

# To the Taxpayers of the City of Portland, Oregon

Is it not time for you to stop and consider what is being done to you by the non-taxpayers in the community?

At the meeting held at the instigation of M. G. Munly at the Commercial Club, called to denounce the Port of Portland Commission, because they dared to take any exception to his pet hobby, the Broadway Bridge, when a committee was ordered to arrange a mass meeting at which to denounce not only the Port of Portland Commission, but all of those who

would be dubbed a "tight-wad" and a "fit subject for Holman's cheap funerals."

The Oregonian says: "Several men—foes of the Broadway bridge—are damaging the city, impairing its credit and exasperating the public—all this within technical license of the law. In early days, when justice had to be meted out in a hurry, characters that annoyed the community were sternly dealt with by strong men, who took the public welfare into

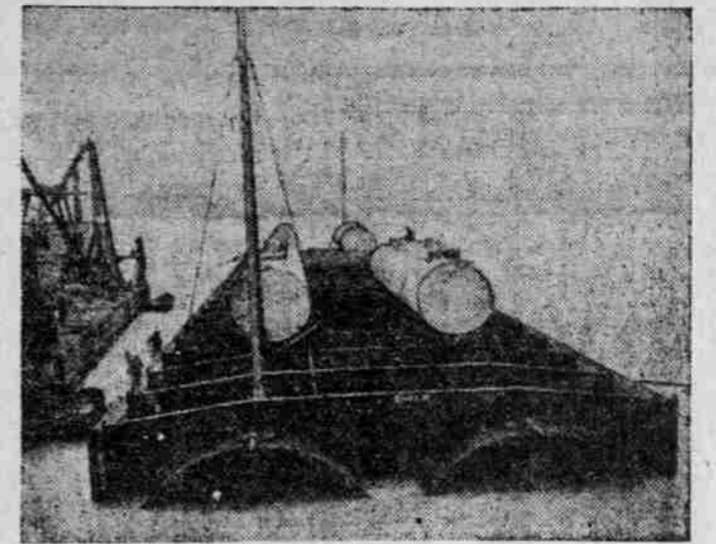
I am not an apologist for the Port of Portland Commission, composed of Messrs. W. D. Wheelwright, Charles F. Adams, C. F. Swigert, J. C. Ainsworth, P. L. Willis, Captain Archie Pease and John Driscoll. They are all well-known and reputable citizens of long standing in this community, and are amply able to defend themselves. Just contrast their work towards the upbuilding of Portland, and the standing of these gentlemen with that of M. G. Munly and H. J. Parkinson. I have opposed the Broadway Bridge, and have been attacked by Boss Munly and his right-hand man, H. J. Parkinson, and desire to say that I have opposed the Broadway Bridge or any other bridge north of the Steel Bridge for the following reasons:

**First**—The Broadway Bridge election was obtained by Boss Munly through a misapprehension and misstatement of the facts in connection with the new proposed railroad bridge; he giving it out as a fact that there would not be a wide upper deck on the new Steel Bridge; and this at a time when the Madison-Street Bridge was out of commission, entailing an unusual congestion of traffic on the other bridges.

**Second**—I have and will maintain that only taxpayers who have to foot these bills are the ones to determine what they want, where they want it, and how much they want to spend for it.

**Third**—I am firmly convinced, after having inspected the tubes at Detroit built for the Michigan Central Railroad under the Detroit River to Windsor, Canada, that it is the proper thing for this city, as our river is narrow and every particle of it will be needed for commerce in the great city that we are building here. The Willamette River must be the gateway and outlet for the enormous country east and south of us. We should do everything to deepen, widen and make available every particle of the harbor that we have. Not only is Detroit putting tubes under the river, but Chicago is now putting in tubes for street railway and railroad purposes at La Salle street, and many other cities in the Union now have subways and tubes. Sydney, New South Wales, has appointed a Royal Commission of naval and military officers who report against putting a bridge across their bay, and are proceeding to put tubes under the bay. Think of that. We are going to bridge our little river; and those people, in order to avoid obstructing navigation, are going to put tubes under their bay.

