

BRIDGE BOOSTERS GIVE REASONS FOR THEIR ENTHUSIASM

COMMITTEEMEN TELL WHY MEASURE SHOULD MEET POPULAR FAVOR

Advocates of Bond Issue Explain Points That Make the Proposition a Necessity.

Prominent among the citizens of Portland who are advocating the authorization of the bond issue necessary for meeting Multnomah county's share of the cost of the interstate bridge are nine men composing the bridge committee appointed at the instance of the Portland Commercial club. Their constructive efforts in connection with the promotion of a group of active Vancouver citizens representing the Vancouver Commercial club, the Portland committee members are Frank B. Riley, chairman; Whitney L. Boise, E. G. Crawford, William M. Killingsworth, M. G. Munly, C. C. Chapman, John F. Logan, J. H. Nolte and David E. Lofgren. Each of them expresses his opinion on the proposed bond issue in brief as follows:

A SENSE OF DUTY
By C. C. Chapman.
Portland pays no taxes in Clarke county or any part of southwestern Washington. Portland gets the benefit of all the commerce of that rich agricultural country. The least Portland can do is to build Oregon's share of the bridge to meet the brave county of Clarke.

BRIDGE WILL PAY FOR ITSELF
By David E. Lofgren.
I believe in the interstate bridge for the reason that it is a connecting link in the development of the great northwest. Great thoroughfares create great wealth along the way. The assessed value of real estate at one landing of the Eads bridge across the Mississippi river at St. Louis increased from \$5,000,000 to \$10,000,000 within a few years after the bridge was completed. It is a business proposition and will more than pay for itself from revenue derived. The user will pay for the bridge.

EVIDENCE OF PROSPERITY
By John F. Logan.
Aside from the bridge being a great tie that binds the states of the northwest, with Canada on the north and California on the south, and in favor of the Columbia river bridge for it, like the fine front of a dwelling and beautiful home, gives to the visitor from abroad an impressive evidence of prosperity and solidly of a great community. First impressions are lasting as much with reference to communities as to individuals. The impression of the bridge such as is outlined to cross the Columbia river, is one which will add to Vancouver and Portland regions.

BRIDGE IS TIMELY DEMAND
By E. G. Crawford.
The interstate bridge should be constructed at this time. The entire country of Multnomah is interested in this bridge. First, because it connects two great states by a modern mode of travel as against the primitive ones of ferriage and its construction is a matter of great necessity as existed when the first bridge was built across the Willamette at Portland and will bring as great results. Second, because it commercially annexes to Portland the whole of southwestern Washington and will add to Portland wealth and population more than any other local project now up for consideration.

PENINSULA'S DEVELOPMENT CERTAIN
By John H. Nolte.
I am in favor of the interstate bridge for three reasons: Financially, commercially and industrially. All commodities of life are brought into the peninsula district by teams. This is a great detriment to the laboring people. All of these extra expenses are taxed onto the consumer and wage earner, who eventually pays the bill. There is enough produce going to waste in Clarke county to supply one-half of the people in the city of Portland each year.

SEVEN REASONS FOR SPAN
By Whitney L. Boise.
I am in favor of voting bonds for the interstate bridge at Vancouver for the following reasons: First, to help in the establishment of the Pacific Highway, which will bring to our state a great tourist travel, that will aid us not only financially but in development as well.

PORTLAND'S RETURN AMPLE
By Frank Branch Riley, Chairman Interstate Bridge Committee.
The commercial, financial, and potential, is the reward to Multnomah county for the construction of her share of the Pacific highway bridge between Portland and Vancouver. This crossing of the Columbia is the gateway into Oregon from the north, and no ferry—the device of the pioneer—or a fleet of ferries can any longer accommodate the traffic. Interurban, intercounty and interstate, which seeks to flow across the river. No bond issue, ever designed in Oregon, has contained so many provisions to minimize the burden of the taxpayer; and our failure to measure up to the standard of neighborly cooperation established by Clarke county will be viewed with singular interest at least by the rival states of Puget sound, should the proposition be rejected.

