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City Club of Portland (Portland, Or.)

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"Harmony in  
Diversity"

# PORTLAND CITY CLUB BULLETIN

"Fore"

VOLUME I

PORTLAND, OREGON, JUNE 17, 1921

NUMBER 40

**FRIDAY, JUNE 17**

*Hotel Benson, 12:15*

SPEAKER

**RICHARD F. SCHOLZ, Ph. D.**

President of Reed College

SUBJECT

**"The Price of Liberty"**

*A Vigorous Speaker on a Live Subject.*

The newly installed president of Reed College was chosen by the board of trustees, after a careful search of a wide field, as a man having ideal qualifications for our local college.

After receiving degrees at the University of Wisconsin, he was a Rhodes Scholar in Oxford. He has done extensive research work in Europe and has traveled in France, Italy, Germany and Greece.

Dr. Scholz comes to Reed from the University of Washington where he has been professor of History for the past three years.

Every member of the Club should appreciate this opportunity to welcome our distinguished guest who comes now to be a member of our community. Let us give him a real City Club welcome.

James B. Kerr, Chairman of the Board of Trustees of Reed College, will introduce the speaker.

## 3 MILL SCHOOL TAX

The special tax levy for school purposes to be submitted to the people on June 18, is to raise money for new buildings and grounds.

The annual income of the school district is in the neighborhood of \$3,800,000.00. Of this amount, only a little over \$300,000.00 is available for buildings, grounds, and equipment. This sum would be adequate if no new buildings were needed, but at the present time either new buildings or additions to present buildings are needed in nearly every district in the city. There are now 53 school buildings unable to accommodate the children of their districts and portables or temporary buildings have been constructed or authorized to accommodate the overflow. Some districts, such as Alameda and Beaumont have only portable buildings and will not be able to obtain permanent buildings unless more money is available for building purposes.

At the present time it appears that at least \$1,000,000.00 a year will be needed to supply the necessary buildings to accommodate the children of the city. The proposed levy will bring in \$950,000.00. The estimated cost of buildings and grounds to relieve the most congested districts at the present time is \$958,000.00.

The proposed levy does not mean an increase in taxes over the present rate as it is but a continuation of the levy voted last year.

John C. Veatch, *Chairman Legislative Committee.*

## "FORWARD LOOKING"

Our meeting last Friday was a unique experience for the Club, as our program was given at the Festival Center, where the use of the Sound Amplifier made it possible for a large audience covering several park blocks to enjoy the music and the address.

Dr. Edward O. Sisson, president of the University of Montana, was the speaker.

After paying an eloquent tribute to the Portland Rose, and the influence it bears in the life of Portland through the Rose Festival, Dr. Sisson designated the theme of his address as "Forward-Looking Men," saying that "if we are to be forward looking men we shall have to have time for politics, time for the affairs of our city, and time for the affairs of our country."

The address portrayed America's place in the future, with the thought that America looks forward in its stand for disarmament; that the welfare of the world rests upon the question of disarmament, the greatest single issue which the world is facing.

"America's future is no longer bounded by the Pacific on the west, the Atlantic on the east and Canada on the north; America's future now includes the world."

Dr. H. L. Bowman introduced the speaker. Mr. Joseph P. Mulder rendered tenor solos, accompanied by J. Hutchison.



# PORTLAND CITY CLUB BULLETIN

Published Weekly By

## THE CITY CLUB OF PORTLAND

ELLIS R. HAWKINS . . . . . Secretary  
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## THE CITY CLUB

**GENERAL PURPOSE:**—"To inform its members and the community in public matters and to arouse them to a realization of the obligations of citizenship."

**OPPORTUNITY FOR SERVICE:**—Membership in the City Club gives you an opportunity to cooperate with others who have a genuine interest in the advancement of public welfare in the City of Portland.

**AN OBLIGATION:**—City Club dues, only one dollar per month, are payable semi-annually on the first day of May and the first day of November. Your loyal interest and generous support make possible the accomplishment of the purposes of the Club.

**THE BULLETIN:**—Through the Bulletin, it is our aim; first, to keep our members in close touch with what is going on in the Club; second; with what is going on in the field of public affairs in the city and state; and third, with what is going on in other cities. To do this we must have the help of every member. When you see or hear anything of interest to City Club members, make a note of it and send it to the secretary.

