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"Harmony in
Diversity"

PORTLAND CITY CLUB BULLETIN

"Fore"

VOLUME I

PORTLAND, OREGON, APRIL 22, 1921

NUMBER 31

FRIDAY, APRIL 22

Hotel Benson, 12:15

SPEAKER

JOSEPH N. TEAL

Lawyer, Scholar, Rate Expert

SUBJECT

"The American Merchant Marine"

Mr. Teal was recently a member of the United States Shipping Board, has long been a resident of Portland, and is an authority of high national standing in transportation matters. This will be one of the most interesting and instructive addresses ever delivered before the City Club.

Some matters of unusual interest, and requiring urgent attention in connection with the vocational and health rehabilitation of war service men will be presented by

MORRIS E. CRUMPACKER

THE INSANE AND NEAR SANE IN MULTNOMAH COUNTY

THE following is a report of the address by Henry Viets, M. D., delivered before the City Club, April 15th. Dr. Viets for the National Committee for Mental Hygiene is director of a survey now being made in this state concerning the insane and near sane, at the request of the State of Oregon and Multnomah County Commissioners.

A survey of all the aspects of mental illness is being made in Portland and Multnomah County, at the request of the University of Oregon Medical School and the County Com-

missioners. Portland is thus following the lead of other cities, such as Cleveland, Ohio. She is the first city, however, on the Pacific coast to interest herself in the modern ideas regarding mental disease. Because of her future as the center of medical education and thought in the Pacific northwest it is exceedingly fitting that she survey the ground and lay her plans wisely for future development.

There is need for a psychopathic hospital, or department of a general hospital, in the city to

Continued on Page 2

PORTLAND CITY CLUB BULLETIN

Published Weekly By
THE CITY CLUB
OF PORTLAND

C. W. PLATT *Secretary*
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ANNUAL MEETING

The following committee has been appointed by the president to secure a speaker and make all other arrangements for the Annual Meeting which will be held on Friday, May 6th.

SIDNEY J. GRAHAM,
E. H. SENSENICH,
R. R. CLARK.

Membership in the City Club gives the privilege of association with more than six hundred members like yourself who want to contribute to the betterment of life in Portland, through the City Club's activities.

THE INSANE AND NEAR SANE IN MULTNOMAH COUNTY

CONTINUED FROM PAGE 1

provide for the observation and temporary care of the incipient and curable cases of mental illness, exactly analogous to the general hospitals already established for this observation and care of incipient cases of physical ills. There is today no need for discrimination against the mentally ill. Mental illness and general illness are simply two aspects of disease.

It is no longer considered a disgrace to be insane. The insane are sick people, and therefore candidates for hospital treatment, not for detention in jails or almshouses. Is it fair, then, to arrest a patient with mental symptoms, commit him to jail after hasty examination, to await transportation to a state hospital? All physicians and judges, however, know the difficulty of diagnosing by a cursory examination patients mentally ill. All would welcome a properly equipped hospital, free from the stigma of an insane asylum, where a careful observation might be made over a period of days before final decision is reached. Such a hospital in Boston, for instance, finds, after a period of ten days' observation, that only 62 per cent of the cases are committable to a state hospital, and 38 per cent are able to return to civil life. Twenty-two per cent of the latter group are declared not insane. So great is the confidence of the public in this hospital for mental disease that the voluntary admissions for the last year were 18 per cent of the whole. Portland needs such a hospital, or department of an existing hospital, to enable her to become the medical center of the Pacific northwest.

Membership in the City Club enables you to keep in touch with new developments in municipal questions.

The City Club offers the opportunity to join with other men of high ideals and genuine interest, in working toward the solution of the city's problems.

A LIBRARY THAT GOES TO THE PEOPLE

In order that City Club members may know how our Portland Public Library is appraised by eastern visitors we give herewith the following editorial which appeared under the above heading in the March 10th issue of the Outlook of New York.

