

one who has gotten entangled in the traffic congestions that take place almost daily at the bridges will readily subscribe to this statement. It will take about two years to build another bridge, and meanwhile the vehicular traffic will continue to grow by leaps and bounds. Four years ago there were 30,000 vehicles a day crossing the existing bridges. Now there are 64,000 vehicles per day making the same trip, and the result is inevitable—congestion which daily is growing more costly and annoying.

The proposal to authorize bonds for a new Burnside bridge and the proposed Ross Island bridge will be before the voters of Multnomah county November 7th. This is the first step toward relief by new bridge construction. The joint bridge committee, which is in charge of the campaign for these measures, urges their support on the ground that the new bridges will be for the benefit of all of Portland, providing ample arteries of travel. The proposed Ross Island bridge will be without drawspan and without street railways or railroad crossings near its approaches. It will take a great load of travel from the Morrison and Hawthorne bridges and be a potent factor in giving traffic relief, say those who have closely studied the situation.

Both bridge projects are endorsed by the City Council, the City Engineer, the City Planning Commission, the County Commissioners, the State Highway Bridge Engineer and the U. S. Engineer of the Good Roads Bureau.

The Burnside bridge is an urgency of utmost importance to the city. The old structure is on the point of being condemned. A new bridge must be provided to take the place of the old structure. This can only be accomplished by the voters placing their approval of the bond measures that are to be voted on Tuesday, the 7th of November.

Dr. D. J. Duback, one of the candidates as a City Commissioner, has revived the question of taking the garbage collection system in this city out of the hands of private parties and placing it in the hands of the city. Dr. Duback has made a study of the situation, as it has affected many of the large cities where a municipal garbage collection system is in vogue. Dr. Duback is in favor of adopting a municipal garbage collection system in Portland and, should he be elected, he would make this the first object of his administration as a city commissioner.

Members of the Exposition Committee, having practically completed the campaign in behalf of the exposition tax measure, and being confident of support for that measure at the polls November 7th, are now turning attention to the proposed international advertising campaign that will be waged in the interest of Oregon.

This campaign will begin as soon as the election is over, provided, of course, that the tax measure is successful.

Newspapers, motion pictures and every known means of publicity will be utilized in attracting attention of the people of the world to Oregon.

The Exposition Committee also are preparing to launch the campaign to raise \$1,000,000 by stock subscription, and most of this sum is already in sight. Vote in favor of the 1927 Exposition measure on the ballot.

Portland voters have been urged to vote for the three-mill tax measure for general municipal purposes in a statement issued by the tax supervising and conservation commission. This same commission recommended that the measure be submitted for re-authorization, but in its statement explains that its purpose in so doing was to clear a technical point.

Failure of the voters to authorize the measure again would result in a twenty-eight per cent cut in all city departments and the members of the commission agree with members of the city council and others informed on the subject, that such a cut on top of the curtailments that have already been made, would totally disrupt city service and mean disaster to the city.

The three-mill measure was twice before passed by the voters and it is not a new tax, nor is it an additional tax. Vote in favor of this measure on November 7th.

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