AN ADVERTISING ASSET
By William M. Killingsworth.
There is one feature about the interstate bridge that has not been touched upon as yet and that is the advertising benefits to this city and state which will be most beneficial. I well remember when the Lewis and Clark fair was launched. Great numbers pronounced it would be a failure. On the contrary, it was a great success as we all know, not only because a state was started on the upward road and has continued ever since and so will be the advertising feature on the completion of the interstate bridge. Go with the building of the Brooklyn bridge. At that time it was an unheard of event, but it provided the starter for the building of Greater New York and it focused the eyes of the world on that great engineering feat. Certainly the citizens of Portland should vote bonds for this interstate bridge by lending their credit less than



50 cents per capita. These bonds will be refunded from tolls now paid to the ferry. I have heard no opposition to the bridge and I feel great confidence it will carry 10 to 1 in favor of the bond issue.

THREE OBLIGATIONS URGE BRIDGE
By M. G. Munly.
We should no longer be dependent upon ferry accommodations between Multnomah and Clarke counties. With the present means of transportation between these communities, severe cold weather would entirely stop traffic for weeks. Ice blockaded all river ferry traffic in 1855, 1861-2, 1883-4, for several weeks, and in 1888 for a short period.

I favor the interstate bridge because two great, populous, modern, wealthy communities should be ashamed to view complacently a condition suited only to a pioneer community with a handful of people struggling with poverty. I favor the interstate bridge for various reasons, some above all, because it is a great public necessity. Its construction at this time is a moral obligation; a political obligation resting upon the two communities to be benefited by this bridge, and a high social obligation resting upon the two communities separated by the Columbia to provide the conveniences of a decent civilization for each other. In the middle ages, the building of bridges was considered one of the great public charities to which one religious order known as the Bridge Builders was devoted. Because our obligations, political, social, moral, should be above reference to charity, should be above dollar considerations; I favor the construction of this bridge.

Fifty Years Without Quarrel.
Paris, Oct. 25.—M. and Mme. Dejaldir, who celebrated their golden wedding at Liège recently, boast that during the whole 50 years a cross word has never passed between them.

CONFIDENCE
Confidence in the future has built Portland. Confidence suggested investments and development that have increased the city's assessed valuation from \$48,000,000 in 1902, to \$335,000,000 in 1913. Confidence in the development of outlying territory has thrust out trade lines and increased the volume of the trade current. Confidence has increased the miles of paved streets from 10 miles in 1902 to 294 miles in 1913. Confidence has increased the miles of street car lines from 121.5 miles in 1902 to 170 miles in 1913. Confidence has increased the miles of interurban lines from 19.5 miles in 1902 to 275 miles in 1913. Confidence has increased the population from 90,000 in 1900 to an estimate of 250,000 in 1913. Confidence has spanned the Willamette river with bridges, multiplied the number of telephones, lengthened the light and power lines and jumped the bank clearance 355 per cent in 10 years. Confidence now proposes the building of the interstate bridge over the Columbia river between Portland and Vancouver. On both the Oregon and Washington banks of the Columbia trade highways will focalize at the bridge. Connection, unhampered by weather, unchecked by sluggish ferry, will be permanently established with a region, not less agriculturally rich than others tied to and made tributary to Portland by present trade lines, as yet unreached by any means that measure up to the business both present and potential. The interstate bridge when built will express the confidence of Portland and southwestern Washington in the value of their trade relations. A vote for the bridge by a Multnomah county citizen is a vote of confidence in the continued large development of the great district of which Portland is the metropolis. A vote for the bridge is a demonstration of the common sense business maxim which declares that without the development and the means of development of contiguous territory Portland cannot hope to permanently grow or realize on investments already made.

