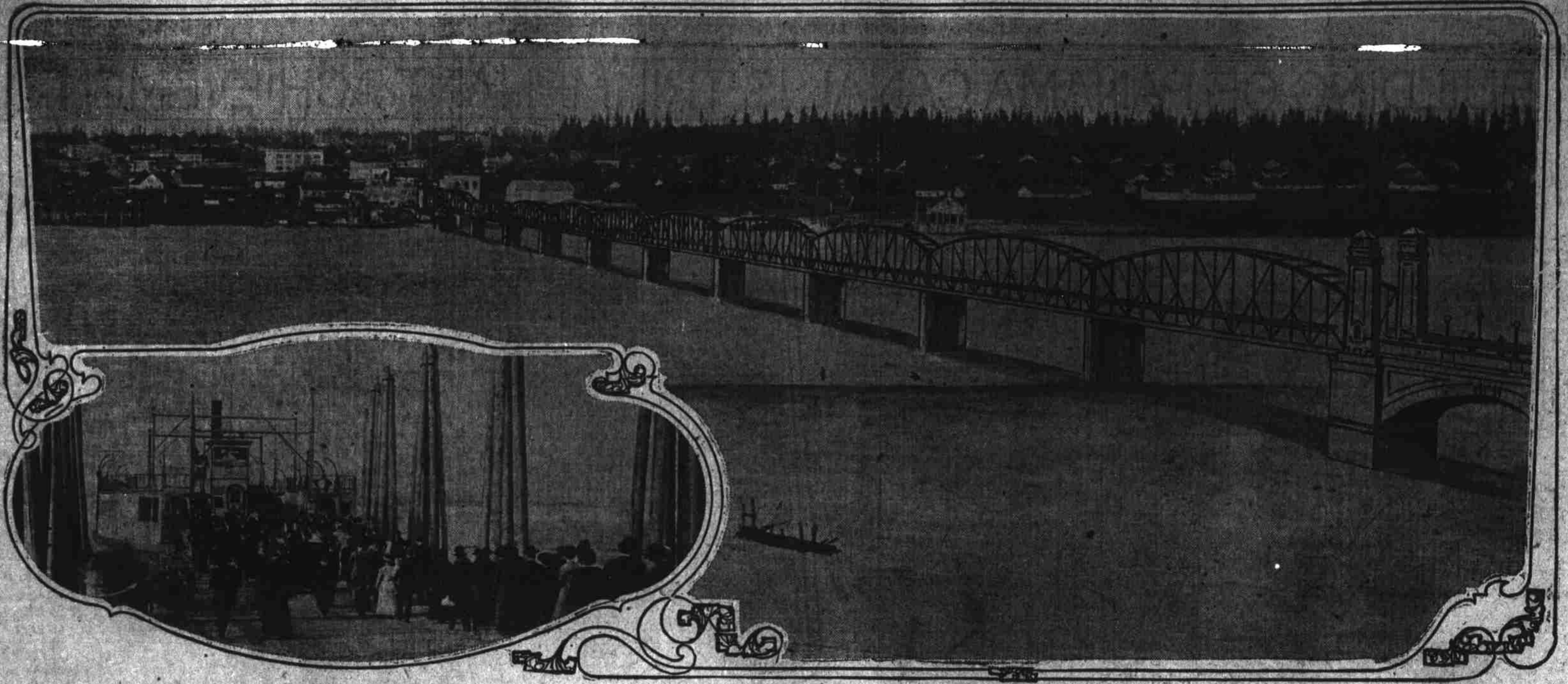


PROPOSED INTERSTATE BRIDGE WILL SUPPLANT FERRY



Columbia river, photographed from a point near the present ferry slip on the Oregon side, showing drawing of bridge suggested by Ralph Modjeski; Vancouver is seen in the background. The insert at the left shows an everyday crowd entering and leaving the ferry.

TRANS-COLUMBIA SPAN WILL PAY FOR ITSELF IN PART BY TOLLS TAKEN

Entire Structure as Planned to Cost \$1,750,000; Considerable Direct Income.