## OTHER CITY CLUBS

Several of our members have visited other City Clubs in their recent Eastern trips and have returned with new enthusiasm for City Club ideas and ideals.

Walter H. Brown, C. P. Keyser and Chas. H. Cheney have recently visited the City Clubs of Chicago and Cleveland. Dr. Else has visited the above clubs and is now in Boston. Mr. Alex Rae has just brought us booklets of the City Club of Washington, D. C. showing plans of a new club building.

The courtesy shown to our members by these clubs is appreciated.

The following letter is quoted for the benefit of any of our members who may attend the International Convention of Kiwanis Clubs, at Cleveland:

June 7th, 1921.

Mr. Ellis R. Hawkins,  
Secretary, City Club of Portland.

The International Convention of the Kiwanis Clubs will be held in Cleveland beginning June 21st.

On behalf of the Board of Directors of The City Club of Cleveland it is my privilege to extend to any of your members who might be planning to attend this convention a sincere welcome from The City Club of Cleveland and to express the hope that they will make use of their guest cards and make themselves at home in our rooms during their stay here.

With best of good wishes to The City Club of Portland, I beg to remain,

Very sincerely,

Francis T. Hayes, Secretary.  
The City Club of Cleveland.

The board of governors of the City Club at their meeting on Monday approved a recommendation to vote for the 3 mill School tax at the School election next Saturday.

The following members have been appointed by the President to serve on the Public Health Bureau:

Dr. N. E. Wayson, Chairman  
P. W. Beasley  
E. Earl Feike  
T. H. Sherrard.  
Dr. L. Howard Smith  
Dr. Frederick D. Stricker

**COMMUNITY LEADERSHIP**

The American City Bureau has sent us an announcement of the Western School of Community Leadership, a one week course of intensive training for executives of Civic Organizations, and an invitation for our members to attend.

The School will be conducted at Leland Stanford University, Palo Alto, California, during the first week in August.

The purpose of the school is to give training for maximum efficiency in administration of civic, commercial and community organizations.

"The new profession of Community Leadership offers opportunity as a life work for men of vision and virility. Its inspiration comes not merely from the physical development of cities, important though that is recognized to be, but from ability to raise the standard and increase the sum of human happiness through organization of human forces which are vital factors in all community advance."

**BUREAU WORK**

The following constitutes a list of City Club bureaus, together with their respective heads:

AMERICANIZATION		
L. R. Wheeler	Chairman	
Boys		
Alex Rae	Chairman	
CITY PLANNING		
E. T. Mische	Chairman	
INDUSTRIAL AND PORT DEVELOPMENT		
R. R. Clark	Chairman	
LEGISLATIVE		
John C. Veatch	Chairman	
PUBLIC HEALTH		
Dr. N. E. Wayson	Chairman	
TAXATION		
Harry C. Kendall	Chairman	

These bureaus are charged not only with the responsibility of building up an active interest in the study of the problems coming under their observation but in working out concrete plans and recommendations for their solution.

The field of activity is wide in its scope, and in order that each bureau may function with some degree of efficiency in carrying out its purpose, the active participation of every club member who may be interested in its work is required. Suggestions submitted from time to time in the interest of community and public matters will be appreciated.

**WHAT OTHER CITIES ARE DOING**

Minneapolis is conducting a drive to make that city the "safest city" and the movement is meeting with popular approval.

Milwaukee is the first city in America to adopt a motor-cycle fire engine equipment. The speedy engine with eight extinguishers and its crew of two can reach a fire before the heavier apparatus.

Philadelphia is planning to pave 60 miles of streets this year; one million dollars to be paid out of current revenues, and five million to be obtained from a loan.

The Minneapolis Clean-Up committee has offered a bounty of 10 cents each on rat tails. As a result of the offer, tails are being turned in in large numbers.

The Minneapolis Civic and Commerce Association considers sidewalk obstructions a "flagrant nuisance" and has presented a report to the City Council suggesting an amendment to the city ordinance dealing with unlawful practices on the streets.

S. J. Duncan-Clark of the City Club of Chicago has contributed to the Survey of May 14 an account of the census of Chicago boys, recently made by the council of social agencies. The most striking disclosure is the fact that so much of the field remains untouched by Boys Work; only one sixth of the boy population of Chicago is being reached now. A similar census in other cities would disclose interesting facts.

