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"Harmony in
Diversity"

PORTLAND CITY CLUB BULLETIN

"Active
Citizenship"

VOLUME III

PORTLAND, OREGON, JUNE 1, 1923

NUMBER 36

FRIDAY, JUNE 1

Hotel Benson, 12:10, Sharp

"Labor in the Mining Industry"

J. F. CALLBREATH

Secretary, American Mining Congress

Memorial Week

*"American Legion Chair of Patriotism and History
Endowed at Pacific University"*

M. J. FENENGA

of Pacific University

Soloist

C. W. LAWRENCE

Director, Pacific Conservatory of Music

Here's an interesting and appropriate double-header. Bring a guest and come early—attendance last week 180. Officers and members of the American Legion have been invited to attend.

*LONG-TABLE MEETING OF MEMBERSHIP
COMMITTEE*

REVIEW OF CITY CLUB ON SCHOOL SURVEY

What have been the steps taken by the City Club in support of an adequate survey of Portland's school needs?

In order to acquaint Club members with the order of the reports that have been made the Editor of the *Bulletin* ventures a brief summary of the work of the City Club Education Committee. First of all it should be borne in mind that:

No opposition has been expressed by the City Club to the proposed \$7,500,000 bond issue and \$750,000 tax levy. To-date the work of the Club has centered on the proposal for a survey.

A year ago the City Club endorsed and actively supported the bond issue and tax levy, recommending at the same time that the School Board take immediate steps to make a survey under the supervision of a competent expert and that a supervising architect be employed, along with other recommendations calling for business-like administration. During the following six months the Education Committee of the Club followed up these suggestions but received no favorable consideration from the School Board.

In March and April statements appeared in the press that another school bond issue was likely to be asked for. The Education Committee prepared a comprehensive report for the City Club, but before submitting it, called a conference of School Board members. At the request of the latter the report was withheld

for a week until the Board's "survey" was made public, May 2nd.

On May 4th, the Committee's report was adopted by the City Club, consisting of the following:

Exhibit A, of the School Board's building program, showing in parallel columns amounts requested last June as compared with amounts actually disbursed, or estimated as necessary.

(Bulletin, May 4th.)

Main report, which reviewed the Club's report of a year ago, analyzed the present situation and made the following principal recommendation: "That steps be taken at once by the School Board to secure a survey and a program and that requests for additional funds be withheld, pending such survey and the formulation of a definite development program based thereon. *(Bulletin May 11th.)*

Letter of transmittal to the Board, which sounded the following keynote: "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." *(Bulletin, May 18th.)*

The above steps culminated at the School Board meeting on May 9th, when the Club reports and letter were read. At this meeting the Board authorized the new bond issue.

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PORTLAND CITY CLUB BULLETIN

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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."*

APPLICATIONS FOR MEMBERSHIP

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

C. F. ADAMS,
Vice-President, First National Bank.
PAUL T. SHAW,
President, Shaw Supply Co., Inc.
J. O. STEARNS, JR.,
Assistant U. S. Attorney.
J. R. STEIGERWALD,
Owner, Steigerwald Dairy.

Proposed by Otis B. Wight, L. D. Bosley, S. J. Graham and C. Ulysses Moore, respectively.

THEY'RE OFF!

With Major R. Park as Generalissimo, "recruiting" for the "two new members from every City Club member" has been started by the Membership Committee. C. G. Black is the only member to reach his quota in June. In addition to the above, E. O. Sisson and R. E. Kremers have proposed applicants.

Forty of the most active and loyal members of the City Club have been invited to comprise his Membership Committee for the year. These men will meet at a long table, Friday noon at the Benson to receive orders.

Next week's *Bulletin* will be a Membership Number, explaining the Committee's plans.

SECTION APPOINTMENTS

The following chairmen of City Club Sections have been appointed by President Veness and approved by the Board of Governors:

- 1.—CITY PLANNING
E. C. Willard, chairman.
- 2.—EDUCATION AND RECREATION
E. O. Sisson, chairman.
- 3.—GOVERNMENT ORGANIZATION AND PUBLIC FINANCE
Prescott Cookingham, chairman.
- 4.—PORT DEVELOPMENT AND PUBLIC UTILITIES
Wm. W. Elmer, chairman.
- 5.—PUBLIC HEALTH
Earl Kilpatrick, chairman.
- 6.—PUBLIC SAFETY AND DEFENSE
J. W. Crawford, chairman.
- 7.—SOCIAL WELFARE
L. R. WHEELER, chairman.

