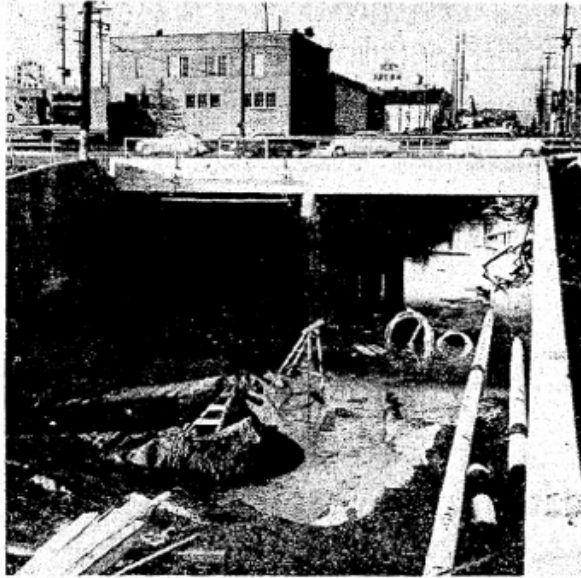


Break in Water Main Floods Underpass



DELUGE: Water gushed from a broken main at Third Avenue North and flowed into Mercer Street this morning as police diverted traffic from the flooded intersection. A utility pole, a police call-

box and a fire hydrant were enveloped at the point where the break occurred. The water flowed east in Mercer Street across Fifth Avenue North. The runoff emptied into the Mercer Street underpass.



UNDERPASS FLOODED: Construction equipment lay partly submerged in water today in the Mercer Street underpass. The runoff from a broken water main emptied into the underpass from Mercer

Street rear. Traffic in Aurora Avenue is visible above the underpass. Water Department employees were dispatched to pump out the water. The cause of the broken main was not learned immediately.

Pavement In Mercer St. Buckled By Flood

A portion of Mercer Street became a river bed when a water main broke at Third Avenue North and Mercer Street at 8:15 o'clock this morning.

Water gushed from beneath both sides of Mercer and from under a parking strip on the north side of the street near the Civic Auditorium.

Equipment Submerged

Water flowed east in Mercer Street, partly flooding the underpass under construction at Aurora Avenue and Mercer Street. Some construction equipment was submerged.

Water department employees shut off valves controlling a 20-inch main and a 12-inch main in Mercer Street. The flow was stopped at 9 o'clock.

Pavement Undermined

Pavement at the intersection where the break occurred was forced upward six to eight inches over a distance of about 75 feet. Police said the pavement was undermined extensively. Traffic was diverted.

Water Department workmen were unable to determine the cause of the break. A spokesman said the break could have been in either of the two water mains or in a branch to a fire hydrant.

Workmen were dispatched to pump water out of the underpass.

"Break in Water Main Floods Underpass: Pavement in Mercer St. Buckled by Flood," *The Seattle Times*, January 4, 1958, p. 1.

Rosellini Sees '58 Start On 2nd Lake Span

Governor Rosellini predicted today that a start on construction of a second Lake Washington bridge would be made this year.

The governor told a luncheon of the Women's City Club in Seattle that the state intended "to progress as quickly as possible on a bridge at Evergreen Point."

The state proposed a plan to build a bridge at Evergreen Point as quickly as possible and later to construct a third bridge parallel to the Floating Bridge, putting tolls on all lake traffic.

The City of Seattle has opposed the plan and recently proposed that the second bridge be built between Sand Point and Kirkland.

Rosellini said that advances in highways and institutions would highlight his administration's program in 1958. He said work on the Tacoma-Seattle-Everett freeway would be extended and that work will begin on a Hood Canal bridge.

CUNNINGHAM'S COMMENT:

Group's Rebuff to Metro Will Do Nothing to Speed Lake Span

—By ROSS CUNNINGHAM,
Associate Editor, The Times

IT seems very doubtful if the second Lake Washington bridge project snarlup was helped any by the Lake Bridge Users' Association taking a position in opposition to the Metro proposition which will be on the March 11 ballot.

