

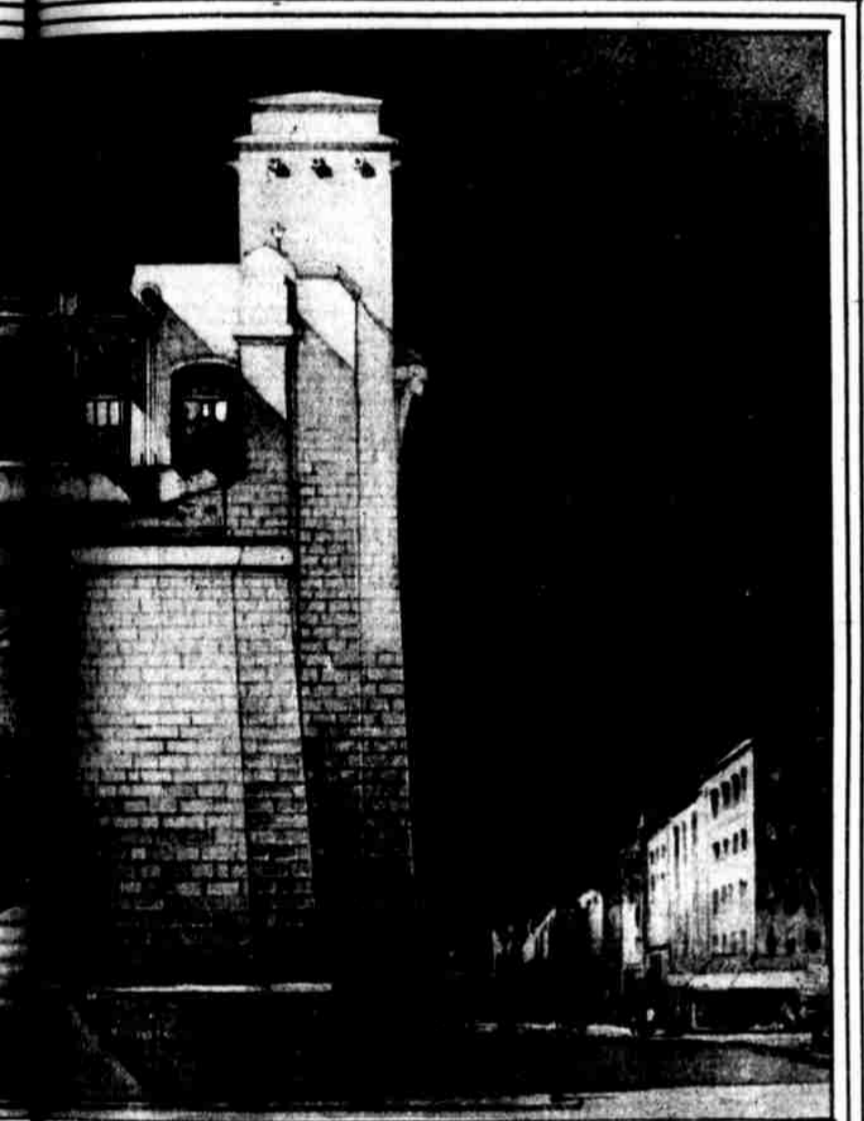
AT LEAST \$28,000,000 AND 100,000 PERSONS WILL CROSS DAILY