Members of the committee who are working for the interstate bridge: 1—W. M. Killingsworth 2—Frank B. Riley, chairman. 3—John H. Nolte. 4—E. G. Crawford. 5—D. E. Lofgren. 6—C. C. Chapman. 7—M. G. Munly. 8—W. L. Boise. 9—J. F. Logan.

in existence on the Pacific Highway from Mexico to British Columbia. Third—To aid in the settlement and upbuilding of Clarke county and southwestern Washington. This vast and rich territory, at our very door and all tributary to Portland, is now only one-sixth developed. Fourth—To make it possible and encourage the building of interurban electric lines into that trade territory, which will rapidly facilitate its growth and development; Clarke county even now, sparsely settled as it is, gives Portland six millions of wholesale business a year, and an immense retail trade. It is certainly to our interest to increase it. Fifth—The Panama canal will bring a large immigration to the Pacific coast, and the better we have our trade territory open for settlement the more farmers we will be able to locate in our immediate vicinity. Sixth—The voters of Clarke county, knowing the business the ferry is doing, firmly believe that the tolls on the bridge will meet all interest charges and running expenses and leave a surplus for retirement of the bonds. Seventh—The state will pay the interest on our bonds, if the tolls do not pay it. If, therefore, consider it the lightest burden, with the greatest benefits to accrue, of any bond issue ever presented to our voters.

Supporting the interstate bridge, the Ad club devoted its luncheon program at the Hotel Portland last week to addresses and events calculated to overcome opposition to the span. Addresses were delivered by James B. Stapleton of Vancouver, the originator of the interstate bridge idea, and John F. Logan, of Portland, both speaking, in part, as follows: "I think I can come to you from the people of Clarke county, and bring you a message and say that they are waiting expectantly for you to vote favorably on the bridge on the fourth of next month," said Mr. Stapleton. "The people in our county stand now in the same position the state of Washington did stand when the bill was vetoed, but instead of your having on the other end of this enterprise the state of Washington, you have the little county of Clarke, which has patriotically come to the relief of the situation and has told you, and is telling you now, we are ready with our share of the money. Will you vote your share?"

Notable Bridges in Europe.
"At Hamburg they have the finest bridge your eyes could see. They didn't spend the money for the bridge itself but also to embellish the bridge, either for utility or for beauty; for toll houses or for guard houses; and they look toward embellishment. And then they name the bridges. The bridges are of such importance that they name them after the highest dignitaries of the nation. In Berlin they have the Kaiser Frederick bridge; in Paris, the Alexander bridge, named after one of the Russian emperors at the time of the Paris exposition. In Rome they have the Vittorio Emanuele bridge on the site of the spot that was held by Horatius centuries ago. Take the magnificent structure of Bonn—the university town of Bonn—the approaches are in the form of castles, making the structure one of utility as well as of beauty. "Even in the heights of the Alps they build, instead of steel, which they might use, magnificent stone bridges, to carry not great trains over, but electric cars. This is one of them. We all know the famous Rialto bridge in Venice; one of the three bridges recognized not only as bridges but as streets; this and the Ponte Vecchio at Florence and the old London Bridge at London, were the bridges that were used, and there is not a man living, and especially no one who knows anything about the stage, but who knows about meeting his friend on the Rialto; and also even the little bridge of old memories, the Bridge of Sighs in Venice, is a bridge of beauty

EUROPE'S BRIDGES ARE BUILT FOR SERVICE AND BEAUTY AT SAME TIME
Primarily Constructed for Utilitarian Purposes, Spans Are Typical of Highest Art.

occur to you that there is but one thing in life for you to do, and that there is but one magic touch, as it were, yet to be applied to make this bridge an assured fact, and that is your favorable vote on the fourth of next month? I have no doubt you will give it." Logan Cites Multnomah's Duty. "It has come to pass that the question now before the good people of Multnomah county is not whether the bridge shall be built, but when it shall be built," said Mr. Logan. "It will be an everlasting shame for this greatest and wealthiest county in the northwest today to falter after it had arisen in its place and said to the state of Oregon, 'We pledge you that if you will pass a bill we will build a bridge,' and turning our faces to the north and sending our committee to the great state of Washington at Olympia during its legislative session last January, and saying, 'If you will pass a bill we will build a bridge and build the greater part of it and that legislature passed a bill, and when after that legislature passed the bill and had it vetoed, the sorry little county of Clarke buckled on its armor and turned to the state of Washington and said, 'We will do it; we will do it; we will meet Portland half way, or so far as our way brings us to the middle of the river, we will meet them at the center of the river, and we will build the bridge.' "What will the bridge do for Portland? Why, it will do for Portland all that the bridge does for any city. A bridge is to a state like a front door or entrance to a house; like a good front to a man. You have got to have a front in the world, or you can't progress. Go to any city or any state in Europe and you will see that the noblest structures that they attempt to rear in the great centers of Europe are the bridges. And the impression that you receive in entering the cities of Europe, the continental cities, is not of structures old in years, but of new and up to date ones which are formed largely by bridges.