The conception of a public library as a community center has grown enormously in the past few years. A fine example of this principle in practice is the public library of Portland, Ore. It would be hard to mention any better method of spreading the educating influence of a library by active work than this institution affords. It exemplifies the principle laid down by those who conduct it that "the public library is a big business in which the taxpayers are shareholders. If we live up to their ideals, they will get proper return on their investment." The Portland library is not a "morgue of books"; it goes to the people instead of waiting for the people to come to it. Its librarian says, "We are believers in advertising, so we advertise our library wherever we can." One interesting and valuable form of advertising is carried on through foreign newspapers to let foreign-born citizens know of the work; this is followed by giving six "parties" a month for the entertainment of foreigners who

are attending the public naturalization classes, and the result is not only to bring them together socially and put them in touch with the social influences that tend to Americanization, but to interest them in the work of the library, and especially the books dealing with American history and government. Similar lists of books especially desirable for foreigners and books in many foreign tongues are also sent out to families.

A novel method of bringing the library to the people is seen in the visit of a branch librarian to factories and shops; by her talks she interests the working girls and men in books, and many of them come to the library as a result. We are told of one factory talk given in a laundry in which the librarian emphasized the value of good stories, but talked especially of books on fancy work, etiquette, exercises, health and beauty. A number of these girls later appeared at the library and asked for the particular books mentioned. As a definite result of teaching workmen about library possibilities, machinists come to ask for books on wireless, on plumbing, on construction, and so on. Needless to say, a modern library like this has branches, sends out traveling libraries, has a stereopticon for lectures and provides study rooms and a free auditorium for the public. It also circulates sheet music and educational records. A box of books goes

APPLICATION FOR MEMBERSHIP

Date.....

I am a resident of Portland and interested in the welfare of the City. I have acquainted myself with the purposes of the City Club and having a desire to join with other men of like genuine interest, in earnest study of the City's problems and effective work toward their solution, I hereby apply for membership in the City Club of Portland.

I enclose \$6.00 in payment of Semi-Annual Dues. 40 cents of this amount is for subscription to the Portland City Club Bulletin.

I am interested in the following subjects for Committee Work:—

(Mark first and second choice)

- Public Health
- City Planning
- Industrial and Port Development
- Boys
- Legislation
- Education

Date approved.....

Date elected.....

Name.....

Business Address.....

Business Phone.....

With Firm of.....

In Capacity of.....

Profession or Business.....

Residence Address..... Phone.....

I am acquainted with the following members:—..... Proposer

regularly to the men who tend the drawbridges on the river.

The people of Portland are extremely proud of the remarkable work done by their library. In large measure it was due to the ability and activity of the late Miss Mary Frances Isom, a woman of remarkable personality, with insight into the possibilities of library work. It was Miss Isom who, at the dedication of the Portland Central library, gave this excellent definition of what a public library should be: "The public library is the people's library; it is maintained by the people for the people; it is the most democratic of our democratic institutions; therefore to be of service to all the people of the community, to meet their needs and to contribute to their pleasure, is its simple duty."

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

State of Oregon, County of Multnomah—ss.

Of the Portland City Club Bulletin, published weekly at Portland, Oregon, for April 1, 1921.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared C. W. Platt, who, having been duly sworn according to law, deposes and says that he is the Editor of the Portland City Club Bulletin and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to-wit:

1.—That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, City Club of Portland, Portland, Oregon; Editor, C. W. Platt, Portland, Oregon; Managing Editor, none; Business Managers, none.

2.—That the owners are: City Club of Portland, no capital stock; R. R. Rankin, president, 508 Platt Building, Portland, Oregon; C. W. Platt, secretary, 309 Gasco Building, Portland, Oregon.

3.—That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: none.

4.—That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustee, hold stock and security in a capacity other than that of a bona fide owner, and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

C. W. PLATT

Sworn to and subscribed before me this first day of April, 1921.

L. BERGSEVIK

My commission expires Sept. 22, 1924.

CITY CLUB NOTES

The Report of the City Planning Bureau of the City Club which was read at the meeting last week has been printed and is issued as a supplement to this Bulletin.

This report gives concrete suggestions and recommendations for changes in the plans for the railway terminal extension proposed by the railroad companies.

Every member who reads this report will see that the City Club is doing constructive work.

The following amendment was passed at last week's meeting:

Article III, Section 4,

"Membership dues shall be twelve dollars per year, payable semi-annually in advance on the first day of May and the first day of November."