The Toledo City Journal of June 4 gives a report of the work test in the administration of poor relief. The experiment was tried in that city for five weeks and abandoned as a failure. It was not a total failure because in its primary purpose,—that of weeding out those applicants for relief who were not actually in need, it was successful.

The work done was public work and city work, and the results accomplished were not in proportion to the amount of labor used. There was a lack of co-operation with the other city departments, a lack of supervision and a lack of tools and equipment. The effort was also surrounded by many other handicaps.



## CONFERENCE ON CITY PLANNING

Chas. H. Cheney and C. P. Keyser, members of our Club, attended the National Conference on City Planning at Pittsburg, May 9th to 11th and visited other cities en route. We are indebted to Mr. Cheney for the following interesting account:—

Great activity in many cities in enlarging street systems built for horse drawn vehicles into wide, safe and modern automobile thoroughfares, general establishment of zoning regulations to protect industries and homes, and the linking up of large metropolitan park and boulevard systems before land gets prohibitive in cost, were the three outstanding features observed in process of solution, in some fifteen cities of the country visited en route to the National City Planning Conference at Pittsburg, or discussed during its sessions. About 300 delegates attended the sessions of the Conference, representing cities in all parts of the country, including city officials, city planners, city engineers, etc.

John Ihlder, manager of the civic development department, United States Chamber of Commerce, one of the principal speakers at the Conference, discussed "The City Plan, and Living and Working Conditions."

Charles B. Prichard, city solicitor of Pittsburg, said he formerly objected to city planning schemes when he was director of the department of public safety. Now he is fighting for them and believes that citizens should get behind the city, instead of behind their dollars. He said he had no more use for the man who blocks city improvements that are vital than for the drunken automobile driver—both should be run out of town.

### ZONING—

67 cities of the country were reported to have some kind of zoning regulations now in effect, and 20 cities have complete comprehensive zone ordinances limiting the use of property, heights of buildings, and area of lot that may be covered in every block within the city limits, including Alameda and Palo Alto on the Pacific Coast. Among cities adopting zoning during the past year are Milwaukee, Berkeley, Washington, D. C., Evanston, Omaha, East Orange, Yonkers, Brockton, East Cleveland, and a number of smaller cities.

Robert H. Whitten, adviser to the Cleveland City Plan Commission, in an address on "Zoning and Living Conditions," said:

"A big problem in every large and rapidly growing city is the prevention of the horrible

congestion of population that has developed in New York City and other places. The tendencies for a larger and larger proportion of the people in the city to live in tenements or apartment houses is very marked. In the Borough of Manhattan, more than five-sixths of the people live in tenement houses. Other cities will approach this condition unless the spread of tenement houses is limited through the adoption of a zoning plan."

### MAJOR TRAFFIC STREET PLANS—

St. Louis is rapidly opening Major Traffic Streets and thoroughfares in accordance with the Major Traffic Street Plan adopted in 1917, as shown by the report of Harland Bartholomew, consultant to the St. Louis City Planning Commission.

Cleveland and St. Louis each have a total of approximately 950 miles of streets, and about one-fourth of this mileage has been included in the Major Street Plan, for widening or extensions.

Cleveland proposes to widen 98 thoroughfares, totaling 190 miles in length, and St. Louis 50 streets, totaling about 69 miles.

### STREET ACCIDENTS AND TRAFFIC REGULATIONS—

The rapid increase in street accidents due to the greatly increased number of automobiles was noted in each city visited, and a comparative table for the principal cities of the country will shortly be ready.

Every city visited seemed very cautious about establishing one-way traffic, except on very narrow streets, or on those of less importance.

"No turning to the left" at the main intersections down town, was the regulation quoted by most traffic officers as having produced the greatest relief of congestion.

### BOULEVARD SYSTEMS—

The Kansas City Boulevard system remains the most completely developed and linked up of any in the country, with Chicago a close second. These boulevards are from 150 to 300 feet wide in most cases. The few 80 foot boulevards (so-called) in Chicago appeared inadequate and a very poor substitute for the splendid 300 foot to 500 foot parkways which connect most of Chicago's finest parks in continuous drives through park-lined roadways.

The 300 foot wide Roosevelt Road in Philadelphia, seven miles long, is typical of the splendid outer circuit boulevards being constructed in many cities.

To be Continued