and one of the best known bridges in the world. "I have mentioned the Vittorio Emanuele bridge, named after Vittorio Emanuele, the first king of United Italy; a new, magnificent bridge at Rome, between the two hills of Rome, and on the very spot where Horatius held the ancient bridge some 2000 years ago. Even in London, when you step off there they will point you to the famous bridge in which some 500 or 400 years ago the master painters of that day painted pictures that today make the bridge an art gallery in itself; by the way, bridge building throughout Europe is of such a high standard that it was begun after the Renaissance by the Brotherhood of Builders known as the Brotherhood of Builders of the Brothers of the Bridge. It was considered so important and so high that bridges were built as an act of piety or as an act of penitence on the part of sovereigns who desired to propitiate the Almighty for some wrong they had done. "The Emperor Alexander Bridge at Paris is not only a magnificent structure, from the utilitarian point of view, but they have spent an enormous sum of money in beautifying it, by two marble columns at each corner, surmounted by the gilded statues on the columns. "Nobody thinks of going to London without seeing the Tower Bridge, and it is an asset in itself which causes people to linger there, and it becomes a source of pride to the city, because of it being one of the sights of London; the old London Bridge, is one of the sights of London; as also is the Westminster Bridge crossing from Westminster hall to Lambeth. "Bridge Across Fifth of Forth. "The greatest bridge in the world, probably, so far as being well known, is the bridge across the Fifth of Forth, and it is such an attraction that automobile buses run from Edinburgh, some 25 or 30 miles up the Forth estuary to Queen's Ferry, to visit this magnificent structure. It is not a foot bridge; it is a railroad bridge, costing \$50,000,000 or something like \$17,000,000. "Even today New York is spending enormous sums for beauty in its bridge building. "I ask again, in view of the promises we have made to our neighbors, to not only the state of Oregon but to the northwest, shall we hesitate now and put ourselves in bad, and give ourselves a bad financial rating, and not only a bad financial rating but a bad standing as a promise-maker and a promise-breaker? I think we will not."

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GEOGRAPHY DICTATES ADVISABILITY OF THE INTERSTATE BRIDGE
Territory Adjacent to Clarke County Should Be Included in Portland's Trade Area.
By Henry Crass, President of Vancouver Commercial Club.
Vancouver, Wash., Oct. 25.—To realize that the construction of the interstate bridge across the Columbia river would be a vast and important benefit to Multnomah county, one has but to study the geographical layout of southwestern Washington. There are interurban lines going in all directions from Portland, except north, and they go north to the Columbia river—why not further? It is self-evident that the Columbia river is the barrier, and the great obstruction that keeps the vast resources of southwestern Washington from pouring into Portland and Multnomah county day by day. There is no

VOTER URGED TO KEEP CLEARLY IN MIND THE SIGNIFICANCE OF SPAN

No Bonds, No Bridge; and No Bridge a Retarded Development of Adjacent Territory.

By Allison Burnham, Manager Interstate Bridge Campaign, Clarke County.