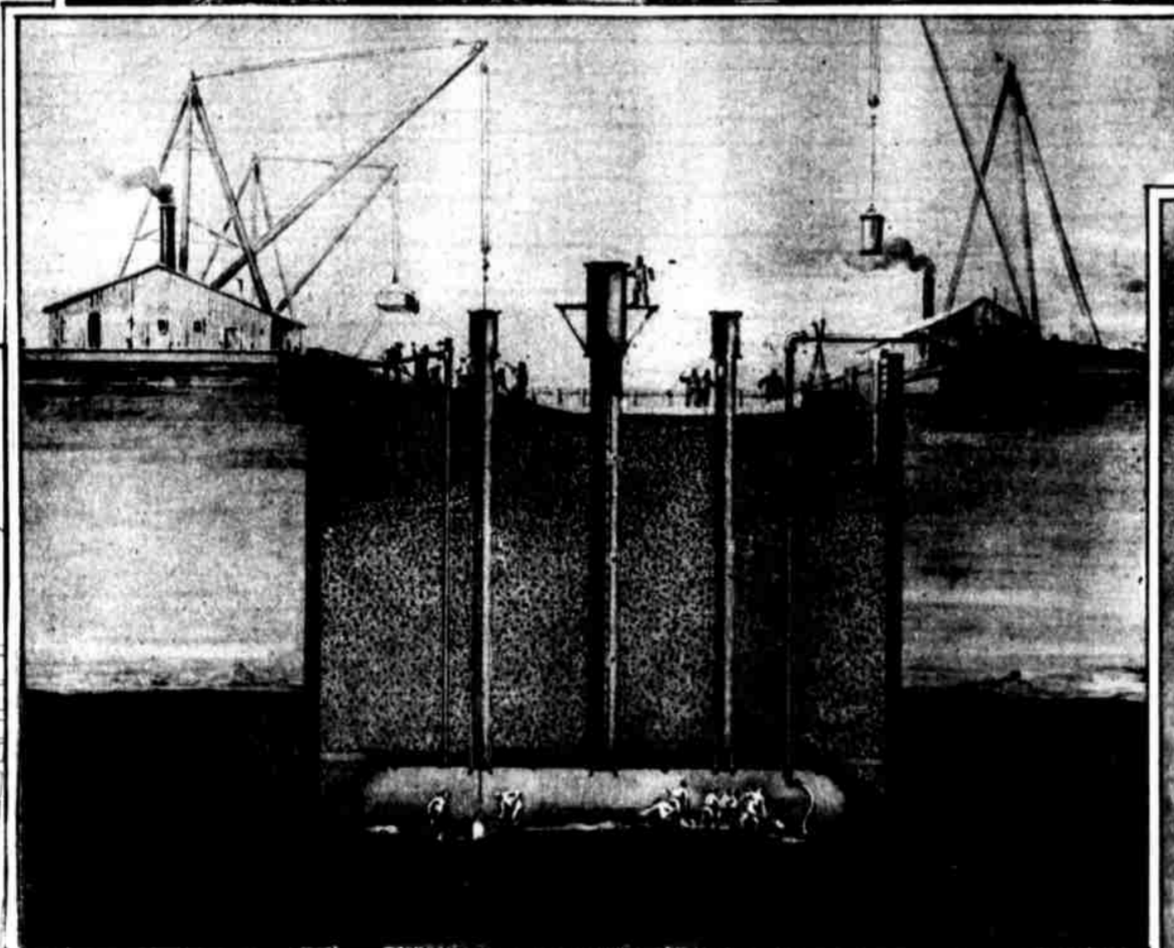
combine the practical with the picturesque, and will be the largest single-
span bridge over river and piers with ample clearance for commerce. From the mean
level of the bridge will be opened in time for the Sesqui-Centennial of 1926



