

5-18-1923

City Club of Portland Bulletin vol. 03, no. 34 (1923-5-18)

City Club of Portland (Portland, Or.)

Follow this and additional works at: https://pdxscholar.library.pdx.edu/oscdl_cityclub



Part of the [Urban Studies Commons](#), and the [Urban Studies and Planning Commons](#)

Let us know how access to this document benefits you.

Recommended Citation

City Club of Portland (Portland, Or.), "City Club of Portland Bulletin vol. 03, no. 34 (1923-5-18)" (1923). *City Club of Portland*. 34.

https://pdxscholar.library.pdx.edu/oscdl_cityclub/34

This Bulletin is brought to you for free and open access. It has been accepted for inclusion in City Club of Portland by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible: pdxscholar@pdx.edu.

"Harmony in
Diversity"

PORTLAND CITY CLUB BULLETIN

"Active
Citizenship"

VOLUME III

PORTLAND, OREGON, MAY 18, 1923

NUMBER 34

FRIDAY, MAY 18

Hotel Benson, 12:10, Sharp

Speaker

JULIUS R. HOFMANN

Director, U. S. Wind River Experiment Station

SUBJECT

"Research and a Great Northwest Industry"

Report and Discussion

CITY CLUB EDUCATION COMMITTEE

The work of the U. S. Wind River Experiment Station of the Forestry Department is truly fascinating and Dr. Hofmann's personality makes the story doubly interesting. To anticipate what he has to say, would be out of place here—come and hear for yourself this informative contribution.

WHOOOP !

Offended City Club dignity will forgive this exuberant outburst, perhaps, after a glance at the future programs, listed below:

- NEXT WEEK**.....THE CITY PLANNING COMMISSION has been invited to officially discuss THE LAURGAARD WATERFRONT PLAN.
- JUNE 1**.....W. C. WEIR, President of Pacific University. The Pacific Quartet.
- JUNE 15**.....DR. RICHARD BOLT, Director of Medical Activities of the American Child Health Association, Washington, D. C.
- JUNE 29**.....BEN H. WILLIAMS, University of Pennsylvania—"Political Parties—1924."
- JULY 6**.....RALPH H. BOAS, Director of Americanization, Springfield, Mass.—"What is Americanization?"
- JULY 13**.....S. B. HARDING, Professor of History, University of Minnesota—"The European Situation—1923."
- JULY 20**.....O. C. PRATT, Superintendent of Schools, Spokane, Wash.—"Educational Expansion and Finances in the United States."

Make a note of these wonderful programs, tell your friends and have a membership application blank handy.

Semi-Annual Dues Payable Now !

**PORTLAND CITY CLUB
BULLETIN**

Published Weekly By

THE CITY CLUB
OF PORTLAND

Office of the Club 308 Henry Building
Telephone Broadway 8079

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

- THADDEUS W. VENESS *President*
 C. C. LUDWIG *First Vice-President*
 RICHARD PARK *Second Vice-President*
 H. M. TOMLINSON *Secretary*
 A. L. ANDRUS *Treasurer*

GOVERNORS

- JOHN A. LAING
 E. T. MISCHE
 L. D. BOSLEY
 RICHARD F. SCHOLZ
 C. W. PLATT
 ROBERT R. RANKIN

ROBERT W. OSBORN *Executive Secretary*

APPLICATIONS FOR MEMBERSHIP

The following applications for membership have been received and will be presented to the City Club for approval, Friday, June 1st:

J. E. BENNETT,
Wholesale Meat Dealer.

J. IRA ROUTLEDGE,
Secretary-Treasurer,
Routledge Seed & Floral Co.

To C. G. Black goes the honor of presenting the above applications—the first of the new Club year. His voluntary example is a good one to follow. Major R. Park, newly elected second vice-president will have charge of the membership committee for the year.

REPORT TRANSMITTED

The report of the City Club Education Committee, adopted by the Club, May 4th, was read before the meeting of the School Board, Wednesday, May 9th, together with a letter of transmittal from the Board of Governors. A supplementary statement, prepared by the Committee, was submitted to the School Board last evening and will be discussed at the Friday meeting.