The above chairmen are ex-officio members of the Public Affairs Committee with C. C. Ludwig, first vice-president as chairman. The following additional members have been appointed: James J. Sayer, W. H. Marsh and L. K. Hodges.

For Publicity Promotion the following are named: Royce McCandliss, L. Van Anderson and Thomas F. Smart.

Membership in a City Club Section is expected of every member. Details of organization will be explained next week.

MR. WOODWARD REPLIES

May 26, 1923.

Dear Mr. Osborn:

Your favor of the 23rd with its enclosure, at hand. Both will be presented to and for the consideration of the School Board at the regular meeting, which will be at 12:00 noon on Friday June 1st.

Let the writer say personally that such a survey as is outlined in your communication carried out under, by and through the auspices of the U. S. Bureau of Education, would be most acceptable, if it is clearly understood that there is to be no cancellation nor suspension of the proposed bond issue and levy to be submitted to the voters on June 16th. The material needs of our district are pressing.

A survey as is now suggested would no doubt be helpful in readjusting any proposed program along more acceptable lines, and in any event it will provide a channel for constructive suggestion and criticism of a wholly desirable nature.

The writer is quite sure that the majority of the members of the Board will be in harmony with the above.

Sincerely,

(Signed) WILLIAM F. WOODWARD,
Chairman.

Review on School Survey

Continued from page 1

Bulletin No. 35, May 25th, contains the supplementary report of the Committee which answers the questions: "Why is a school survey needed? How would it be conducted? What are the results to be expected from a survey?"

Published below, is the report of the Committee, approved May 25th by the City Club, containing the definite proposal that the School Board invite the U. S. Bureau of Education to make the survey needed.

TO THE BOARD OF GOVERNORS:

Your Committee on Education submits herewith a brief additional report on the problem of a survey of the school building situation in Portland and the needs for a development program based thereon. In the course of the discussion to-date, the Committee has made inquiry and reported as to the type of survey desirable and how it should be undertaken. In reply to these recommendations, some objection has been expressed to "outside" workers. Your Committee is now prepared to submit a definite proposal to meet the above objection, namely, that the School Directors of District No. 1, call upon the United States Bureau of Education to advise with them and assist in determining, at least, whether any additional survey is needed and if so, what kind of survey. We have taken the liberty to inquire into this possibility, and have received the assurance of the U. S. Commissioner of Education, Hon. J. J. Tigert, that the Bureau will send its staff expert on school buildings to Portland on request from the School Board, such request being first endorsed by the State Superintendent of Public Instruction. The local authorities would be required to pay the expenses of the Bureau's representative, a trifling cost for so large a benefit.

Surely the United States Bureau of Education is not an outsider in any American City! It is established and maintained by the Government exactly for the purpose of serving the public schools in every possible manner; it is provided with a staff of trained and competent men, covering all the important fields of school administration. The Bureau has for years made a practice of extending just such aid to cities, counties, even states, as well as to institutions. It has directed many surveys in every part of the country. Why should not Portland avail itself of this assistance, for which it helps to pay and to which it is entitled?

Commissioner Tigert indicates that he would detail for this work Dr. F. B. Dresslar, a member of the Bureau staff, and one of the leading

authorities in the whole United States on the subject of school buildings and educational administration. Dr. Dresslar is thoroughly familiar with Pacific Coast conditions, having held important positions at the state normal school in Los Angeles and at the University of California. He is the author of the well known text on "American School Buildings," has been employed as a specialist by the U. S. Bureau of Education since 1911 and has conducted many school surveys in American cities.

Neither Dr. Dresslar nor the Bureau of Education would have any interest in the question of a survey except to give the Board and the community competent advice and useful assistance. If the Bureau states that no further survey is needed in Portland, the question at issue would be effectually settled, and the cost would be negligible. If the Bureau believes that a further survey is needed it will also describe and explain just what in its judgement should be done, and doubtless offer its further services in directing the operation in such a way as to give the district the largest service for the least expenditure of time and money.

We submit herewith copies of telegrams upon which this report is based, and recommend that the matter be brought to the notice of the Board of Education.

EDUCATION COMMITTEE.

Telegrams

May 22, 1923.