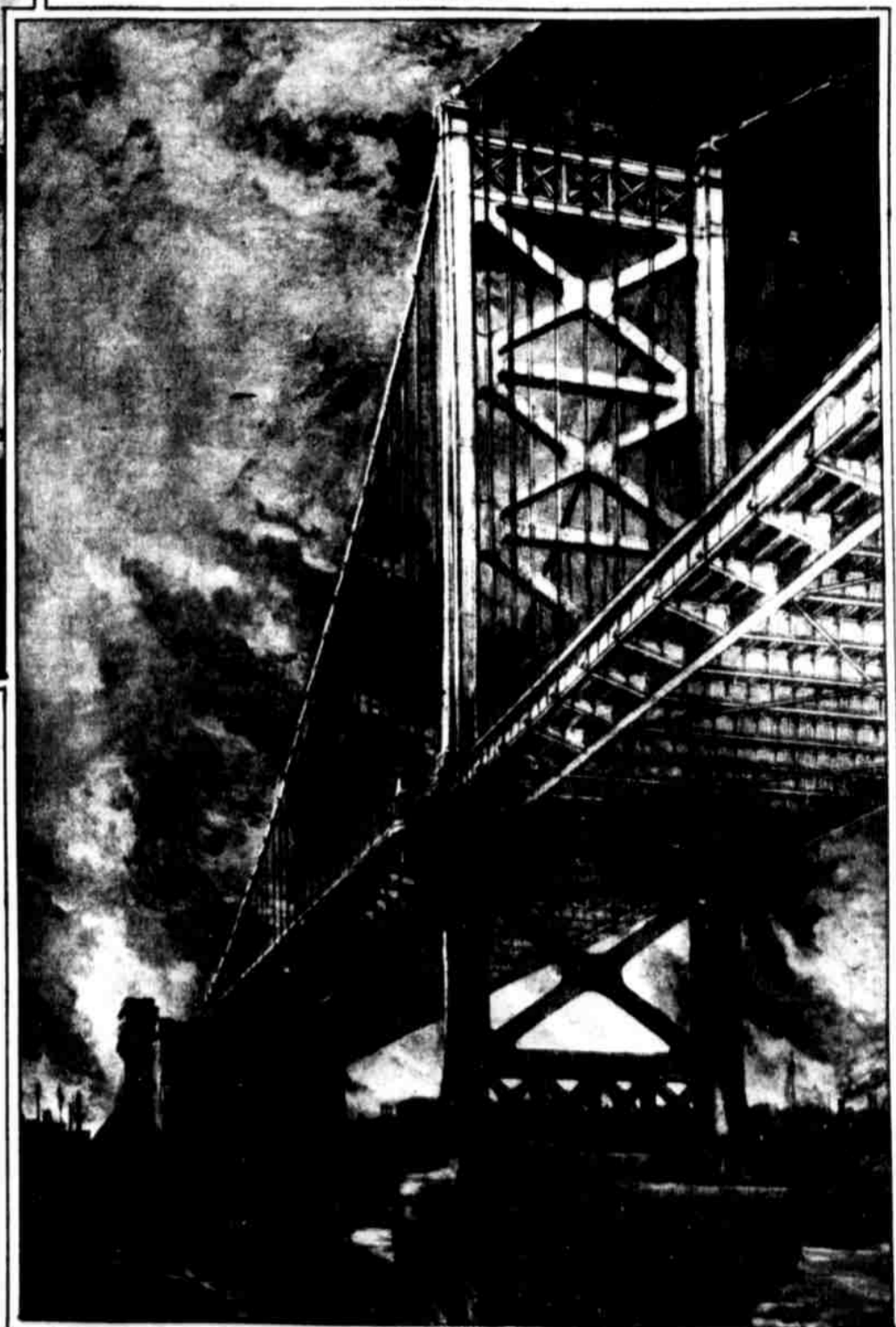
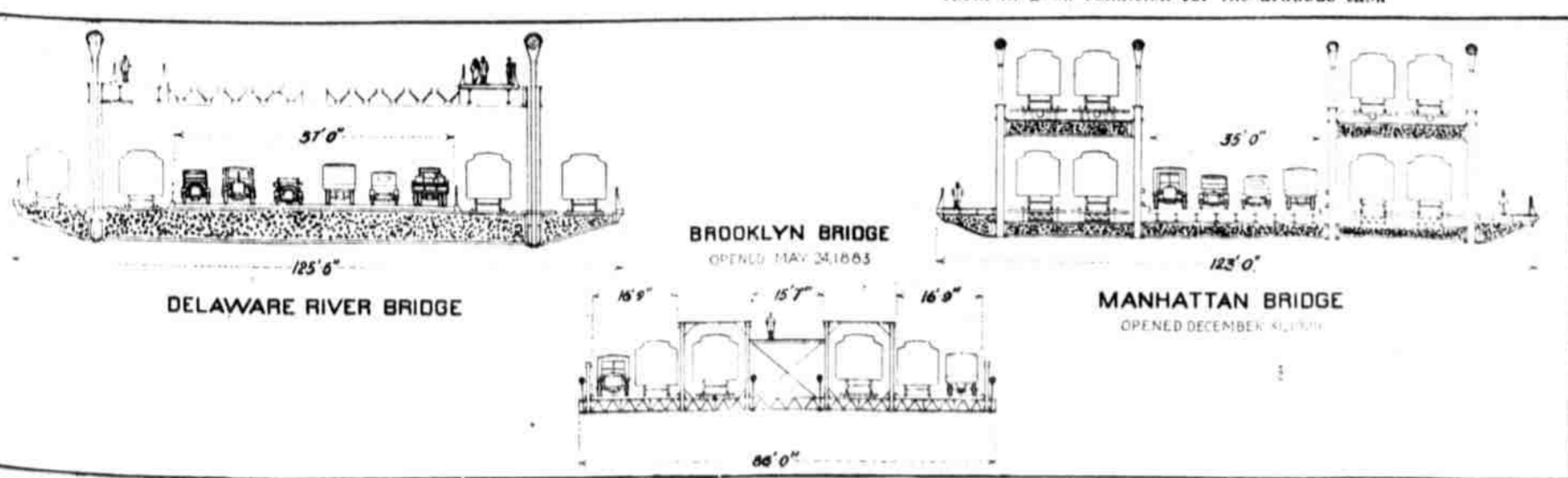
FOLLOWING THE COURSE PURSUED IN PHILADELPHIA, THE
CAMDEN APPROACH will also be arranged to give dignity to the
structure. Here is a view of the proposed boulevard leading from the
Court House to the Bridge and an advance glance of new buildings
to be erected



CONCRETE CONSTRUCTION IN PRACTICAL FASHION. Here
is shown the entrances to elevators by which the bridge may be reached from
the shore



EXTREME CARE IS NECESSARY IN BUILDING THE GIBRALTAR-LIKE PIERS.
Here is an interior view of one of the mammoth caissons showing men at work on the
river bed. The mud and water of the river are forced out by air pressure. While pumps
are carrying mud to the barges on each side, fresh air is supplied to the men to keep
them in good condition for the arduous task



HERE IS FORCEFUL PROOF BY PAUL CRET, ARCHITECT OF THE BRIDGE,
THAT IT WILL BE BUILT WITH CONSCIENCE. This "close up" shows what a
dependable job is contemplated. The intimate view of the steel construction gives
an idea of the substantial character of the structure

THERE WILL BE LITTLE DANGER OF TRAFFIC CONGESTION. This illustration shows five entrances; four for car lines and one for other vehicu-
lar traffic on the main roadway. In addition to these there will be a footpath on each side of the structure. Exclusive of the footpaths the gateways make a
total width of 125 feet 8 inches. Entrances to the Manhattan Bridge, New York, have a total width of 123 feet, and those of the Brooklyn Bridge 86 feet