The letter, transmitting the report of the Committee to the School Board, under date of May 9th, reads as follows:

Gentlemen:

We transmit to you herewith report of the Education Committee of the City Club dated April 23rd, 1923, and supplementary report of May 4th, recommending certain action toward securing a definite program for the development of the school facilities of this district. These reports were presented and accepted at the Club meeting on May 4th, 1923.

As made clear to your Board at the informal conference held with the Club officials on Thursday, April 24th, the City Club desires to do everything in its power to assist your Board in properly maintaining and developing our school system. We realize that this is probably the most important problem before the people of this community at the present time, and that upon its wise and constructive solution the welfare of the present and rising generations of school children will largely depend.

We believe that this problem cannot be satisfactorily solved by piecemeal methods, or by the periodic submission of bond issues or additional tax levies to meet demands as they may appear to exist at the particular moment. A broad foundation must be laid upon which to build for the future, with the least danger of waste of money or effort, and the comprehensive survey of the District's needs and resources recommended in this report will provide this foundation and enable the community to determine how, where and when it should build, and the reasons therefor in each case. It should also point the way to such changes, if any, in fiscal and other school policies as may be essential to the full development and efficient functioning of our schools.

We therefore respectfully urge these recommendations for your early and favorable consideration and action.

BOARD OF GOVERNORS OF CITY CLUB,
By Robert W. Osborn, *Executive Secretary.*

CITY GROWTH DISCUSSED

MEMBERS who heard E. B. MacNaughton speak at the City Club last week on "The Trend of Property Values on the West Side" pronounce his talk one of the most interesting and informative of the year. Informally, the speaker traced the early growth of the city along the principal highways and the subsequent effect the Willamette bridges have had on property values. The first bridges caused the city to "change front," bringing an east and west expansion.

The construction of the Broadway and Steel bridges brought a north and south development away from Morrison and Washington streets. The completion of the Oregon City bridge has tended to increase the traffic on Sixth, Seventh and Eight streets and property development is now beginning south of Morrison on these streets.

Mr. MacNaughton approved the principle of the Laurgaard Plan, stating that it had the germ of a solution of the problem of the West Side waterfront. He advocated city action in putting the project across, rather than to attempt the project through the concerted efforts of property owners—efforts which would be difficult to "concert."

Waterfront Serious Problem

"Bridge approach streets are more and more becoming great funnels which in the rush hours receive and discharge large volumes of traffic," Mr. MacNaughton states. "Because of this density of traffic flow, property directly at bridge approaches at Front, Glisan and Hoyt streets has a value almost nil, and only the most casual kind of tenants are found doing business there. Traffic at those points is quantitative and not qualitative.

"The proposed elevation of the Burnside bridge to clear Front street tracks will cause this new bridge to discharge its traffic torrent at Third street instead of Front, and the present blight which now is seen at Front street will most certainly advance to a point on Burnside street at Third, and much of the property between Third street and the river, adjacent to the elevated bridge approach, will be left quiescent in a back-cddy, akin to what now exists directly south of the west approach to the Railroad Bridge, or directly east of the first reach of the Broadway Bridge approach.

"With Burnside streets at the harbor line to be elevated to clear the Front street tracks, it is but another short step to the time when the

DINNER A SUCCESS

Nearly a hundred members met at the community tables of the City Club dinner, Tuesday evening, to meet new officers, to get acquainted with each other and to hear an address by the guest of honor—Dr. Henry C. King, President of Oberlin College. President Veness presided, introducing members of the new administration and explaining the year's program of work. Dr. R. F. Scholz, President of Reed College, introduced the speaker, whose talk was one of the best inspirational messages that has ever been before the Club. Music was provided by the City Club Quartet. The dinner was held at the Benson.

New members of the Board of Governors are wondering if the first week of the Club year is a fair sample of what the next fifty-one will be. In addition to the regular meeting on Monday, two special meetings were called during the week to act on a volume of Club business.

Books from the City Club Library should be returned as soon as read in order that others may read them.

Hawthorne and Morrison approaches must also be similarly treated. The situation at Front and Madison at the evening rush hour is today wellnigh intolerable and cannot long continue without correction.

