

3-24-1922

City Club of Portland Bulletin vol. 02, no. 26 (1922-3-24)

City Club of Portland (Portland, Or.)

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Recommended Citation

City Club of Portland (Portland, Or.), "City Club of Portland Bulletin vol. 02, no. 26 (1922-3-24)" (1922). *City Club of Portland*. 16.

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"Harmony in
Diversity"

PORTLAND CITY CLUB BULLETIN

"Active
Citizenship"

VOLUME II

PORTLAND, OREGON, MARCH 24, 1922

NUMBER 26

FRIDAY, MARCH 24

Hotel Benson, 12:00 Sharp

SPEAKER

WALTER H. EVANS

Judge, Circuit Court

SUBJECT

"Modern Prison Reform"

ROBERT FRY CLARK

President, Pacific University

SPECIAL MUSIC

Pacific University Glee Club Quartette

NEXT FRIDAY

Hotel Benson, 12:00 Sharp

The Really Big Meeting of the Year!

SPEAKER

JOHN MOODY

Eminent Financial Statistician

Invitation is Extended to Chamber of Commerce Members

CITY CLUB TO HELP TRAINING SCHOOL BOYS

MAKE A BOY HAPPY?

How would you like to be a boy without a ball or a bat or a glove when Spring comes along?

That is the plight, not only of one, but of scores of boys at the state training school, W. L. Kuser, the superintendent, told the City Club last Friday. The boys have absolutely nothing to play with.

It would be different if all of them were bad boys sent there for punishment, but the fact is that a large number are just normal boys without homes who have no other place to go.

How may City Club members help?

1. Athletic equipment—uniforms, baseballs, bats, volley balls, etc.—is lacking. The contribution of a small amount of money from every member would create a City Club Boys Fund to meet this need.

2. The state school possesses no library. A wonderful chance exists for members to donate books from their library for these needy lads.

Don't wait for the Boys Committee to call on you. Send in your contributions now to the Club Office.

"WHILE it has not been a policy of the City Club to ask its members for donations, the need of the boys at the state training school is so urgent, I move that we take steps at once to provide the boys with athletic equipment and books."

This motion by a member, following W. L. Kuser's description of conditions at the state training school, was unanimously acted upon. The work of collecting donations of money, athletic equipment and books was referred to the Boys Committee.

Mr. Kuser drew a vivid picture of training school life as it is at Salem in comparison with modern schools in other states. In the first place, he stated, the present building was built thirty years ago and was thirty years out of date then. He emphasized the fact that only a small per cent of the boys were really bad and that there were no facilities for segregating the 15 or 20 "black sheep" from the others.

The aim of a training school is not to imprison boys, but is a place to give them the nearest approach to college, with its friendships and educational opportunities, that the boys will ever get. Mr. Kuser explained methods by which the best in a boy could be developed, but de-

Continued on page four

PORTLAND CITY CLUB BULLETIN

Published Weekly By

THE CITY CLUB OF PORTLAND

Office of the Club . . . 1010 Northwestern Bank Building
Telephone Main 7369

Subscription Price \$1.00 per year

Entered as Second Class Matter, October 29, 1920, at the
postoffice at Portland, Oregon, under act of March 3, 1879

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

CITY CLUB OFFICERS

- L. D. BOSLEY *President*
- GEORGE E. MURPHY *First Vice-President*
- FREDERICK S. COOK *Second Vice-President*
- ELLIS R. HAWKINS *Secretary*
- J. EARL JONES *Treasurer*

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- ELLIS F. LAWRENCE

ROBERT W. OSBORN *Executive Secretary*

EXTRA

John Moody, one of the best-known financial statisticians in the United States and the author of a number of books of reference for bankers and investors, will be the City Club speaker next week, Friday, March 31.

Mr. Moody will be received by a committee of representative Portland bankers. An invitation for the noon meeting at the Benson has been issued to members of the Chamber of Commerce and local financial associations.

This meeting should be the largest in City Club history. Plan now to help the City Club give the distinguished visitor a well-attended reception.

CITY CLUB NOTES

Don't miss the meeting Friday with its special music by the Pacific University Glee Club which has been making a successful tour of the Willamette valley. Invite a guest and come early.

The Public Health Report will be placed in the mail this week for all members. It is an example of substantial work for the community which should be used to interest prospective members in the City Club.