This amendment was passed in accordance with the recommendation of the Ways and Means Committee, whose report was published in the Bulletin of April 1st and gave the budget requirements for next year's work.

RANGERS LEARN ABOUT FOREST FIRE LAWS

There has just been held in Portland a three-day conference of men from each of the National Forests in western Oregon to learn more about the forest fire laws of the Federal Government and the state and how to enforce these laws in order to put a stop to needless forest destruction. This conference was for the purpose of acquainting the field men of these forests with a knowledge of what the trespass laws are regarding fires left burning in the woods, how the rangers should secure evidence about the guilty parties who purposely start forest fires, those who leave unextinguished camp fires and unpermitted brush fires, and how and when they should report all such cases to the Justices of the Peace or other state or federal officer. It was brought out at this meeting that the local Justices of the Peace and other state peace officers are on the whole helping in a splendid manner the forest rangers in this work, looking towards the full protection of the timber resources of the Northwest.

SUPPLEMENT TO
THE PORTLAND CITY CLUB BULLETIN

VOLUME I

PORTLAND, OREGON, APRIL 22, 1921

NUMBER 31

PRELIMINARY
REPORT
ON PROPOSED
STREET VACATIONS
IN THE RAILWAY TERMINAL

PRELIMINARY REPORT ON PROPOSED STREET VACATIONS IN THE RAILROAD TERMINAL AT PORTLAND, OREGON

The following report, on the readjustments proposed in the extension and unification of railway terminals in the City of Portland, was prepared by the City Planning Bureau of the City Club under date of April 12, 1921, and read to the Club at the regular meeting, April 15, 1921.

REFERENCES

Plan submitted by the Railroad Corporations to the City Government.

Six sketches presented herewith.

The plan of the Railroad Corporations represents their property ownerships and shows the tracks to be laid in the area, especially in the proposed new freight terminal in the Guild's Lake section and extensions in the hither area contiguous to the passenger station.

Since the Railroads are public service Corporations, though privately owned, having special requirements of freedom of action over considerable land areas and, as these areas have very intimate relation to movement of people and goods in the city site, there is special and peculiar need of adjusting any conflicting methods of arrangements serving the City and the Railroads, to the end that each may function conveniently and with the greatest efficiency.

Sketch No. 1 shows the railroad lands involved and the streets within and contiguous thereto.

Sketch No. 2 shows a section across the proposed terminal site and extending from the river to the slope of the hills. Also a plan of the railroad property with the intersecting streets if determined as recommended herein.

Sketch No. 3 shows the street vacations requested by the Railroads.

Sketch No. 4 shows what the city is advised to refuse.

Sketch No. 5 shows what the city may reasonably request from the Railroads in a mutual exchange.

Sketch No. 6 shows the railroad passenger terminal area with streets for which vacation is now sought and others that have been previously vacated.