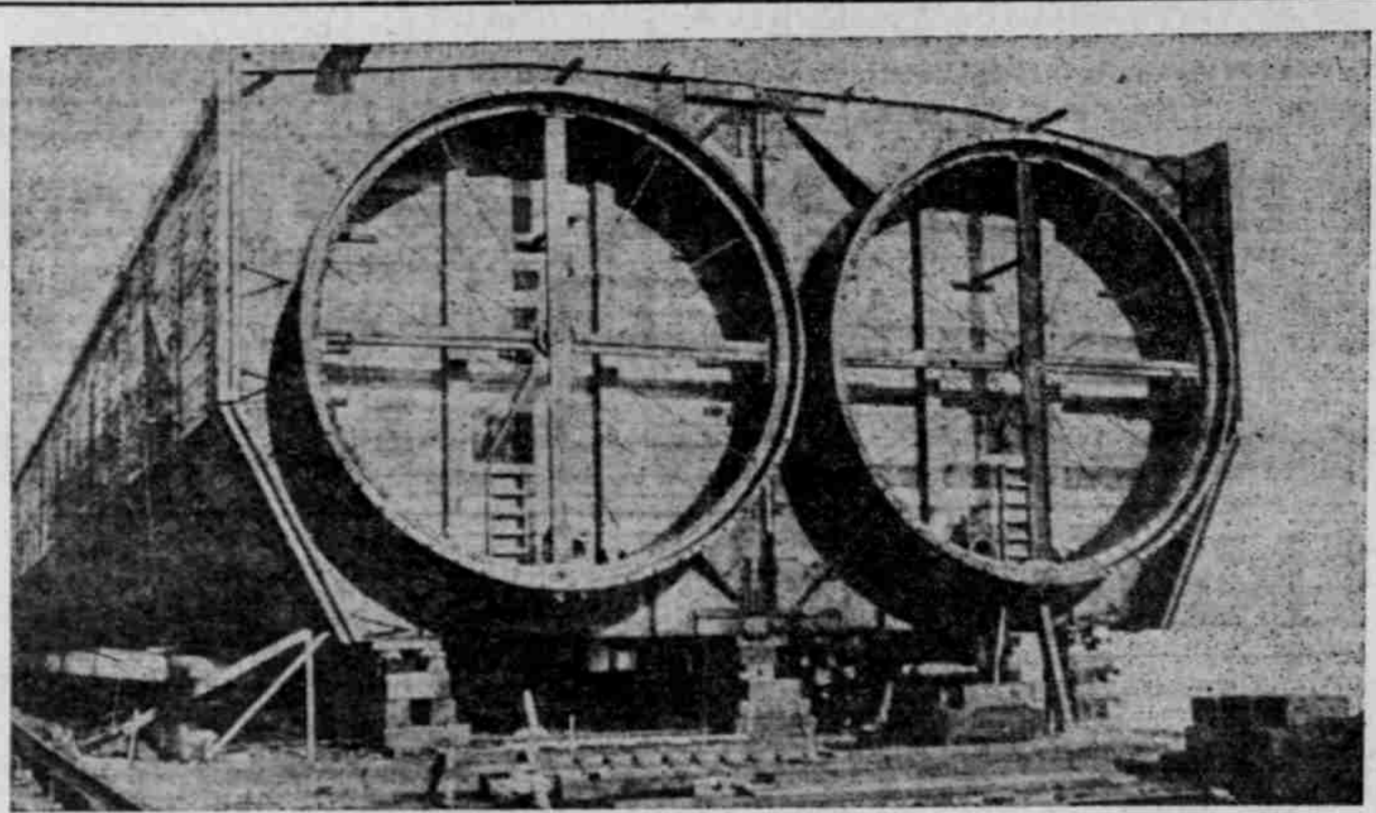
Their report attached herewith has spurred San Francisco



Tubes Partly Sunk.

the engineering skill of their company, concrete tubes could be put under the river that would last forever, giving greater facilities for crossing the river, and not interfere with navigation. This, I am most heartily in favor of, and I do not see any occasion for burdening the taxpayers to erect a bridge 1300 feet below the new Steel Bridge, costing the taxpayers two millions of dollars, or nearly as much as the present four bridges have cost the people.