The action by the association, of course, was vindictive—in retaliation for the opposition by Seattle municipal officials to the construction of a bridge on the Evergreen Point-Montlake route.

This perhaps should be pointed out in connection with the long bridge controversy. If Seattle officials have been stubborn in their insistence upon a Sand Point or parallel-route bridge, the Bridge Users' Association has been equally stubborn in its fight for an Evergreen Point bridge.

No Concession by Either Side

There has been no "give" or compromise on the part of either side. Both groups have hung so tough in their insistence that they have their own ways that it has been impossible over the years to get started on a bridge, although there seems to be a growing consensus on both sides of the lake that the need for a new crossing is so great that a bridge should be built wherever one can be built.

The problem right now appears to be more one of HOW to finance a bridge rather than WHERE it is to be located.

The state's two-bridge package plan is not moving ahead and appears to be dead. Seattle officials are pushing a proposal for improvement of the present bridge, to be followed in a number of years by another toll-free bridge on the parallel route—but no one yet has suggested where the money for the present bridge improvements is to come from.

Long, Doubtful Shot in Dark

The Lake Bridge Users' Association's thinking that the bond market has improved enough to permit the financing of a toll bridge on the Evergreen Point route, without restoring tolls to the present bridge, seems to be a long and doubtful shot in the dark.

In this writer's view, it may be necessary to work up an entirely new approach to the financing of a second lake bridge. This might involve a combination use of toll revenues and tax funds. The tax funds might come from either county or state, or from a combination of both.

However, this much appears to be very clear: The co-operation of the state, city and county, either in a financing or a political operation, will be required to get the bridge project started.

Vindictive attitudes on the part of any of the groups concerned will not bring about the co-operative atmosphere needed to further the bridge project. Such attitudes tend to make the atmosphere even less favorable to a settlement of the long stalemate, and the problem of financing more difficult.

Another Controversy Threatens

What appears to be happening is that the Metro proposal, the principal immediate aim of which is to clear up Lake Washington pollution, is getting into the same sort of hassle that has prevented construction of a lake bridge.

If this controversy gets out of hand, as the lake bridge controversy has, we may be arguing ten years from now about who is to blame for the loss of Lake Washington as a recreational asset.

"Group's Rebuff to Metro Will Do Nothing to Speed Lake Span," *The Seattle Times*, February 6, 1958, p. 8.

14 The Seattle Times Monday, March 17, 1958

Second-Lake-Bridge Fight Blocks Federal Approval of Freeway

By GENE HILLS

Unless a bridge is built across the northern area of Lake Washington—on the Evergreen Point-Montlake route or north of there—the Seattle freeway will not do the job for which it is being designed.

State Highway Department officials today said the design for a 12-lane freeway through central Seattle is based on the assumption that a northern Lake Washington bridge will be in operation by 1975.

If such a bridge is not built and all cross-lake traffic is carried on bridges in the area of the existing Floating Bridge, the freeway design will be upset, the officials said.

The freeway would have too many traffic lanes north of the central business district and not enough lanes to handle traffic to and from lake bridges south of the downtown area.

Access Plan Submitted

The Highway Department said access plans for a major traffic interchange at Roanoke Street, connecting the freeway with a northern lake bridge, have been submitted to the Federal Bureau of Public Roads for approval.

The bureau, however, is not expected to approve the interchange unless it is assured now that a lake bridge will be built before 1975. The freeway has been designated part of the nation's interstate highway system, which under federal law, is being designed for 1975 traffic.

Federal highway officials already have indicated they will not even approve construction of a section of the freeway itself in the Roanoke Street area until the controversy over the site of a second Lake Washington bridge is settled.

If no northern bridge is to be built, there will be no need for a major Roanoke Street interchange. A relatively minor access point to handle local traffic would be enough.