RESERVATIONS AND REQUESTS

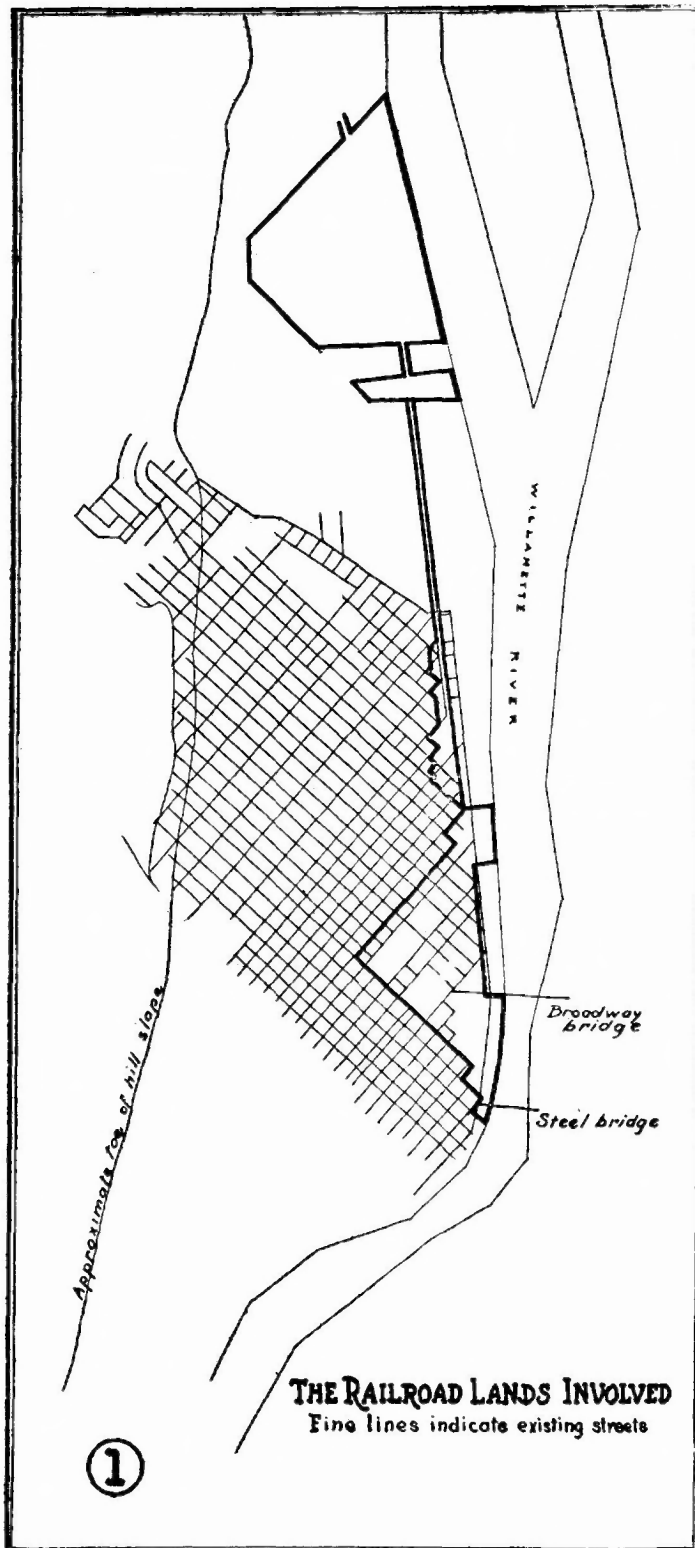
The provisions of the plans are based on the following considerations:

Broadway is needed as an approach to the Broadway bridge and title may rest in the public as at present without injustice. If there is any good reason why title should be transferred, request so to do should convey with it an explanation of the need or the advantage to be gained by vesting it in private rather than public ownership. We therefore disapprove relinquishing public title to it.

Lovejoy Street is needed for elevated passageway to connect the Broadway bridge with the city area to the west and to prevent pocketing a section of the city area affected and to obviate an undue circuitousness in traveling between the bridge and this section. We therefore advise that title to it be not relinquished and instead that request be made on the railroads to supply one or more gaps in the street to effect a full width, continuous connection between the bridge and the area west of Fourteenth street. And further, that request be made to dedicate the right-of-way now owned by the railroads and occupied by the Broadway bridge.

Other requests and reasons therefor are as follows:

(a)—Convey to the public a right of way by proper dedication, of the Steel bridge approaches on both sides of the river and extending from the river front harbor line to grade connections with the



THE RAILROAD LANDS INVOLVED
Fine lines indicate existing streets

city streets at opposite ends, thus securing satisfactory protection to the party of dominant right.

(b)—Dedicate two crossings of the right of way between Nicolai street and the projected terminal, also, two cross streets traversing the terminal in a general north and south line, also, a boundary street on the north, west and south sides of the terminal area as substantially shown, also, dedicate a strip of proper dimensions extending from the river front to substantially connect and align with the proposed opening at the foot of Fourteenth street for future contingent use as a bridge approach.

(c)—Establish an easement through the yard to permit of an elevated way, of street width, being constructed to connect the Steel, Broadway and proposed bridges by a line west of and parallel to Front street, thus obviating the necessity of travelling a lengthened and indirect route over existing city streets, in order to pass from one bridge end to the other at substantially bridge elevation.