There is no necessity nor occasion to build the Broadway bridge, particularly at this time, when the river is taken up. With the completion of the Madison-street bridge and the erection of the new Steel bridge, to be followed with the taking down and removing of the old Steel bridge, no more bridges should be put across the river where the turning basin is needed. I am in favor of buying twenty feet on the south side of the Burnside-street approaches, also the Morrison-street, and make the bridges the full width, giving easy access to and fro. The new Steel bridge being thirteen feet wider than Washington street, will afford more service than the present two bridges, and will be ample for a long time to come. In the meantime we should prepare to build tubes under the river, as modern cities are doing.



A Section of the Detroit River Tunnel, Showing the Wooden Shathing on Sides, Also the Temporary Bulkheads in Place, Ready for Launching.

are opposing this unnecessary and extra obstruction in the river, I suggested that the committee be named from the taxpayers, but this was ruled out of order, as it did not suit the views of Boss Munly, and his lieutenant, H. J. Parkinson, the labor agitator, both of whom explained that it was not a taxpayers' meeting, but a meeting of the voting citizens. Think of that, you suffering taxpayers of this city and county! You are not to have any say in the management and conduct of these matters. Your duty is to pay the bills and hold your tongue. That has been the system of Boss Munly from the very beginning. Leaving it to the voting citizens means leaving it to the mob. They will vote for every scheme that means the spending of other people's money.

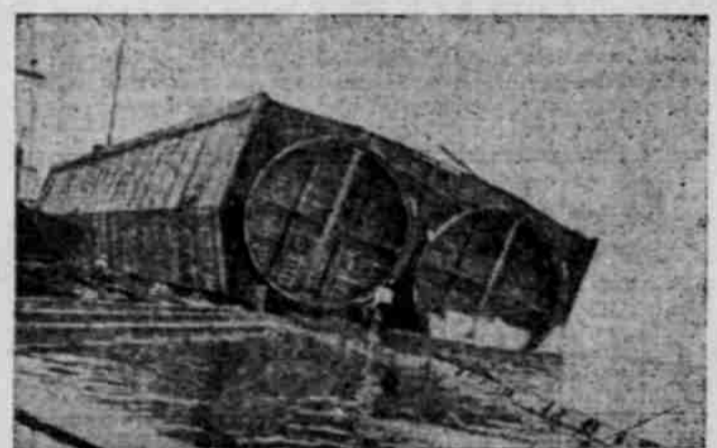
At his celebrated packed meeting in Albina, at which he had gathered every vote-hunter and vote-getter, Boss Munly openly declared that anyone who dared to oppose their wishes

their own hands, sometimes called an emergency committee. How long and in how many ways will this community suffer itself to be bedeviled and harassed by the Frank Kiernans?"

