

VOTE "NO"

ON THE

Tualatin Tunnel Project

Why This Dangerous Experiment Should Be Killed

At The Special Election Called For Tuesday, October 20, 1925

A Few Facts For the Consideration Of Property Owners In The Tualatin Tunnel District

Until a few days ago there were a lot of us in both the Tualatin Valley and in Portland who were all for the Tunnel project under the bill. We hadn't begun to use our heads.

Millions in Taxes for a Gamble

Then with election scheduled for Tuesday, October 20, we began to dig around for FACTS and FIGURES. What we found shows us that a few land SPECULATORS stand a chance on making some money on close to the tunnel property NOW UNDER THEIR OPTION. The rest of us stand to pay AN APPALLING BILL and take up a staggering load of millions of dollars in ADDITIONAL TAXES with such slim hopes of coming out ahead as to put the whole thing into the class of LONG SHOT GAMBLING.

From beginning to end we find that the carefully prepared propaganda which has been circulated in favor of this dangerous experiment is based upon PURE GUESSWORK. Furthermore the facts already unearthed show that all this loud talk about "immense benefits to farm owners, home owners and business property owners" is SILLY in the light of sober analysis and consideration of Practical Facts. But the tremendous bill we will have to pay year after year, both in taxes and individually if the SPECULATORS can put this RAID OVER is NO DREAM.

Why was Forest Grove, Hillsboro, and the entire western end and most heavily populated part of Washington County left out of the Tualatin Tunnel district?

Do you know that the proposed law not only gives the directors the right to

grant franchises to interurbans, street cars and auto busses but that the law SPECIFICALLY says that the directors can plaster your property with a DEBT OF MILLIONS and then CHARGE YOU TOLLS to pass through the tunnel either afoot or in your own vehicle?

Do you want to pay heavy additional taxes and PRIVATE TOLLS AS WELL?

The law makes your own property a FIRST LIEN, to secure the bonds, and that bondholders could take it no matter whether you had paid your taxes or not—in case there was a default in either bond interest or principal?

Do you know that land SPECULATORS already have under OPTION the land near the Tunnel Entrance and that this land is the only property that HAS A CHANCE for boom prices?

Have you considered the fact that a tunnel instead of increasing the value of farms will tend to decrease them because it will ADD TAXES but not increase production nor save anything on transportation?

Don't pin your faith to guesswork and propaganda of Speculators! If all building was absolutely stopped in Portland and surrounding towns and ALL OF IT were centered exclusively on the 59,100 acres in the Tualatin Valley—it would REQUIRE HALF A CENTURY TO SELL THE LOTS.

Think it over. Don't get the idea that you could sell your property and the other fellow could not. It MIGHT be your property that wouldn't sell. And if you did sell—what would you get? The facts are in this statement. Read Them.

Tunnel Would Cost \$12,000,000

Instead of \$3,000,000, a tunnel would cost us not less than \$6,000,000 to build and \$6,000,000 of interest. On top of that \$12,000,000—more and more taxes to operate and maintain the bore and the expensive ventilating and lighting system which it must have.

For farm and home owners in the Tualatin Valley this stupendous expenditure would be only the beginning. What a land owner could get out of it; what he would have to PUT IN; WHEN he could get anything out if he did, is not hard to figure. A five minutes study of the map and twenty seconds of honest thought is about all an ordinary man needs to see that what is PUT IN will TAKE A LONG, LONG TIME to TAKE OUT again—if ever in our life time.

Here are just a few of the figures. Each is based on actual costs averaged down to make them sure.

Property Could Not Pay Out

Land on the Tualatin Side of the tunnel is in competition for settlement with all other lands, including East Side Portland, the Peninsula district, the Upper Sandy, Lake Oswego, and as soon as the Sellwood bridge is finished—all the big level district this side of Milwaukie. All these districts are improved, close in, easily reached over any number of streets, with street car service, and are served by five bridges. And yet there are approximately 50,000 vacant lots in Portland still. Much of it can be bought for the same prices it sold for twenty years ago.

Tunnel or no tunnel the Tualatin Valley must compete for home builders with these and other properties in Hillsboro, Multnomah, Tigard, Garden Home, etc.,

and so long as there is so much property available land will continue to command only the usual residential or farm use prices and NO MORE.

The Tualatin Valley is already well settled. It requires only a few minutes to travel to or from Portland. The main travel arteries are being steadily added to and improved. For less than one-sixth of the \$3,000,000 (which actually means \$12,000,000) the valley can be made as convenient to west side Portland as Irvington or Laurelhurst are now.

Why, therefore, should we go out and put ourselves under an obligation to pay MILLIONS MORE IN TAXES for something that can not benefit us? Why not let the SPECULATORS who have secured their OPTIONS on the only property that could benefit—PAY THEIR OWN BILL?

Residents of both Multnomah and Washington counties are borne down now by a heavy load of taxes. To increase this load will result in a general breakdown of property values. The nationwide tendency is to DECREASE TAXES. The only way to reduce them is to STOP SPENDING. Let us get down to FACTS. Let us back legitimate and worthwhile improvements and Put Them Through. By the same token let us KILL this everlasting agitation for non-essentials to the end that we can lighten our tax load, and continue to make legitimate and necessary improvements.

VOTE NO!

We recommend VOTE NO on the Tualatin Tunnel project Tuesday, October 20. Let the land speculators who have options of the good stuff pay the bill.

TAXPAYERS COMMITTEE OPPOSING THE TUALATIN TUNNEL PROJECT,
W. C. NORTH, Chairman,
R. M. TUTTEL, Secretary.

For further information, telephone Main 5015 or Main 5448.

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