"It must be apparent, therefore, that the direct outcome of such a change in the point of discharge, at grade, of bridge traffic destined for the west side will be to throw this traffic onto the uptown streets, with resultant increase of values there, and an impairment of values east of Third street. This tendency will be still further accentuated by the effect of the Oregon City Highway Bridge, whose traffic now almost entirely moves on Sixth street, and by the new Ross Island Bridge, whose traffic also will have a similar tendency, for automobiles naturally move to streets free of car lines.

"It must be apparent to all West side owners that the time is close at hand when changes will be made in our city plan greatly affecting large areas of property. The approach of these changes will not be announced with brass bands and trumpets. They are now upon the city in their early stages, and only those who are alert and watchful of all the factors in action can realize a measure of their force and approximate some of their results."

WATERFRONT PLAN TO BE DISCUSSED

By special resolution on Monday the Board of Governors invited the City Planning Commission to accept the full time of the meeting, Friday, May 25th, for a discussion of the Laurgaard Waterfront Plan. This action resulted from the meeting last week when a report by the Club's committee on City Planning was submitted which raised a number of questions to bring out additional information about the plan. Since there was not time enough available at the meeting this week, the Board voted to allow full time for discussion next Friday. Every member will be interested not only in the answers to the questions raised by the Committee but in an explanation of other details of the plan.

The latter part of the committee report is quoted as follows:

After a brief and necessarily incomplete study of the Laurgaard project your Committee believes that the public is not yet in possession of sufficient information with respect to certain features of the plan to enable it to arrive at an informed judgment on the undertaking at this time. These points may be illuminated by the questions outlined below:

1. By greatly increasing the length of the bridges the physical separation of the East and West sides is correspondingly increased. Is this desirable or not?

2. Does this plan properly conserve the aesthetic values of the river for the people of the City?

3. Will the industrial features of the plan prove financially sound without a contract in advance on the part of the railroads and street car people as to the use they will make of the facilities and the price they will be willing to pay?

4. In the attempt to stabilize real estate values of the West Side Business districts, does the plan tend to fix the major wholesale and market center on the West Side? If it does, a second question should be considered, namely: Ought the major wholesale marketing center be located permanently on the West side, where 25% of the people dwell, or should its location be guided to the East side where 75% of the City's population live?

5. Does it not appear that the plans now drawn will develop extreme congestion on the West approach of the Hawthorne Bridge because of the left-hand turn by all Interurban trains leaving the city, and because of a similar left-hand turn for automobiles coming from the gigantic storage floors of the market building?

6. In-as-much as the proposed interceptor sewer along Front street will drain the sewerage from a large district on the West side this means a very large volume to be pumped out in time of

high water. Would it not be wiser to construct a much smaller system to take care of the district actually affected by high water?

7. If the industrial parts of the project are to be controlled by a private corporation what safeguards are proposed to prevent monopoly price tendencies and to secure other public interests?

8. The project speaks of the market building as a "public market" but the description makes it clear that this is a private market enterprise. What provision can be made for a bona-fide public market where producers may sell direct to consumers?

9. If the project is developed primarily by a private corporation, how can it be put over without securing special authority from the legislature to use the power of eminent domain?

10. In the exchange of real estate between the City and the private corporation made in connection with the vacation of the street ends and the widening of Front street, and the construction of a public levee, is the City giving value disproportionate to that which it receives?

11. Will the extension of bridge approaches to Second street tend to lessen the commercial utility of the area between the bridges, east of Second street, and west of Front street? Will the situation which now exists in the region just north of Glisan street, near the approach to the railroad bridge be repeated here rendering the district comparatively dead to important business uses?

What will St. Louis do with the twenty bond proposals, amounting to \$87,372,500, recently approved by the voters? \$16,000,000 will be used to expand its civic center, which now consists of a municipal court building and city hall, occupying four blocks on the fringe of the business district. St. Louis will tear down the business buildings on nine other blocks and transform the area into a memorial plaza for its sons who fell in the World War.

Portland has twenty-eight banks, six of which maintain Foreign Trade Departments.

Two rubber industries, utilizing the importation of rubber from the Orient in the manufacture of rubber heels, soles, sundries, and automobile tires and tubes, are important industrial features of Portland.

Portland is the leading export city on the Pacific Coast according to U. S. Shipping Board figures.