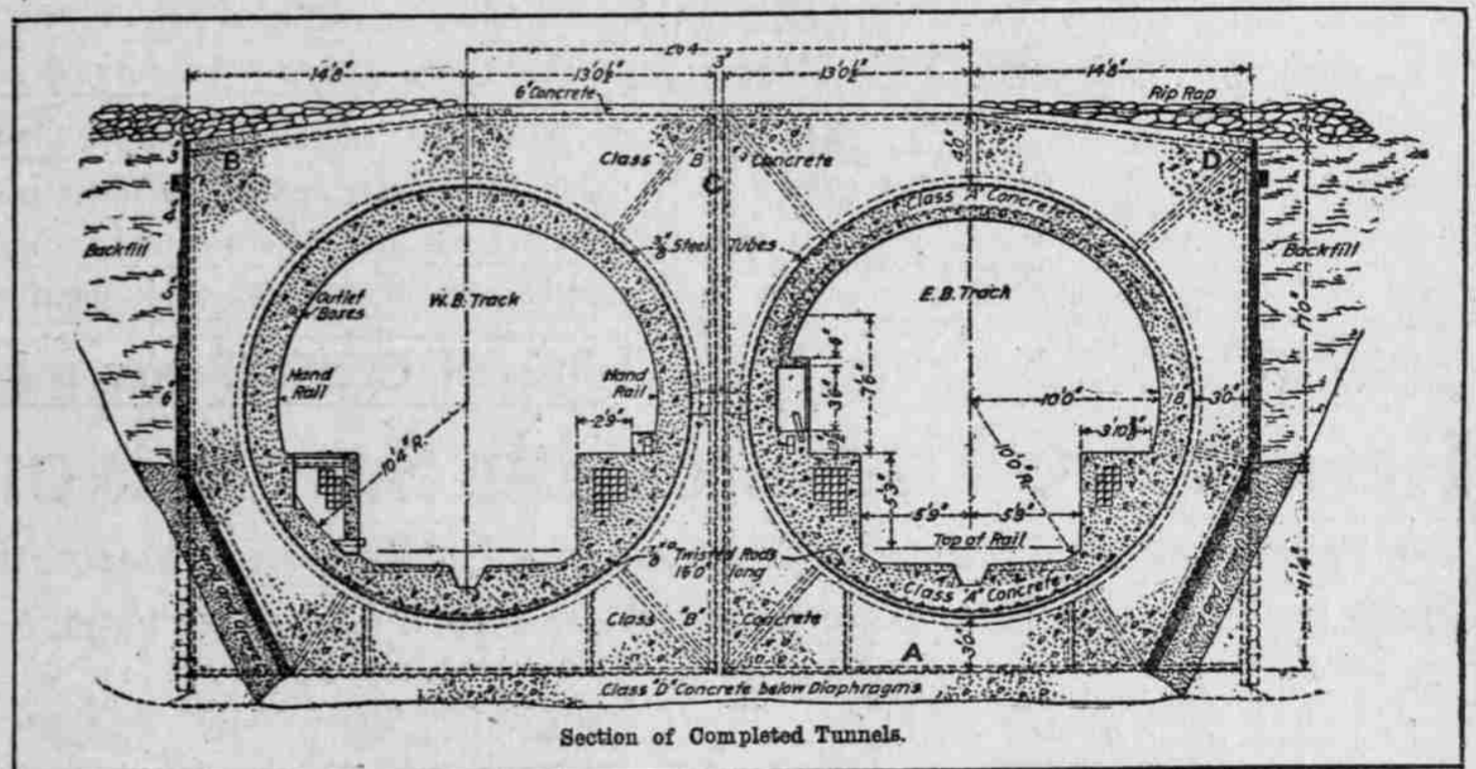
Talk about free speech in this country. Why, the streets of Portland, Sixth and Washington and other streets, are nightly held by socialist and anarchist preachers, in order to maintain a principle of free speech. This whole Broadway Bridge matter from its very inception has been dragged and bludgeoned through by Boss Munly and his friends.

This country went to war to uphold the principle of "no taxation without representation," but in this city the principle is being reversed. Boss Munly and Labor Agitator Parkinson and their ilk want all the representation without taxation.