Decision Sought Now

But the federal bureau wants the city and state to decide now about the lake bridge. The bureau doesn't want to approve a minor access point, then, after the freeway is in operation, have to reconstruct a major interchange when the lake-bridge problem is solved. That would be too expensive.

The pressure for an early lake-bridge decision, however, is not prompted by the interchange problem alone.

The entire Seattle freeway is being designed with traffic flows to and from eight lanes of Lake Washington bridging in the area of the existing Floating Bridge (the Floating Bridge and a parallel span) and a northern four-lane bridge in mind.

Traffic surveys, detailed roadway and access-ramp designs and the federal bureau's approval of 12 lanes for the freeway all have been made under a plan that calls for three Lake Washington bridges whose traffic would leave and enter the freeway

at Roanoke Street to the north and Connecticut Street south of the business area.

Any Northern Site O. K.

Highway Department officials made it clear that the northern bridge does not necessarily have to be built on the Evergreen Point-Montlake route, as far as the freeway is concerned.

A bridge at Sand Point, advocated by the city administration, or almost any other point north of the Montlake District would have a connection with the freeway at Roanoke Street.

The connecting route to a Sand Point bridge, of course, would require a bridge across the Lake Washington Ship Canal.

Some city officials have objected to the Evergreen Point-Montlake bridge proposal because it would be connected with the freeway north of the business district.

Main Problem in North

The City Planning Commission, for one, declared that Seattle's greatest traffic volumes are north of the central district and contend that an Evergreen Point bridge pouring traffic into the freeway at Roanoke Street would aggravate the problem.

City engineers, who have been working closely with the Highway Department on freeway plans, however, have known all along that the freeway is being designed for a traffic flow from a northern lake bridge—whether it be at Montlake, Sand Point or any other north-end site.

"That always has been the idea," one city engineering official said. "The freeway plan now is to handle traffic to and from the Floating Bridge, a four-lane parallel bridge and a four-lane northern lake bridge by 1975.

No Conflict Seen

The city's latest proposal—construction of a parallel bridge first and of a bridge at Sand Point later—would not conflict with present freeway plans, state and city engineers pointed out.

So far, however, this plan is just a proposal. The controversy over the sites for one or two more lake bridges still is far from settled.

"The lake bridges are tied directly to the freeway," said one Highway Department engineer. "But the freeway is a long way ahead of those who are to decide the bridge question.

"The decision-makers are going to have to catch up, or we won't have either the bridges or the freeway," he said.

Times Readers Have Their Say:

'Esthetic Crime' Committed on Franklin High

Editor, The Times:

As an alumnus of Franklin High School, and as an architect, I wish to publicly protest the disfigurement of the (formerly) most beautiful high school in Seattle.

It was always a pleasure to pass by Franklin and to view it along the tree-lined boulevard from Rainier Avenue.

Now, one wishes to avoid the sight of the building. An esthetic crime has been committed!

The beautiful western facade has been mutilated by an awkwardly proportioned and unrelated protrusion of the lower section. The classic columns are partially left above, proclaiming their injury.

The pattern and color of the new work is offensively inconsistent with the character of the older building. The result is extremely unpleasant!

A new gymnasium facility is located in front of the building to the northwest, partially obscuring the mass of the main building.

It is equally awkward and unpleasant in its location, color, proportion and scale relationship to the main building . . .

—VICTOR STEINBRUECK,
270 Dorffel Drive

FOR EVERGREEN

Editor, The Times:

Your editorial of August 21, "State Should Break Long Stalemate on Lake Bridge," has come before the Bridge Committee of the Kirkland Chamber of Commerce.

Among other things, your editorial is glaringly incorrect in stating that a great majority of motorists do not have any preference where the second Lake Washington Bridge is built.

Since 1953, the communi-

ties of Kirkland, Bellevue, Redmond and other contiguous incorporated and unincorporated areas, through their municipal governments and their chambers of commerce, have consistently pleaded for a bridge to be built where the state of Washington, through its Legislature and the Toll Bridge Authority, has recommended the bridge to be built—from Evergreen Point.