Dr. A. R. Hatton, the well-known authority on charter revision, has been engaged by the Citizen's Committee of Minneapolis to draft a charter for the city. The city manager plan will probably be considered.

A member writes:—"I was very much interested in Mr. Kuser's talk last Friday and I want to donate something for the boys under his care at the State Training School. Please see that the enclosed check gets to him through the Boys Committee of the City Club."

BOWLERS WIN TWICE

Continuing their drive for a substantial lead in the Club League, the City Club bowlers won three straight games from the Rotary Club, Monday night, by large margins. The Rose City Park team jumped from fourth to second place by winning three from the Kiwanis while the Credit Men lost three to the Anglers. City Club averages were as follow: Stiles 194, O'Neil 164, Osborn 167, Roholt 177, Witt 186 (two games).

The City Club also won from the Multnomah Club last Friday in a match for total pins in three games. The margin was 15 pins.

APPLICATIONS FOR MEMBERSHIP

The following applications for membership have been received and will be presented for the approval of the City Club, Friday, April 7.

HOLMES D. FERRIS,
Field Mgr., King-Richardson Co.

JOHN H. HARTOG,
Sales Mgr.,
Portland Gas & Coke Co.

CLUB BUREAU REPORTS ON PROPOSED SELLWOOD BRIDGE

(The following report of the City Planning Bureau of the City Club—E. T. Mische, chairman, Fred F. Henshaw, Jos. Jacobberger, Henry M. Parks and Thaddeus W. Veness—has been approved by the Board of Governors and is submitted in the *Bulletin* for the information of members. The Committee gives as references, Bulletin No. 7 (page 7), City Planning Commission, and *Oregonian* clippings under dates of March 11 and 15.)

Officially, a bridge at Sellwood is discussed in the City Planning Commission's report where it is stated that a bridge at that point would "seem necessary."

Such a bridge would be an undoubted convenience. That it would be used to some extent is to be expected by observing the use of the ferry operated at that point and whose function would be replaced by a bridge.

The greater facility offered by a bridge over that of a ferry in caring for an increased volume of traffic is so obvious that no discussion of that aspect is deemed necessary. There is still to be developed and made clear the evidence in many other particulars, before a sound conclusion can be reached in reference to many factors about the bridge and before it can be endorsed as a wise measure to promote. This evidence may have been prepared, but if so, your Bureau, upon inquiry, has been unable to learn of its existence.

Your Bureau has on several occasions taken opportunity to point out, that a need in advancing public construction projects is, a written presentation of the investigation as made, and a submission of data upon which conclusions are drawn, to be used as a foundation in making recommendations. This material is almost wholly lacking in connection with the contemplated Sellwood bridge and gives a striking illustration of our reasons for reaffirming the desirability of such a presentation.

In the absence of such basic data, we confine ourselves, at this time, to a discussion of but two points relating to the project; one, its financial aspect and the other, the violation of planning principle in locating the next bridge at Sellwood.

FINANCING THE BRIDGE

The Planning Commission states that the maintenance cost of the Sellwood Ferry would, if capitalized at five per cent, pay the interest upon and in forty years retire bonds to an extent of \$246,000 and that this sum "should be put into a new high-level, fixed-span bridge at this point"

(Sellwood). The estimated cost of the bridge planned is given as \$400,000, with a possible increase of \$50,000, if located at other than the narrowest point in the river.

We assume, that it is generally agreed that the construction should proceed by the issuance and sale of bonds.

With our bonded indebtedness high at present, with large expenditures anticipated for dock and port advancement, and with several existing bridges to be rebuilt in the not distant future, it is highly desirable that we carefully scrutinize all public expenditures and omit those not justifying themselves.

The City Planning Commission lists six bridges across the Willamette as of seeming necessity in the interim between the present time and 1940. The estimated cost of one of these for which plans have been prepared is 6 millions of dollars; the second is the one under discussion costing between \$400,000 and \$450,000. Assume 3 million as the average of these two estimates; assume that such an average will approximate the cost of each of the six bridges suggested for the ensuing eighteen years, and we have an average of one million dollars per year to be added to our present bridge expense.