Who are Judge M. G. Munly and H. J. Parkinson? What have they done for this community that should entitle them to all the say? What industry, if any, have they founded? What great improvement have they brought about? Who have they located here that were of aid and assistance in the upbuilding of the City of Portland? They are lampooning and denouncing everybody who fails to fall in with their views; stirring up dissension and strife in this fair city; defaming, slandering and vilifying men whose lives are a credit to the city; and setting one locality against the other if their views are not promptly taken up. Does M. G. Munly's name appear on the tax rolls of this city and county; and H. J. Parkinson, the labor agitator, who stood up and complained so bitterly about the extent of territory that the Port of Portland had a right to levy taxes on? It remained for this gentleman to utter a long, loud and bitter complaint, and yet the tax rolls do not disclose his name as a taxpayer in this city or county. There were not any taxpayers complaining at that meeting.



Launching Tubes.



Section of Completed Tunnels.

to putting tubes under the bay from San Francisco to Oakland, and yet we, after twenty years' taxing to deepen and widen the river, are now proposing to cover the harbor portion with other and unnecessary bridges.

Mr. Theo. E. Knowlton, of the Detroit River Tunnel Company, whom I took up and down both sides of, and on the river, stated that, with our lumber on the river bank, and with the sand and gravel in the river itself, a tube or set of tubes could be built very cheap here. They simply put a dredging machine in the river and scows along side with a mixing plant, and with

Taxpayers of the City of Portland consider the amount of taxes being piled up, largely by the non-taxpaying voter. You must organize if you want to protect your interests in this city. They vote the measures through; you pay the bills. If the bills become too enormous, they can flit and move from the city, while the taxpayers have to stay here and foot the bills. It is time for you to organize in some way to have a public service commission of taxpayers to take these matters in hand for the welfare of the city.

CHARLES K. HENRY.

## TUNNELS UNDER THE BAY RECOMMENDED FOR SYDNEY

Problem of Traffic Across Port Jackson Similar, on a Smaller Scale, to That of San Francisco Harbor.

(Merchants' Association Review, San Francisco, August, 1910.)

Of much interest to San Francisco is a report summarized in "Engineering News," of a royal commission appointed to devise means of getting the traffic across Port Jackson, the harbor of Sydney, N. S. W. Conditions there very nearly parallel those on our own bay, except in regard to distances, which are greater here; and the following statement of the problem, in general terms, reads very much as though it were a description of some of San Francisco's own difficulties:

"The City of Sydney is situated on the south side of the great land-locked harbor known as Port Jackson, and on the north side there is a large and rapidly developing suburban district. The population of this district is increasing at the rate of 8 per cent per annum, and is estimated to reach 307,000 by 1927. The rapid transit traffic of the district, including street railways and suburban railways, increased 68 per cent in the period from 1901 to 1907, and aggregated 14,467,000 passengers in 1907.

### AUSTRALIAN FERRY TRAFFIC.

"All passenger communication between the city and the northern suburbs is effected by five lines of steam ferries, operated by the Sydney Ferries Company, the total annual traffic of which is estimated at 12,000,000 passengers. In addition there are two ferries for vehicular traffic, which carry together about 430,000 vehicles annually.

"The largest of the ferries are double-deck steamers, carrying from 1250 to 1350 passengers, and having seating accommodation for about 1000. The service is said to be good, but the enormous growth of the traffic indicates the need of some better system of communication. The ferry company considers it can deal with the increasing traffic by putting on

larger boats and running a more frequent service. On the other hand this would increase congestion of traffic in the harbor and the difficulty (and danger) of navigation, especially in view of the steady increase in the shipping traffic of the port of Sydney. Occasional dense fogs are experienced in the harbor. Another difficulty is that the ferry lines converge at one point on the city side, diverging to different points on the suburban side.

"Special tunnel designs were prepared at the request of the commission by Mr. H. H. Dare, Assoc. M. Inst. C. E., and Mr. W. Hutchinson, M. Inst. C. E. The former proposed a high-level tunnel consisting of tubes sunk in sections in a trench dredged in the bed of the harbor, on the system adopted for the Michigan Central Ry. tunnel (now practically completed) for crossing the Detroit River at Detroit. The latter proposed a deep tunnel driven by the shield system, and lined with castiron, having the crown about 44 feet below low water. The bridge project is not regarded by the commission with favor. The naval and military authorities who gave evidence before the commission considered that a tunnel would be preferable to a bridge.