Only a smattering of citizens on the East Side—not over 5 per cent at most—has ever favored the Sand Point bridge or the parallel bridge . . .

—CHARLES O. MORGAN,
Chairman, Roads and
Bridges Committee,
Kirkland Chamber of
Commerce.

WHEN, NOT WHERE

Editor, The Times:

Congratulations on your forthright and revealing editorial on a second Lake Washington bridge ("State Should Break Long Stalemate on Lake Bridge," The Times, August 23).

It's hard to understand why the state hasn't solved the problem long ago, unless it doesn't want any solution except its own.

As a daily commuter to Seattle, I can say there is much greater interest in WHEN we get a bridge and whether we pay TOLLS than there is in just where a bridge is located.

You should be complimented for your revelation of the state's "inflexible" position in the lake-bridge matter.

—A. W. PRATT,
1611 108th Ave. S. E.,
Bellevue.

2 The Seattle Times Sunday, September 6, 1959

Lake Bridge: No Span in Sight After Six Years of Controversy

Since 1953 a controversy has raged over the financing and location of a second bridge across Lake Washington. Numerous plans have been advanced to get a bridge started but all have failed.

The present bridge is overburdened with traffic at peak hours, and congestion will become even more intolerable before another bridge can be built—even if it were started immediately.

How did this bridge project get tied into such a knot? What are the prospects of getting a second bridge built in the near future? Are tolls to be restored to the present bridge? What about the route fight? What are the prospects of getting a second bridge built in the near future?



PROPOSED ROUTES FOR SECOND LAKE BRIDGE

These are among the many questions in the minds of many citizens of Seattle and east of the lake. To those who fight on them, the following has been written by Ross Cunningham, an associate editor of The Times.

Q. When is it likely that a bridge will be started?

A. No one can say for sure. The state is considering several plans for financing a Montlake-Evergreen Point bridge. If toll-revenue bonds to finance it can be sold, a start could be expected within several months. But the prospects still are pretty "iffy."

Q. What do you mean by "iffy"?

A. Let's take the various financing plans, one by one, to get the answer.

Fund Plan Offered

County Commissioner Scott Wallace has proposed that road funds of his district be pledged to guarantee an issuance of toll-revenue bonds for a Montlake-Evergreen Point bridge, which he campaigned for when he was elected.

Wallace has yet to sell the two other commissioners entirely on his proposal, although the state would like to grasp it if it would get a bridge started.

But there is a legal question whether the county can do what Wallace proposes. Where there is a legal question there is an opportunity for a court test—and opponents of Wallace's plan have said they will go to court.

Q. How long would such a court test take?

A. This would depend upon how it was brought. If the

state brought the suit, it might get through the Supreme Court in two or three months.

Suit Considered

The state is considering the suit to save time—because if it is brought by outsiders it might take a year or longer to get the question adjudicated. The state has special rights to get speedy court determinations.

Q. Are there any political problems involved in Wallace's plan?

A. Yes. It has been charged by critics that he would jeopardize the road program throughout King County north of Renton by pledging the funds.

No one can say for sure how much money the county might have to put up. The total liability would be about \$750,000 a year if the bridge did not earn enough revenue to meet its debt service.

Q. What other financing plans are under consideration?

A. There is a revival of the

of restoring tolls were not present, the state would not have to resort to the device to sell the bonds.

In this connection, the Tacoma Narrows bridge has paid its way without resorting to the use of a guarantee fund available. The opposite is true in Spokane, where a state toll bridge has been a financial fiasco.

Q. What are the relative costs of the two bridge projects?

A. There are lots of "figures" floating around, some of them designed to make one or the other project look more favorable.

Estimates Given

The Coverdale & Colpitts report, in 1957, placed the cost of a parallel route bridge at \$46,000,000 and an Evergreen Point bridge at \$26,000,000.

