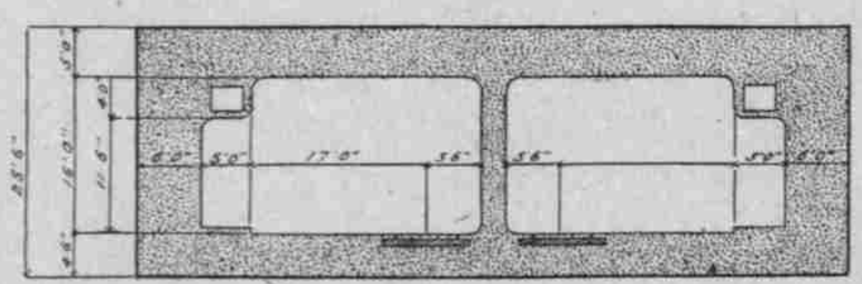
Taxpayers! Read, Ponder and Reflect

Mayor Simon, with his well known keen business judgment, is rightfully objecting to the issuing of any more bonded indebtedness against the city, but is being importuned by Judge Munly and his so-called push club to issue $2,000,000 worth of bonds for the erection of a bridge to be known as the Broadway Bridge.

It is true that at an election the bonding proposition carried by less than 10,000 voters of this whole city. Many of those who voted for the bridge, on since learning of its location, have expressed themselves as being thoroughly opposed to the whole scheme. Very few of the voters knew that the bridge was to come down on an elevated road to the terminal grounds north and west of the present depot and cutting through on Sixth and Irving streets.

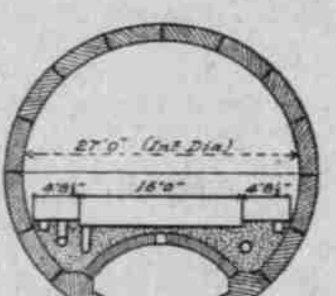
The writer, with thousands of our citizens, would prefer to have a double tube under the river expressly for streetcar purposes, which would more readily accommodate the increasing population, giving much more rapid transit without any further obstructions to our harbor facilities that are surely small enough for this coming great city.

Mr. Modjeski, their selected engineer, of course, opposed the building of a tube, as he is not a tube-builder, **and wants the job to build a bridge, and is now being urged by Judge Munly and his so-called push club for that position, which would net him a very handsome fortune.** Mr. Modjeski, in his report to the Council, decried the building of a tube under the river, stating that it would cost the city too much, and giving figures of cost of same at $7,800,000. The animus of this is clear, however, when it is noticed by the accompanying map that he proposed a double tube, not only for streetcar service but for vehicles, and joy riders in automobiles, etc., at a location on Russell street in Albina, **double the size of one in London, England,** as shown by the plate of his own report, which follows:



CROSS SECTION THROUGH TUNNEL

The writer being present at the time Mr. Modjeski made his report to the City Council, pointed this out to him and the attending audience, and stated to Mr. Modjeski that this was not the kind of a report wanted, but that we wanted an estimate on a tube suitable for streetcar traffic in the business center of the city, and a probable cost thereon for a double tube, one for the cars to come and the other for the cars to go through, and after some meditation Mr. Modjeska said that such a double tube for streetcar purposes could be built for $1,250,000.



CROSS SECTION OF THE ROTHERHITHE TUNNEL ENGLAND

The writer and thousands of citizens of the City of Portland believe that sooner or later we will have to get modern methods of putting a tube or tubes under the river, believing that it is sheer folly to spend two million of dollars for a bridge too far north to give adequate service for the money to be expended, costing as it will about as much as the present four bridges have cost the city. If we are going to spend so much money, let us do it at the greatest possible benefit to the largest number of taxpayers.

