

5-28-1926

City Club of Portland Bulletin vol. 06, no. 34 (1926-5-28)

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. 06, no. 34 (1926-5-28)" (1926). *City Club of Portland*. 70.

https://pdxscholar.library.pdx.edu/oscdl_cityclub/70

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 VI

PORTLAND, OREGON, MAY 28, 1926

NUMBER 34

FRIDAY, MAY 28

Hotel Benson, 12:00

BRIDGE CELEBRATION

*Preliminary to the Ceremonies Marking the
Completion and Opening of the
New Burnside Bridge*

THE CITY CLUB WILL BE HOST TO
THE COUNTY COMMISSIONERS
THE CITY COMMISSIONERS
THE BRIDGE ENGINEERS
THE BRIDGE BUILDERS
AND OTHER DISTINGUISHED GUESTS

*A PROGRAM OF FIVE MINUTE SPEECHES
will be in charge of the*

CHAIRMAN OF THE DAY

ERWIN A. TAFT

Member, Board of County Commissioners

MUSIC BY THE MISCHA PELZ ORCHESTRA

WARNING—YOU'LL HAVE TO COME EARLY

PORTLAND CITY CLUB BULLETIN

Published Weekly By

THE CITY CLUB OF PORTLAND

Office of the Club 607 Oregon 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

City Club dues are \$1.00 per month, payable semi-
annually on May 1st, and November 1st. There is no
initiation fee.

CITY CLUB PURPOSE

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

CITY CLUB NOTES

Your friend will appreciate an invitation
from you to become a member of the City
Club. If he does not care to join he will
say so but he will appreciate your in-
vitation.

The Board of Governors met in regular session
on Monday. Plans were under discussion for a
series of ten minute talks on local governmental
and administrative questions to be given at
Friday club meetings preceding the main ad-
dress of the day.

It is planned to have each week a short talk
dealing with some one of the city departments
or some local question of direct interest to City
Club members.

This is being done to tie in the Friday meeting
more closely with local affairs.

Because of the large number of Club members
and guests who will want to be present at next
Friday's meeting it is urged that members
arrive at 12 o'clock. Otherwise seats cannot be
guaranteed. No seats are to be reserved ex-
cept for those who are taking part in the speaking
program.

MILK MORE SANITARY UNDER NEW ORDINANCE

The new ordinance dealing with regulations
for the production, sale and distribution of milk
and milk products in the city of Portland is the
subject of a carefully prepared report submitted
herewith by the City Club's committee on Milk
Sanitation working under the Club's Public
Health Section.

Dr. William Levin, Dr. John R. Montague
and C. W. Platt comprise the committee which
studied the situation and Dr. Karl H. Martzloff
is chairman of the Club's Public Health Section.

The report is presented herewith.

To the Board of Governors:

Your committee on Milk Sanitation submits
the following report:

The importance of a sanitary milk supply is
recognized by every well-informed person.
Clean, pure milk cuts down tremendously the
incidence of certain diseases which are milk-
borne, such as tuberculosis, typhoid fever,
scarlet fever, septic sore throat and diphtheria,
and necessarily reduces their mortality rate.
Deaths from diarrhea and enteritis in children
under two years of age are caused largely by
impure milk supplies. The death rate for these
diseases in 1909, when milk and dairy inspection
was begun, was 32.6 per 1000 births. In 1925
this death rate had fallen to the remarkably low
figure of 1.5 per 1000 births.

Milk contains all the essential elements of a
well balanced diet both for children and for
adults. It is the only standard article of diet
obtained from animal sources consumed in its
raw state. It is a food, however, which is highly
adapted for bacterial growth and infection. The
production of milk, therefore, requires an under-
standing of the nature of the article, how it be-
comes infected, and how it may be kept clean
and pure. In order that milk may be produced
and delivered under sanitary conditions most
municipalities have ordinances regulating the
sale of milk, and the enforcement is assigned to
the health department of the city.

In Portland, milk inspection was begun in
1909. The first milk ordinance was passed in
1913. The consumption of milk increased from
18,000 gallons per day in 1913 to 40,000 gallons
per day in 1925. In 1913, 825 dairies supplied
Portland with its milk; this number had in-
creased to 1560 dairies in 1925. As far back as
1918, Dr. D. W. Mack, the Chief Dairy and

Continued on page 4

BURNSIDE BRIDGE FACTS GIVEN BY ENGINEER

The following interesting facts concerning the construction of the new Burnside Bridge were prepared for the City Club Bulletin by Club member, Hans H. Rode, resident engineer on the staff of Gustav Lindenthal, the County's consulting engineer:

The Burnside Bridge proper extends from west of First street to east of East Third street, the total distance being 2307 feet between faces of abutment walls. The approaches extend to Third street on the West Side and to Union avenue on the East Side, making the total length of the bridge, including approaches, 2925 feet.