Some factors have changed since then, but these estimates give a good idea of the comparative costs.

Q. Why is the parallel route the more expensive?

A. This is mostly because it requires two bridges—one across the main body of the lake, another across the East Channel—two more tunnels in Seattle, right-of-way on Mercer Island, and extensive interchanges in Seattle.

Q. What about route recommendations by traffic engineers?

A. The DeLew, Cather & Co. report, made at state expense in 1956 to "resolve" the route controversy, recommended the parallel route. The State Highway Department has made one or more reports recommending the Evergreen Point route.

Confusion Results

Conflicting reports have been used by partisans to support their positions, which has added to the confusion.

Q. If the state decides to pledge restoration of tolls to the present bridge, is there likely to be a court test?

A. Opponents of this plan have said they would carry the fight to the United States Supreme Court if possible.

Q. What about Mayor Clinton's proposal for the city, county and state to finance a "loan" basis, the immediate construction of a toll-free parallel bridge?

A. The mayor's plan has been rejected by the governor and the Board of King County Commissioners. They want an Evergreen Point bridge.

And the governor's latest proposal—that the city help finance an Evergreen Point bridge—can be considered dead, too. City officials are unlikely to help finance a bridge they have opposed.

Q. But the governor had said earlier that he was open-minded regarding Clinton's proposal?

A. The governor usually takes the position he is open-minded on the bridge route, but he always ends up backing the Evergreen Point route, which he endorsed when he was elected.

Q. Hasn't Clinton been hand-headed, too?

A. The mayor has argued vigorously against an Evergreen Point bridge, but at no time has been in a position legally to block its construction if the state had had the money to finance it. The state's authority in this matter is superior to the city's.

Freeway Job Pushed

The city is helping to provide a Montlake-freeway interchange, which would be an integral part of an Evergreen Point bridge.

Q. What has been the basis of Clinton's position?

A. The mayor supports the position of the City Planning Commission that a parallel bridge, and later a Sand Point bridge, would accommodate the city's long-range traffic pattern better than a bridge through Montlake.

The mayor also may be echoing sentiment in the Madison Park, Montlake and surrounding neighborhoods which long have been protesting intrusion of a bridge. These people say the bridge is wanted mainly by residents east of the lake and "we see no reason why they should run it through our neighborhoods. Let them build their bridge somewhere else."

Q. One hears that Clinton's position was dictated by a handful of his supporters.

A. That's nonsense. The mayor obviously has a deep

obligation to look after the interests of Seattle as he sees them.

Q. What is the bridge sentiment in Seattle?

A. It never has been measured by a disinterested sampling of opinion. An indicator, however, can be found in election results.

Elections Cited

Candidates who have run for municipal offices on an Evergreen Point bridge plank have been defeated without exception, but councilmen—who have supported the mayor's position—have been returned to office.

An important difference between the city and state plans is that the city's plan would provide a toll-free bridge, while the state's plan would require tolls.

Q. Is it true that the former Republican state administration favored the Evergreen Point bridge?

A. Yes. If the bridge had been started in, say, 1953 or 1954, it could have been financed without any guarantees. But costs have risen.

Pattern Seen

The State Highway Department, through Republican and Democratic administrations, has plugged for an Evergreen Point bridge and has knocked down every proposal to build a parallel-route bridge.

The reasons for this are vague, but suggestions may be found in the history of the department. It always has been rural-minded and, until recently, has concentrated its spending in the nonmetropolitan areas of the state.

There is evidence of this in the highway pattern: Highways have been improved to superior standards north of Everett and south of Tacoma, and across the state, but only recently has work begun on the Tacoma-Seattle-Everett freeway—the location of the greatest congestion in the state.

The freeway was first envisaged as a tollway, and the lake-bridge problem seems to fall in this same category. If the people of this area could be made to pay for their facilities from tolls, that would permit the Highway

Department to spend more of its money in nonmetropolitan areas.