What will the interstate bridge cost? The total estimate, including the approach on the Oregon side, is \$1,750,000. Of this amount, Clarke county has already voted bonds in the sum of \$500,000 to meet the cost of constructing the bridge from the Washington side to the center of the channel. The distance is greater on the Oregon side and the cost to Oregon of the bridge proper is estimated at \$200,000 more than to Clarke county.

Ralph Modjeski, bridge engineer, has submitted the following estimate, exclusive of the approach on the Oregon side, at the instance of the bridge committee:

Substructure.....	\$280,000
Superstructure.....	\$250,000
Real estate in Vancouver.....	15,000
Engineering and contingencies about 10 per cent.....	110,000
Total.....	\$1,200,000

This is for a bridge 24 feet wide to serve traffic for several years. Provision for two additional roadways when traffic demanded would involve an additional cost of \$200,000, to be authorized when the roadways were needed.

The cost of the Oregon approach is estimated at \$250,000, bringing the total up to \$1,750,000.

The expense of the bridge will include maintenance, toll collection, operation. It has been learned that the expense of operation and maintenance of the railroad bridge which now spans the Columbia is about \$6000 a year. Adding a liberal margin for toll collection and other expense, the total of expense for the items mentioned is placed at \$10,000 to \$15,000.

What will be the income of the bridge?

Indirect benefits in the stimulus of trade and building and development are considered important sufficient to warrant first mention.

Tolls will be charged. The same toll rates as are charged on the ferry have been the basis of consideration. The tolls on the ferry have increased from \$30,826 in 1912 to \$45,972 in 1913. This is an increase of more than 100 per cent in four years, or at the rate of over 25 per cent a year.

The interstate bridge committee believes that traffic will be so stimulated by the bridge that the increase each year will be greater than on the ferry. But to be conservative it has estimated an increase of but 19 per cent a year. It has estimated that the first year's income will be \$100,000, and furnishes the following table:

1914.....	\$100,000
1915.....	110,000
1916.....	131,000
1917.....	153,100
1918.....	177,150
1919.....	203,200
1920.....	230,300
1921.....	258,450
1922.....	287,650
1923.....	317,900
1924.....	349,200
1925.....	381,550
1926.....	415,000
1927.....	449,550
1928.....	485,200
1929.....	521,950
1930.....	560,800
Total for 16 years.....	\$1,581,721

Since Oregon is to pay 60 per cent approximately of the cost of the main span, 60 per cent of the tolls would be \$948,252, from which would have to be deducted the interest and maintenance charges. But this computation shows how nearly the bridge would come to paying its own way.

The interest on \$1,250,000 for 16 years at 5 per cent would be \$925,000. A maintenance charge for the entire structure of \$12,000 a year, for 16 years would be \$192,000. Sixty per cent of this sum, representing Oregon's share, is \$756,000. The total of interest and maintenance would thus be \$925,000, leaving an income excess of \$258,222. These figures can, by necessity, be but approximate, so long as life of the bonds, interest rate, maintenance and operation are not exactly defined.

INTERSTATE BRIDGE WILL LINK PORTLAND WITH CLARKE COUNTY

Construction of Span Urged for Other Than Commercial Reasons.

An international audience will watch Multnomah's vote on the interstate bridge bonds, November 4.

From Canada to Mexico eyes will be turned this way.

There is a traffic current by land that follows the Pacific ocean. Year by year the volume swells. Its only serious break is the great Columbia, still unbridged for vehicles.

But until the break is connected by the bridge the permanent perfecting of a great tourist highway will be in doubt. The world's most varied scenic wonders will remain inaccessible and unexplored.

The people of Washington and Oregon will be interested in the outcome of the election. The bridge will link two states.

Intense interest is displayed in southwestern Washington, because the building of the bridge will open the way to the construction of radiating electric lines giving easy access for the products of their farms and dairies to the Portland markets, and enlarging their opportunity for trade.

And over in Clarke county is a population of 20,000 people who assumed a \$500,000 obligation on an assessed valuation of \$14,000,000 where Multnomah is asked to issue \$1,250,000 in bonds for bridge and approaches on a valuation of \$50,000,000, with the state agreeing to pay the interest on the bonds.