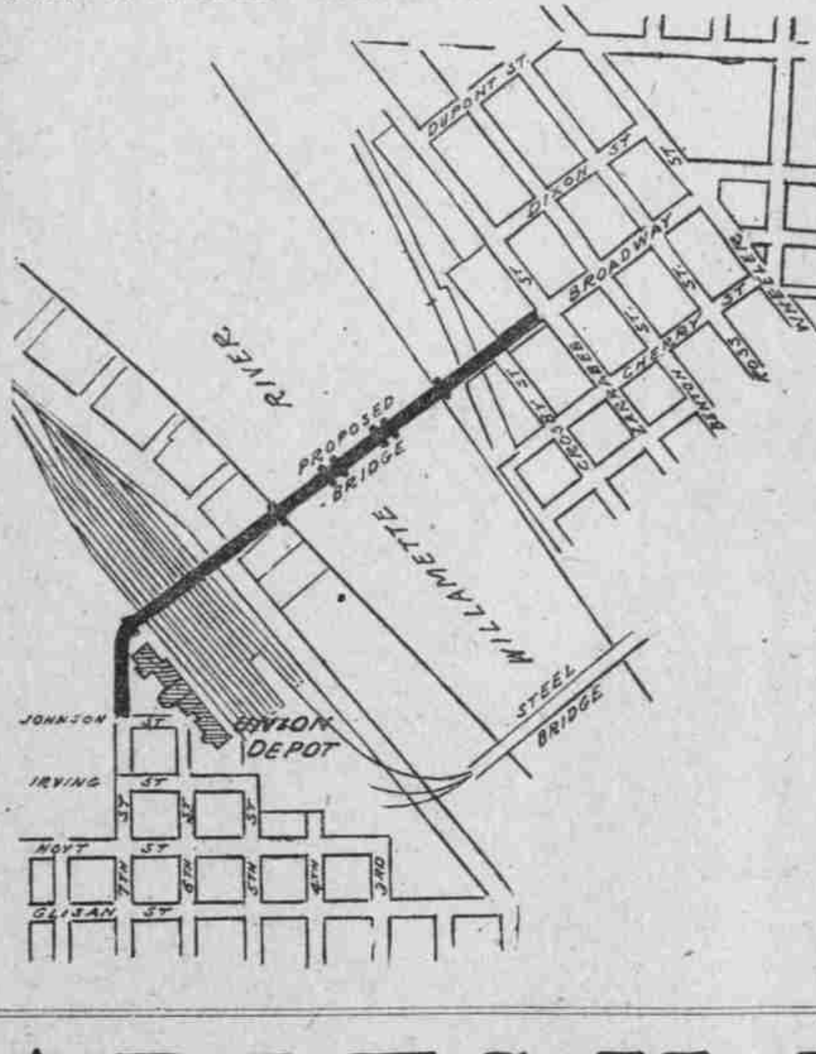
A glance at the accompanying map must readily convince any reader that but a small portion of the citizens of the City of Portland would really use or derive any benefit from the proposed bridge at Broadway. What the people of the city really need is not more bridges, that lessen and impede our harbor, but better transportation.

The notoriously poor and inadequate car service given on the Broadway and Irvington carlines is responsible for the agitation for the Broadway Bridge. **The true solution for rapid and adequate transit across the river is a set of tubes for the streetcars under the river. This the city should provide by loaning its credit to build and then oblige the streetcar company to pay a toll to cover interest and provide a sinking fund that would wipe out the debt—that is the true business way; for, after all, it's the transportation company's business.**

Portland taxpayers are now providing four free bridges and three free ferries—more than any other city in the United States is doing, and taxpayers cannot stand more debt and taxes. In St. Louis, with over 750,000 people, even pedestrians pay toll, as is also the case in Pittsburg, with its great population, and in New York the writer was surprised to be stopped on both the Brooklyn and Williamsburg bridges and made to pay toll for carriage.

$2,000,000 of bonds for this bridge would mean 4 per cent interest per annum	$ 80,000
5 per cent depreciation	100,000
Yearly outlay of	$180,000

Is that not too great a price to pay to benefit a few landowners?



With the completion of the new Madison Street Bridge, and the new modern high bridge, being built by the railroad company, traffic will be sufficiently taken care of for some years to come. In the meantime every property-owner and taxpayer in the city should urge and uphold the Mayor to refrain from issuing bonds until we see if we cannot get along without more bridges, and make an earnest effort to get the true and proper transportation by putting a tube under the river.

Study the accompanying maps, and you will surely see that there is no occasion for so vast an expenditure as two million dollars for a bridge at that location.

CHARLES K. HENRY