The voters of Multnomah county should remember that if the \$1,250,000 bonds are voted, the interstate bridge across the Columbia river will be built, and that it will not be built unless they are voted. That if the bridge is built, Clarke county and southwestern Washington will be gridlocked with trolley lines, all connected with Portland. That with trolley lines going to every part of southwestern Washington the population and wealth of every part of that rich territory will be increased. That with increases of population and wealth, better roads can be and will be built. That transportation is the magic force that develops the natural resources of a country and builds its great cities. That without the interstate bridge, the development of trolley systems and road roads in southwestern Washington will benefit only the cities of Puget sound, and Portland will be entirely left out. That the bridge will be the most important link in the great Pacific highway that will attract the tourists of the world. That with a publicly owned bridge, the interstate rate question will be under the practical control of the local and state authorities who grant the franchises. That we can pay tolls on a ferry or on a privately owned bridge for a hundred years and we will still be paying tolls. That if we pay tolls on the proposed interstate bridge for a few years, we will own the bridge. That when we make it a free bridge, the necessary tax so small as to be no burden at all—five cents or six cents on each \$1000 assessed valuation to pay the interest, and 10 cents to 12 cents to pay the principal.

THEREFORE:
With so much benefit to come from the building of the bridge, not only to the entire northwest in general, but to Portland in particular, it will help in the development of that rich county. With injury done to no one, by its building. With no additional burden assumed while it is maintained as a toll bridge because we are now paying tolls on the ferry. With so slight a tax burden, if made a free bridge, which small tax will be offset many, many times by the advantages accruing from better means of transportation. With absolutely no valid argument that can be advanced against the proposition— **WHY** Should not Multnomah county vote as strongly in favor of the bonds as Clarke county did? Over 87 per cent of Clarke county's vote was in favor of its bridge bond issue. Why not be able to go ahead as in the development of that rich county? A mighty vote in its favor in Multnomah county will put the same courage in the hearts of its people, so that they will be able to go ahead as in the development of that rich county. A mighty vote in its favor in Multnomah county will put the same courage in the hearts of its people, so that they will be able to go ahead as in the development of that rich county. A mighty vote in its favor in Multnomah county will put the same courage in the hearts of its people, so that they will be able to go ahead as in the development of that rich county. What a country we then shall have!

area adjacent to Portland in a business way that is more productive, larger or more accessible than southwestern Washington, were it not for the barrier of the Columbia river. **Transportation Is Fundamental Problem.** Transportation is the keynote of the progress of every country; the better the transportation, the better the country; the better the transportation, the more prosperous and populous the city. So it is with Portland and vicinity relative to the interstate bridge. There are millions of cords of wood that are being burned within a reasonable radius from Edinburg, some 25 or 30 miles up the Forth estuary to Queen's Ferry, to visit this magnificent structure. It is not a foot bridge; it is a railroad bridge, costing \$50,000,000 or something like \$17,000,000. "Even today New York is spending enormous sums for beauty in its bridge building. "I ask again, in view of the promises we have made to our neighbors, to not only the state of Oregon but to the northwest, shall we hesitate now and put ourselves in bad, and give ourselves a bad financial rating, and not only a bad financial rating but a bad standing as a promise-maker and a promise-breaker? I think we will not."

On the other hand, see what it would mean to Portland if this wood could be brought into Portland and placed in the reach of the consumer. If that is true of one commodity, what then does the interstate bridge mean to Portland and Multnomah county? **Trade Area Widened.** If the wholesale houses of Portland are not getting the greater percentage of all the business from Chehalis, including the Willapa harbor country, it is through lack of transportation, because surely that territory is by nature in Portland's trade area, and the business men and property owners, the wage earner and capitalist, and everybody, it seems to me, in Multnomah county, ought to be willing and anxious to make it possible for the great resources of southwestern Washington to come to and be put into the place that nature has designed for it—Portland and Multnomah county. **Overseasive Artisan Builders.** New York, Oct. 25.—An artist, committed suicide in this city the other day because he found that his work was unsatisfactory. Perhaps the man was overambitious, perhaps his work was really poor and unsatisfactory. But if all the "artists," factory, "craftsmen" and "mechanics" whose work is essential to the production of the goods of the world, were to commit suicide, the entire factories would have to work over time to supply the demand for their products. Another rather unusual suicide of the week was that of a boy of 17 who killed himself because his mother and his sister had been in such a situation as to wish they were dead.