Q. But one hears the "Seattle is getting all the money" with the freeway construction.

A. That's not quite true. Snohomish and Pierce Counties, and the outlying parts of King County, will benefit as much as Seattle from the three-county freeway. There three counties were quite patient, and rightly so, when the state was spending tens of millions of dollars to improve the east-west and north-south highways in the rural areas.

Q. Is it true, as some contend, that federal money for a parallel bridge will not be available until 1967?

A. That's true as long as the state continues to make it true; it all depends on how the state decides to budget its revenues.

Priority Questioned

Critics of the state have contended it has given a parallel-route bridge a lower priority than some other projects where traffic congestion is either less or nonexistent. They cite the freeway to be built between Olympia and the Nisqually River as being on a noncongested route. This project has a higher priority than the lake bridge.

Q. It has been asserted that the lake-bridge financing plans have been "overloaded" with costs that should not be borne by tollpayers, to such an extent that it has been impossible to finance them with toll-revenue bonds. Is that true?

A. A case might well be made along that line. Critics of the state's financing plans have held that they are wrong in concept. They cite, for example, the financial planning in connection with an Evergreen Point bridge.

The floating sections and their approaches were estimated in 1957 to cost about \$15,000,000—which probably could be financed from toll-revenue bonds without resort to guarantees.

But what the state has done is to hang another \$11,000,000 worth of nonbridge work onto the bridge financing. This includes highways and other work east of the lake extending to east of Lake

Washington Boulevard, and west of the lake through Montlake to the freeway route on northern Capitol Hill.

The critics argue that if the city, or state were willing to pay for the shore-side facilities from tax funds—as they have paid for highways—there would be no difficulty financing a toll bridge on that route even now.

"Loading" Cited

The parallel-bridge route, likewise, has been "loaded" with non-bridge costs—such as the highway across Mercer Island, additional tunnels and interchanges in Seattle.

These are not strictly "bridge" projects; they are "highway systems" extending far from the lake itself. Many parts of the "systems" would be used by motorists who would not pass through the toll plazas.

The argument essentially is that if these facilities extending far from the bridge themselves were paid for from tax funds, the costs of the bridge would be brought down to within range of financial feasibility.

Q. Has this concept ever been explored?

A. Yes. Part of it has been carried out in the city-state agreement to build the Montlake-Capitol Hill interchange, but apparently for reasons other than to get a bridge. The city-state agreement reduced costs estimates for an Evergreen Point "bridge" by about \$4,000,000, but not enough to insure the financing of a bridge without some form of guarantees.

Q. It has been said that a parallel bridge couldn't be begun, even if money were available, because the Legislature has decreed that the bridge be built on the Evergreen Point location. Is that true?

A. No. The Legislature expressed a preference for the Evergreen Point route, but left the decision on the site to administrative officials.

"Lake Bridge: No Span in Sight After Six Years of Controversy," The Seattle Times, September 6, 1959, p. 2.

TIMES READERS HAVE THEIR SAY:

Money Troubles Real Cause of Evergreen Delay

Editor, The Times:

YOUR editorial, "And Still No Bridge in Sight" in The Times of September 29, gives undeserved credit to this and other organizations opposing a second Lake Washington bridge on the Evergreen Point-Montlake route for having delayed its construction.

The fact is that no protests against building this span, instead of where the State Highway Commission's own engineers found the need to be the greatest, the parallel route, have had any effect whatever on state officialdom.

The reason the Evergreen Point bridge has not been built is that they have not yet found a way to finance it.

The DeLeuw-Cather report, for which the state paid some \$30,000, was swept under the carpet because it recommended the parallel route.

The opposition to the Evergreen Point route of Mayor Clinton, the City Planning Commission, the Municipal League, the Arboretum Foundation and numerous improvement and community clubs has been brushed aside.

Your editorial would indicate that The Times thinks it makes no difference where a new bridge is located as long as we get one.