Clarke County Assumes Its Share.

Clarke county people voted to assume the bridge burden because they knew the investment would benefit them, and because of their great desire to cement trade relations with Portland. Clarke county would not have had to bear the cost alone, but after the Washington legislature had passed an interstate bridge bill the governor of the state, whose home is on Puget Sound, vetoed it.

And to Portland people the bridge issue is of high importance aside from the trade, the agricultural products, the increased business. The city is reaching out. First there was a scattered hamlet on the Willamette needing no bridges. Ferries succeeded canoes; bridges succeeded ferries. The city has progressed across the peninsula and waits near the banks of the Columbia for the bridge that will enable it to continue, so far as suburban residents working in town are concerned, across the river barrier, embracing a community that has identical interests and should by very necessity participate in a common development and prosperity.

To resume: The Pacific coast's interest in the interstate bridge is that the tourist route, the Pacific Highway, will be perfected the sooner.

The state's interest in the bridge is that connection with the commonwealth to the north is established and this is considered important enough that Oregon should pay the interest on the bonds, which at 5 per cent for 20 years would aggregate 150 per cent of the face of the bonds.

Multnomah's interest is identical with that of Portland, and Clarke county's interest mingles with that of Vancouver in a community concern for the facilities of trade, transportation and mutually beneficial relations.

Term Passes to Business Agents.

The directors of the Panama-Pacific exposition are issuing term passes to business agents of trade unions and central councils, admitting them to the grounds in the pursuit of their duties and to see that only union men are employed.

Development of Southwestern Washington Requires Bridging of Columbia River at a Point Adjacent to Portland Markets

Improved Transportation Necessary in Clarke and Neighboring Counties.

By James P. Stapleton.
Vancouver, Wash., Oct. 25.—We think the Vancouver of today will within five years after the bridge is built less its identity in the larger, greater and better city that will develop as a natural consequence of the construction of the bridge.

Transportation is the one influence in business that quickly makes itself felt, and the effect of the building of the bridge will be to cut the time between Portland and Vancouver in half or to one-half of what it is now and make it then a continuous journey between the two points not interrupted by the halting actions of the wretched ferry.

We believe when the bridge is built that we will have more transportation, it will bring us more people, it will bring us more capital, it will bring us new industries and a larger and greater payroll that is necessarily incident to such development, and more homes will also follow. Vancouver is the most beautifully located of any city on the coast, and its present advantages in location, pleasant environments and magnificent harbor make it an ideal place, not only to live but to be in business.

Clarke County Favorable.
Here we have 11,000 people and \$0,000 in Clarke county with a taxable valuation of \$14,000,000 and a bonded debt limit of \$700,000, \$500,000 of which we have voted to put into the bridge, and out of about 3000 votes cast in Vancouver alone on the bridge bond question

HOW TO VOTE FOR BRIDGE

PROPOSED BY INITIATIVE PETITION

BRIDGE BONDS—To authorize Multnomah county to issue bonds amounting to \$1,250,000.00 for the purpose of constructing an interstate bridge across the Columbia river between Portland, Oregon, and Vancouver, Washington, and the approaches thereto.

- 310. X For the bonds.
- 311. Against the bonds.

there were but 48 negative votes. In the country outside of Vancouver, the percentage required was 50, or three-fifths, to carry the bonds, and we were, indeed, gratified to find on the receipt of the returns, that 77 per cent of the votes in the rural districts were for the bridge.

There has not been any quick transportation work done in southwestern Washington which radiates from Portland. This is due to our having no bridge. In proof of this, witness the fact that suburban carlines have extended in every direction, east, west and south, from Portland, but not north, yet the trade possibilities north from Portland are greater than they are in any other direction, and that there are no trolley lines coming into Portland from the north is due, in my opinion, entirely to the fact that the bridging of the Columbia is too expensive for any public service company, except those which make such bridges a part of a great railway system.

The development of southwestern Washington requires the bridge. I will give you one instance of what I mean.