OTHER EXPENSES LISTED

The estimated cost of proposed harbor and dock improvement is roughly stated as 10 million dollars. Our arrears in school construction is given as 6 million. Adding these items gives 34 million that can be regarded as a possible need. No account is taken in this total of the prospective water front improvement, estimated to cost 13½ million and part of which can be expected to become a public charge; nor is any account taken of new extensions of utilities which benefit by a use of public credit.

So long as it is within our financial capacity and is a sound project giving adequate returns on the investment, we should not be fearful or timid in proceeding with public improvement. But in a post-war period we may well be cautious about our selections. Now, as never before, should merit and sterling soundness characterize a project submitted to popular approval.

The Sellwood bridge may meet these requirements but we have not seen them reviewed, and we have no knowledge that they have undergone a process of careful consideration and discrimination. We feel constrained, therefore, to hold our approving judgment in abeyance until a satisfactory case has been made out for the

bridge. After such a showing will have been made, we will be quite ready to advise that the move be met courageously, even though, during the next few years, public expenditures will be large and may strain our capacity to meet them.

PLANNING PRINCIPLE VIOLATED

The second aspect of the subject we elect to discuss is that of design in the province of city planning. The cost of bridges admonishes that their location, type, time of installation and sequence of building be carefully weighed. Many of the considerations to be regarded in proposing a bridge program, or advising about any particular bridge, typify the most valuable and essential service to be rendered by city planning. A rudimentary characteristic of planning, as distinguished from guesswork, is that it shall be scientifically sustainable and shall conform to designing principle and good business practices. So conceived, we find the Sellwood bridge proposal weak.

The main flow of daily travel within a city is between its retail business section and its outlying parts. Schematically it takes place in radial directions; actually it follows public passageways and is, therefore, angular and indirect, but, in principle it remains primarily radial and only incidentally circumferential.

Applied to Sellwood bridge this means that it is suited to render a convenience mainly to the people in the sections on each side of the river. (Explanatory map may be seen in the Office.) Thus, we observe that the proposed bridge serves Sellwood, on the one side, and Riverview cemetery and Fulton Park on the other. Beyond this it would be helpful for connection between both sides up river all the way to Oregon City, where the next public crossing is located. The described area is sparsely settled and lies mainly outside of the city limits and very largely outside of the limits of the county that would have to finance the structure.

BRIDGE LOCATION FAULTY

The main use of the bridge, for citizens of Portland, would be in going to, and coming from, Sellwood. For such travel, a bridge located down-stream from Sellwood and above the Madison bridge would be, approximately, as great a convenience as one at Sellwood and in addition would serve a large region virtually exempt from benefit by the Sellwood bridge.

To locate a bridge in the vicinity of the north end of Ross Island, would enlarge the city's central area and would have a vital bearing on

Club to Help Boys

Continued from page one

clared the present school was woefully lacking in every facility to accomplish the real purpose of training.

Proposed New School Discussed

In regard to the proposed site for the new boys school, authorized by a \$270,000 appropriation by the legislature, the speaker stated that the site was obviously not ideal and that it was the intention of the board of control to ask for an additional sum to buy new and better land. It was his opinion that the need for the school was so great that the legislature would not refuse this request.

The City Club committee appointed to study the advisability of using the proposed site for a training school will go to Salem next Monday to look over the ground.

NEW BOOK RECEIVED

A new book, "What Is Socialism," an explanation and criticism of scientific Socialism, has been received by the City Club library with the compliments of the author, James Edward Le Rossignol, Dean of the College of Business Administration, University of Nebraska. The book is recommended as an antidote to the sweeping statements and bold causticity of many radical orators and writers. It takes up one by one some of the most cherished tenets of Karl Marx and his followers and is "a temperate but searching exposure of just what socialism really is and means, and a convincing refutation of its arguments and conclusions."

Club members may get this book at the Office.

immediate congestion relief; it would tap and effectively serve greatly enlarged, occupied areas on both sides of the river; it would tend, to, and probably would, postpone the necessity for the early construction of another bridge between the alternatively suggested site and the Madison bridge, and, from the outset, it would have a greater volume of use and serve as a greater revenue bearer to community efficiency. Even at greater cost it would be advisable to locate it down-stream from the suggested site at Sellwood.

In view of the above, we recommend that the construction of a bridge across the Willamette river at Sellwood, in advance of one to be located at a point of from one to two miles nearer the business center of the city, be not approved.