PLATTING NEW AREA

Underlying the purpose of the several proposals are the following considerations:

The unit of land area comprising the flat lying between the river on the east and the foot of the hills on the west extends from the northerly end of the city southward to and including the present business center. North of Nicolai street it is almost entirely unplatted but with filling by dredging it will become immediately available for industrial use and occupation. In that event, traffic communication conveniences will be required to connect it with the developed sections of the city and to provide passage through it from and to the region beyond. Any use of a large tract of land that requires excluding the general public will warrant careful planning lest it cause constriction at a given point and with it threaten congestion or entail undue lengthy journeyings in passing, or the construction of expensive and long elevated structures to furnish relief. Meanwhile, lengthened

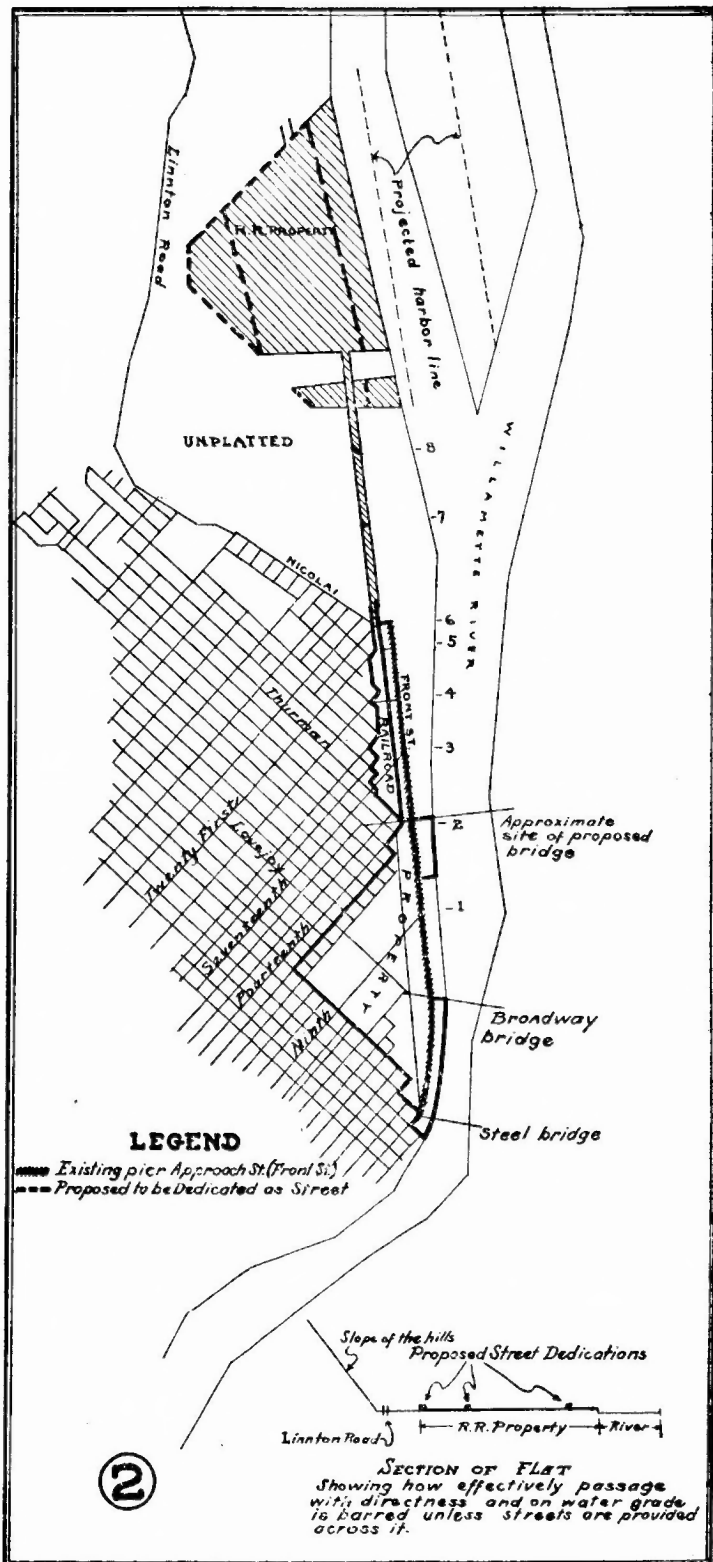
meanders or delay in constructing elevated ways, forestalling grade dangers, will tend to pocket contiguous property beyond, and depreciate its economic use.