Sifton in this county is nine miles from Vancouver, making it 16 miles from the heart of Portland; Estacada, in Clackamas county, is 25 or 30 miles from Portland. To transport by rail a cord of wood from Sifton to Portland costs \$1.50, and to transport a cord of wood from Estacada to Portland costs 75 cents. Thus, you see the difference to the consumer made by the fact that the Sifton wood car in its journey to Portland is handled by two separate carriers instead of passing on a continuous line from Sifton to Portland, and thus you will also observe you pay tribute to a lack of transportation such as the bridge would accommodate and to the tune of double the amount of money for three-fifths the distance.

Southwest Washington Is Rich.
In a part of southwest Washington there are six counties having a population of about 150,000 people. They are Chehalis, Lewis, Pacific, Wahkiakum, Cowlitz and Clark, and if the other counties will average in taxable property an amount as much as Clarke, then there is about \$180,000,000 of value which is con-

Benefits Forthcoming From This Project Mutual to Both Sides of River.

trolled by the people in these six counties. This vast territory, and vast quantity of people and enormous amount of property is untouched by quick transportation, and as soon as the construction of the bridge is an assured fact, the quickening influence of the readjustment of the people to be affected by it will be felt in Portland and in all Oregon.

ACCESSIBILITY OF CLARKE COUNTY TO BE DESIRED

Vancouver, Wash., Oct. 25.—Southwestern Washington is one of the garden spots of the Pacific northwest, declares J. W. Shaw, secretary of the Vancouver Commercial club. It is as near Portland as the Willamette valley and as attractive. Only one-tenth of the farming land in this section is developed. This territory made accessible by means of the bridge and electric lines means as much to Portland's trade and growth as the building of the North Bank road.

In Aid of Striking Miners.
Each member of the United Mine Workers of America is to be assessed 10 cents a month for September and October. The proceeds will be added to the international fund in aid of the striking miners in Vancouver, West Virginia, southern Colorado and elsewhere.

NEW TRADE CHANNELS WILL BE CREATED BY BUILDING OF BRIDGE

Structure Will Afford Wider Market for Clarke County Products.

If the voters of Multnomah county authorize \$1,250,000 in bonds for their share of the interstate bridge what will they get in return for their money?

First, the authority to issue bonds is not an investment so much as a pledging of the county's credit. The state by act of the legislature will pay interest on the bonds for the bridge and approach. A sinking fund to retire the bonds will not be necessary for 16 years, by which time it is expected that the state will have taken over the obligation and made the bridge free without toll. In the meantime tolls to be charged on the basis of collections for ferry service will meet the interest charge and leave sufficient excess to establish a sinking fund. Multnomah county, of course, pays one-third of the state's taxes, and thus indirectly will pay one-third of the interest on the bonds. This one-third will amount to about 5 1/2 cents on each \$1000 of assessed valuation in the county and is just a little more than the cost of a street car ride and local exceedingly small in comparison with the annual interest payment of \$1.67 on each \$1000 of assessed valuation contracted by Clarke county to pay interest on its share of the bridge bonds.

It has been estimated that the bridge in operation will increase realty value of Multnomah county by \$1,000,000. It will stimulate the construction of electric lines connecting Portland with southwestern Washington. It will connect Portland with two hard surfaced, state built roads in Clarke county, one running north, the other east, across the county.

The bridge will quicken trade, W. F. Conway found that Vancouver in 1911, that Clarke county spent not less than \$5,000,000 with Portland wholesalers last year. Interurban lines would bring from the remainder of southwestern Washington much business of this sort. The volume of retail trade would be swelled.

Clarke County Needs a Market.
Clarke county has no measure of its vegetable and grain production because lack of transportation stagnates the trade current whereby production is measured. A fifth of the agricultural lands is in cultivation and from this it is known that the dairy products are worth \$1,000,000, the prunes \$800,000. But apples rot on the ground, potatoes are unmarketed. Prices on the Multnomah side are higher in proportion to the difficulty and expense with which transportation is furnished.