### TUNNELS PROMISE THE BEST SERVICE.

"The commission's report discusses the tunnel question in its relation to the accommodation of railway, street railway and highway traffic. The commission arrives at the conclusion that subways or tunnels provide the best and most economical method of establishing communication. Their reasons may be summarized as follows: (1) Subways will not obstruct the harbor in any way, while any practicable bridge must have a pier in the harbor; (2) the combined capital cost of the necessary subways for all classes of traffic would be considerably

less than that of a suitable bridge; (3) tunnels for railway, street railway and highway traffic could be undertaken and completed separately and independently, while with the bridge the whole structure must be completed before any of the respective services would be available; (4) tunnels would be convenient and comfortable, and would enable railway and street railway passengers to reach the different parts of the city more easily than by bridge; (5) the railway and street railway systems could be connected more satisfactorily for thorough traffic by tunnels than by bridge; (6) increased accommodation, when required, could be provided more economically by additional tunnels than by bridge.

### WHAT THEY WOULD COST.

For a double-track railway tunnel two miles long, the commission's estimate of cost is \$2,785,000, including \$400,000 for a station. This is at the rate of \$320 per foot.

The estimated cost of a street railway tunnel 3 1/2 miles long is \$2,700,000 or \$120 per foot.

The estimated cost of the proposed highway tunnel, 11-3 miles long, is \$2,510,000, or \$160 per foot.

It is proposed that the tops of all these tunnels shall be forty feet below low-water mark, the work being done on the Detroit River pattern, in the shape of tubes sunk in sections. The transbay suburban traffic of San Francisco is far heavier than that of Sydney, comparing, for 1905, in the ratio of 25 to 12. The populations about the bay are larger. The fogs are worse, and the dangers to navigation greater. Mere length of bore is not much of an obstacle in tunnel construction, especially in the case of a sunken tube, which could be supported on piling foundations.

## CHICAGO'S LA SALLE STREET TUBES TO BE PLACED NEXT MONTH

Twin Tunnel, Each Section of Which Is 18 Feet in Diameter, Will Be Floated to Position Under River.

### CONCRETE IS USED

Portion of Subway System for Surface and Elevated Lines Will Relieve Congestion Upon Bridges.

(Christian Science Monitor, Chicago.)

CHICAGO—The giant twin steel and concrete tubes that are to form the water link of the streetcar tunnel under the Chicago River at La Salle street, are expected to be put in place and quietly resting in their cradle under the bed of the river by the middle of October.

These tubes, which are approximately 18 feet in diameter each, are being constructed of steel and concrete in a drydock on Goose Island, about 1 1/2 miles north of La Salle street in the north branch of the river. When they are finished the ends will be bulk-headed to about one-third of the top and the water will be let into the dock. The bulkheads will keep the water out of the tubes and they will float with a little less than half above the water. Then they will be floated down the river to La Salle street. The bulkheads will be knocked out, the water will rush in and the tubes will sink quickly to the bottom. It is not expected that navigation will be impeded for more than half a day by the entire work.

A big steam dredge has been at work for several weeks scooping out a great trench across the bed of the river. A steel cradle will be put in place in the bottom of this trench, and into this the tubes will be guided. The tubes will be connected with the land tunnel at each end, and the water will then be pumped out.

When completed the tunnel will be used by a number of the surface streetcar lines to relieve the congestion caused by so many lines using the State, Clark and Wells-street bridges to and from the north and south divisions of the city. The tunnel is also to form a part of the subway system used by surface and elevated lines, to be built by the city. It will be low enough to permit the passage through the river of boats drawing 26 feet.