But the site of the bridge could make a big difference to the home-owners of Montlake and North Broadway residential districts, and to the comprehensive, long-range city plan of the City Planning Commission.

These city officials, who are working for Seattle's

best interest, are deserving of better support.

They understand, as state officialdom at Olympia stubbornly refuses to acknowledge, that U. S. Highway 10 is Seattle's main highway link with the rest of the state and the nation, and that only a free parallel bridge will serve this growing traffic, which is not going to make a detour to pay a toll for crossing the lake at another point.

—CARL M. BALLARD,
President,
Citizens Parallel Bridge
Association.

METRO COUNCIL

Editor, The Times:

It is most fitting as our

NOTES ON THE NEWS



"Wait'll Cape Canaveral gets a load of this!"

Metro Council begins its work, that public notice be taken of the part Seattle's two newspapers played in presenting the proposal to the voters.

You not only carried in your columns the routine news about the Council, and urged its adoption in your editorial pages. Your writers studied the plan and carried many educational articles on it so that our citizens could vote intelligently on this complicated question.

The new Metro plan will need careful study and intelligent and patient leadership from the members of the Metro Council to put the concept into operation.

We know our newspapers will continue their responsibility in keeping our citizens informed of its progress.

—GORDON S. CLINTON,
Mayor.

2 The Seattle Times Sunday, October 20, 1957

Second Lake Span No Nearer Realization Than Year Ago

A year ago today the state green Point route, was waiting impatiently for January 10—The Citizens an engineering report that Parallel Bridge Association was expected to pinpoint the best site for a second bridge the efforts of more than a dozen groups opposing the Evergreen Point site.

The report was submitted on schedule, but today the issue still is far from settled. D. Rosellini, at a news conference, endorsed the Evergreen Point route.

The controversy still blazes between backers of a new span parallel to the existing Floating Bridge and those who oppose the Evergreen Point route as not meeting the city's traffic needs.

February 5—Mayor Gordon Floting Bridge and those who oppose the Evergreen Point route as not meeting the city's traffic needs.

February 27—After heated debate, the State House Representatives voted 74 to 21 for a bill designating the Evergreen Point route, but permitting the Toll Bridge Authority to build the span elsewhere if the Evergreen Point site proved financially unfeasible.

March 27—The Toll Bridge Authority officially selected that the second bridge be the Evergreen Point-Union Bay route. Rosellini said he would try to obtain City of Seattle approval.

December 12 — The Toll state highway director, said Bridge Authority approved the Federal Bureau of Public Roads had ruled that tolls could not be reimposed on the

(See Sketch) → existing bridge.

April 23—The Toll Bridge Authority hired Coverdale & Colpitts, New York traffic-engineering firm, to make a financial-feasibility study of the Evergreen Point route.

September 19—The Times reported that it had learned that a preliminary report submitted to the governor by Coverdale & Colpitts would show that the Evergreen Point route could not be financed by toll revenues.

September 28—The governor said he would settle for any site that could be financed, but repeated that he favored the Evergreen Point route.

October 17—Bugge disclosed he had proposed to the Federal Bureau of Public Roads that both a parallel bridge and an Evergreen Point bridge be built and that tolls be placed on both new bridges and the present bridge to finance the construction.

Today—?

The unit of currency in Panama is the Balboa, at par and used interchangeably with the United States dollar.



ON AND ON AND ON: This sketch about the Lake Washington bridge controversy by Alan Pratt, Times staff artist, which appeared in The Times a year ago, still is appropriate. (The only change is that Snoqualmie Pass now is closed by a slide.) Little progress has been made in the past year toward settling the bridge issue. Several suggestions have been made for bridging the lake, but the major debate is between advocates of a span parallel to the Floating Bridge and those who favor a bridge between Evergreen Point and Union Bay.

“Second Lake Span No Nearer Realization Than Year Ago,” The Seattle Times, October 20, 1957, p. 2.