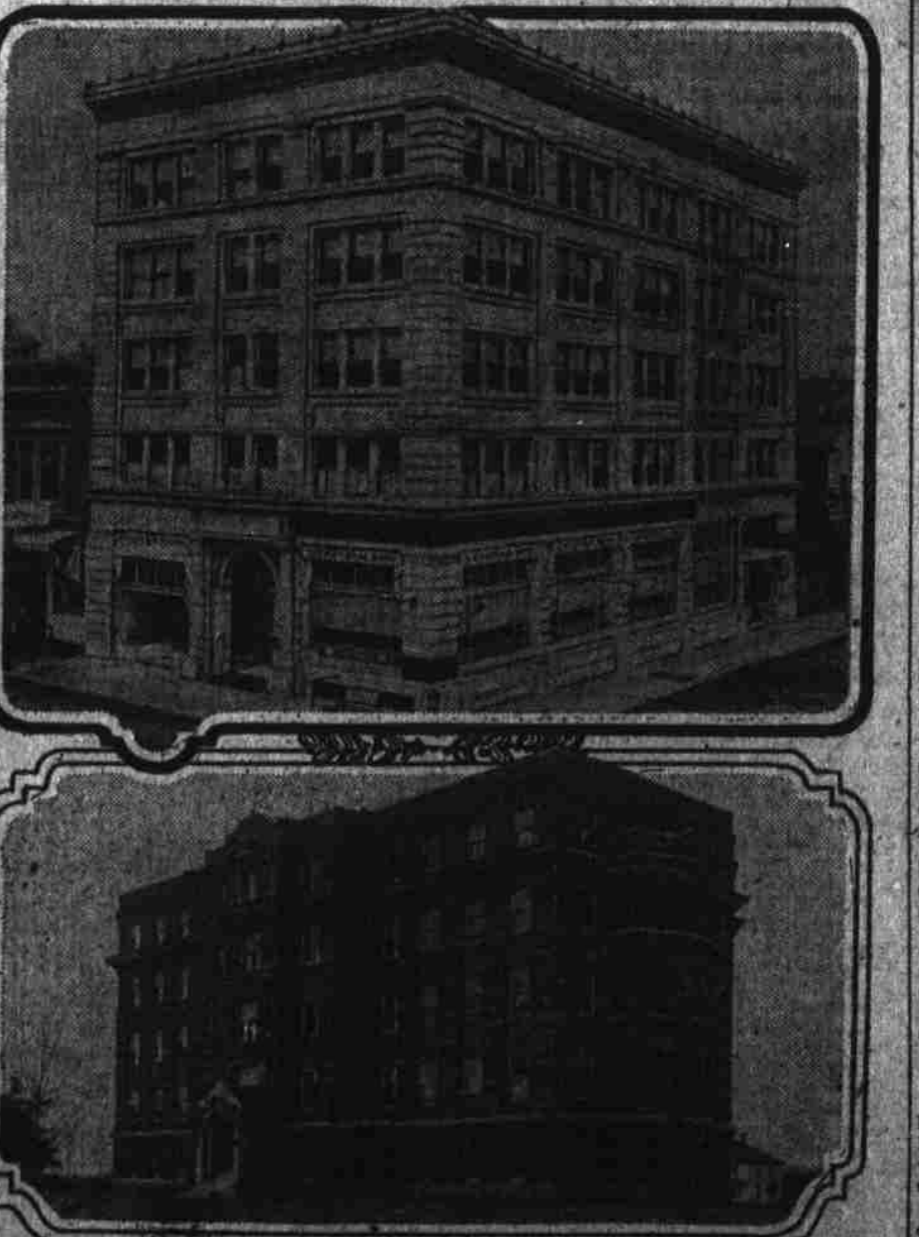
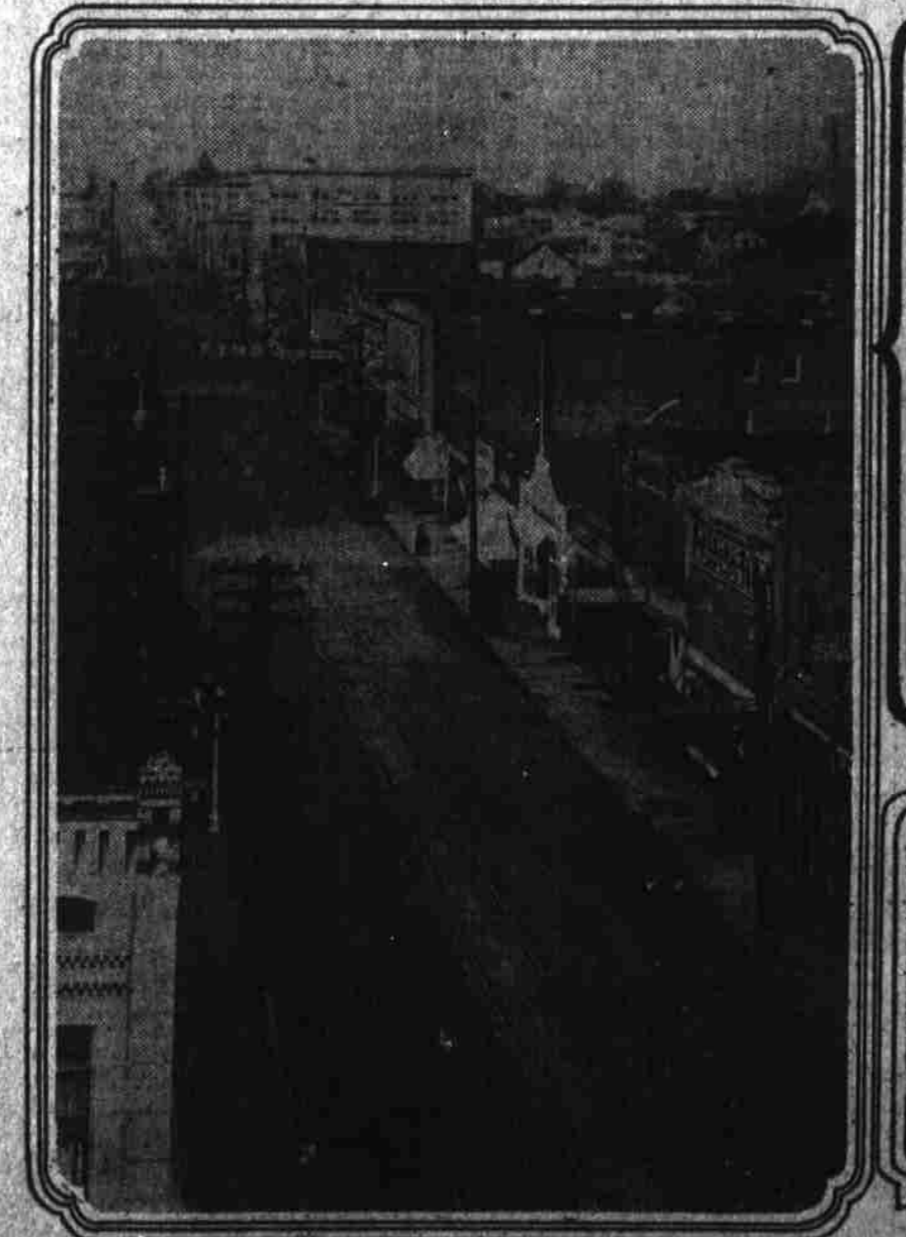
Building of the bridge will precede building of electric lines and other construction associated inevitably with the span.

It is counted that the interstate bridge, costing less than many bridges of shorter span, will prove an investment of first rate value producing many times its cost in returns capable of exact measure.

Brigand Chief Captured.
St. Petersburg, Oct. 25.—The police have arrested at Southkoum Kaleh Prince Dadian, the chief of a band of brigands which for many years has terrorized the Caucasian region.

The prince is a descendant of an ancient family of high repute. He is well educated, and has the manners of a gentleman.

VANCOUVER, WASH., IS PROSPEROUS, WELL BUILT CITY OF 11,000 PEOPLE



Left—Street scene in Vancouver. Right, top—United States National Bank building; St. Joseph's hospital.