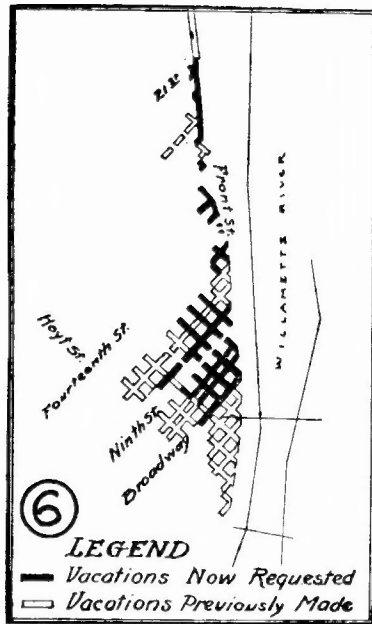
The route proposed east of the main line of railroad way is primarily to serve the docks; traffic over it will probably be of the heavy-van, slow moving and bulky sort, hence the street should be ample in width, even though its usefulness for express travel between distant points and having no concern with the activities conducted on abutting lands, will probably decrease with time. Accordingly, a boundary street and two additional routes are proposed to supplement the Linnton Road. Two of these intersect the property from north to south. The diagonals indicated are to further minimize the disadvantages of injecting so large a tract of land, dearthly supplied with streets, across the greater part of the long flat bordering the river and over which traffic must needs pass as the property develops. Even so, the percentage of streets designated is far below any similar platted area used, as an integral part of the city site, for business.

PROPOSED BRIDGE APPROACH

The proposed bridge approach dedication is not of immediate concern but with the occupation of Guilds Lake flats, a more convenient connection with the East Side will be of increasing importance. Direct connection between the opposite sides of the river by way of Swan Island is objectionable by reason of the length of viaduct required and the concomitant cost thereof and also the objection to numerous bridges spanning the harbor at locations where abutments militate against free maneuvering of water craft. Therefore it is deemed advisable to anticipate the need of another bridge above Swan Island but below the Broadway bridge, one of approximately the height of the Broadway bridge and reaching grade in the vicinity of Eighteenth to Nineteenth and Overton or Pettygrove in the other direction.

A complete subdivision of the unplatted land lying north of Nicolai street





has the potential capacity of materially increasing or decreasing property use and value according to its design but, with different ownerships, and without pooling of their interests, and in the absence of a publicly adopted scheme reinforced by stipulations effectively securing compliance with it, there is insufficient warrant to propose more specific provisions than herein contained.

Special attention is directed to the lack of any known public policy of rail belt line transfer. It is presumed that the trunk line street proposed to be located east of the main line of rails may have some such ultimate service. With two public bodies delegated to conserve and develop our shipping and commercial interests, it appears desirable that some early attention be given by them to this aspect of our interests with an avowed object of having a definite policy adopted and understood by the public.

Furthermore, shore frontages, with suitable provisions for access thereto, over public routes, would seem to be desirable both with sufficient frequency and individual extent. It is possible that one

such might be, with propriety, incorporated in the location where this report calls only for a bridge approach.

Concerning the publicly voiced desire for the construction of a Union Passenger Station, we have insufficient evidence to prove the warrant of it being undertaken as a service need at the present time or that it is economically sound to embark upon its construction at once. Therefore, no recommendation is made concerning it.

In accord with the above explanations we recommend as follows:

- 1.—That Broadway and Lovejoy streets be not vacated.
- 2.—That requests for transfer of titles and dedication of lands from the Railroads to the City be made by the City officers.
- 3.—That a reservation, substantially as has been made by the Railroads when transferring land to the City, providing an effectively controlling agreement for a perpetual right of the City to re-occupy and use, on need, for traffic purposes, streets hereunder vacated to the Railroads, be incorporated in all transfers and relinquishments herein mentioned.
- 4.—That in the event of all such satisfactory and adequate rights and considerations being secured from the Railroads by the City as herein discussed; the vacations of other streets as requested by the Railroads and in keeping with the advice given herein, be approved.