To U. S. Bureau of Education:

Building program Portland school system seriously in arrears, present accommodations insufficient and many buildings unsafe. Bond issue of three million voted last June, Board now asking seven and half additional and total requirements probably exceed these figures. Gread need for thorough expert survey whole situation to guide these large proposed expenditures and City Club is advocating same. Could your Bureau assist by detailing staff expert to make preliminary reconnaissance and give advice.

EDUCATION COMMITTEE.

Reply

May 23, 1923.

City Club, Portland, Ore.

Can possibly send expert Miss Alice Barrows, or F. B. Dresslar to make building survey depending upon time but invitation must come from Board of Education with approval of State Superintendent. All expenses must be paid. Wire at what time survey would be required.

J. J. TIGERT, *Commissioner.*

PLANNING COMMISSION DISCUSSES WATER FRONT PLAN

CITY CLUB members packed the Crystal room to capacity last Friday to hear the discussion of the waterfront plan by the City Planning Commission. A. F. Flegel spoke briefly as acting-chairman of the Commission and was followed by J. P. Newell, consultant, O. Laurgaard, A. E. Doyle, and E. B. MacNaughton.

The questions raised by the City Club Committee (refer to *Bulletin* of May 18th) were answered by Mr. Newell and Mr. Laurgaard, in part, about as follows:

1. Even if the harbor lines were jammed together, it would take no longer for traffic to cross from Grand Avenue than over a high level bridge. The physical separation of the east and west side may be increased, but time is the important factor. The length in feet is not of prime importance.

2. The central district of the city should not be given over to purely ornamental development as the aesthetic treatment of the waterfront would contemplate. In affecting the removal of the old dilapidated wooden structures, by the removal of sewers, by the construction of a permanent sea-wall and ornamental esplanade, the present plan properly conserves the easthetic value of the river.

3. It would not be sound business to proceed with the industrial features of the project, as proposed, without contracts or other satisfactory assurances from the railroads.

4. The plan does not tend to fix the major wholesale or market center on the west side. The plan does propose certain definite locations for public markets and wholesale facilities. The property owners, or the agency that undertakes the project, may change the details relative to these features when the project is constructed.

5. It is anticipated that no extreme congestion will occur on the west approach of the Hawthorne bridge because of left hand runs, since at the present time only six or seven inter-urban trains leave the city during the evening rush hour. The automobile traffic is a matter of regulation. Exits must be provided which will put automobiles in the traffic stream at the proper points.

6. Plans for the waterfront development include only a comparatively small west side district to be drained into the intercepting sewer.

7. It is impossible at this time to state how any private corporation can be controlled or safe-guarded to prevent monopoly price tendencies. It is not the business of engineers planning waterfront improvement to concern

themselves with laws regulating private enterprise.

8. Just how the facilities for the public market will be handled is impossible to state at this time.

9. The question of "eminent domain" is purely legal. If the corporation does not acquire the right of eminent domain by virtue of its incorporation, no doubt the laws could be properly amended to give this power.

10. In acquiring the land for the project, and working out the advantageous features, it has been proposed that the street-ends from the east line of Front street to the harbor line be vacated. In that event the abutting property owners would acquire the street-ends. If the plan is carried out as proposed there would be approximately fifty per cent more dedications for public use than would be acquired through vacations.

11. The plans as prepared contemplate the bridge approaches for the Morrison and Hawthorne bridges to commence at First Street, and on the Burnside bridge, only, at Second Street. The questioners evidently assumed that all bridge approaches would extend to Second Street. With the greatly increased use of the area between the harbor line and Third Street for pedestrian traffic, brought about by the inter-urban terminal station, public markets and day storage of automobiles, it is anticipated that greater values would obtain and that the property would be greatly benefited instead of depreciated. Another view of this situation can be given: you cannot kill anything that is already dead. In other words, it would be difficult to render the old dilapidated waterfront and the area east of Second Street much worse than it is at the present time.

The Governors, at the Monday meeting, authorized the appointment of a City Club Recreation and Entertainment Committee, the idea being to stimulate more Club athletics, outings, social gatherings, etc.

Section chairmen have been appointed and there's plenty of work to be done. Are you one who has not indicated a first and second choice of a Section of work.

Municipal Terminal No. 3, is a quay dock, 540 feet long with transit shed 440x100 feet. Facilities include ample trackage and electric piling machines and is used mainly as a storehouse for wool brought down from the Interior.