ? (Check one)	Yes	No	Type of Vehicle:	Open	Closed	GROSS (UNLOADING)
			Truck (Check one) Trailer (Check one)			
Was gross weight checked with Driver ? (Check one)	Yes	No	This trucking contract issued at: (Check one)	Origin	Dest.	TARE
DRIVER'S LICENSE	STATE	NUMBER	Evidence of leakage ?	Yes	No	NET
			Truck (Check one) Trailer (Check one)			
DELIVERING CARRIER			DESTINATION ELEVATOR			
BY _____ DRIVER			BY _____			

Department of Agriculture
Commodity Inspection Division
P. O. Box 864
Longview, WA 98632