The river spans include two fixed truss spans of 266 ft. 5¼ in. and one double leaf bascule span of 252 feet between trunnions.

The width of the river channel is 213 feet between the bascule piers. The maximum vertical clearance of the bascule span is 70.37 feet above city datum or 67.27 feet above government datum, which is considered identical with "Low Water."

The roadway rises to a maximum elevation of 77.65 feet above city datum. The maximum grade is 3.84%, on the West Approach.

On the Approaches west of Front street and east of East Second street the roadway is 90 feet wide between curbs and the sidewalks have about 8 feet clear width. This accommodates two street car tracks and in addition thereto six lanes of traffic.

Through a bottleneck arrangement the width of the roadway for the river spans and part of the approaches is narrowed to 68 feet, giving space for two street car tracks and four lanes of traffic. The sidewalks are about 7 feet wide.

At Front street staircases lead to the bridge and also to loading platforms. At Second street all four street corners and two loading platforms are connected by a subway. A similar subway connects the southeast and the northeast corners at the intersection of Burnside and Third street.

The river spans and the greater part of the East Approach are of steel construction. The remaining part of the bridge is a reinforced concrete viaduct, except at both ends where the pavement rests directly on fills. The roadway

deck, as well as the sidewalks, is of concrete throughout.

The bascule span is not one of the longest in existence but it is unusually wide and heavy. Each bascule leaf weighs about 930 tons and is balanced by a counterweight which weighs approximately 1700 tons. The total weight of 2630 tons is supported on two trunnion pins each of which carries 1315 tons. The whole leaf revolves around the two trunnion pins when the bridge is being opened or closed.

In the closed position the bascule leaves are locked one against the other so as to prevent any relative movement when for instance a street car passes from one leaf to the other.

For the operation of the bascule leaves there are four motors of 70 H. P. each. These motors act through a series of gears on a pinion which drives circular racks attached to the main trusses. The theoretical time for complete opening is nearly 70 seconds, but whereas there is under ordinary conditions an excess of power the actual opening or closing time may be about a minute.

Not only the bascule leaves but also the center-lock and the roadway gates are electrically operated.

Ordinarily the whole bascule span will be operated from the West Side, although it is possible to operate each leaf from its own side.

A submarine cable connects the two bascule piers, thus making it possible to transfer the current from one side of the river to the other. This makes it possible to operate the bridge even if the current supply from the West Side or from the East Side breaks down.

The main contract for constructing the bridge was let on July 21, 1924, for the sum of \$2,390,173.00. This sum included taking down the old draw span and removing the old piers.

Additional contracts were let on November 9, 1925, for the sum of \$93,976.00 for completing the Approaches and on September 21, 1925 for the sum of \$11,853.00 for the lighting system not including certain later modifications embracing the Approaches.

The total appropriation for the construction of the Burnside Bridge was \$3,000,000.00. This sum has proven sufficient and it is even expected that a substantial amount can be returned to the taxpayers.

SANITARY MILK SUPPLY

(Continued from Page 2)

Milk Inspector of Portland, stated in his Annual Report that the milk ordinance was obsolete, and that milk was sold in Portland which was dangerous to health. In 1919 a milk-borne epidemic occurred at the Waverly Baby Home, and 14 children died. In 1922 an epidemic of septic sore throat resulted in 487 cases and 22 deaths. In 1924 two epidemics of typhoid fever were traced to infected milk; one of these epidemics caused 26 cases and 5 deaths. In spite of these milk-borne epidemics no steps were taken by the city authorities to change the milk ordinance.

Criticism of the Portland milk supply was made by the State Health Officer, early in 1925. As a result of newspaper publicity the Mayor called a meeting of interested citizens, at which time he also requested the Oregon Agricultural College to conduct a survey of the city milk supply. The report of the survey is attached to your Committees' report as Exhibit A. As a result of the discussion brought out at this and subsequent meetings, the Mayor appointed a Committee to draft a milk ordinance. This ordinance was passed under an emergency clause and was to have gone into effect on January 1, 1926. An injunction obtained by several dairymen resulted in the ordinance being thrown into court. On March 23rd, Circuit Judge Rossman upheld the authority of the city to regulate the production and distribution of milk, and the new ordinance, therefore, is now in effect.

Your Committee has studied the new milk ordinance (Exhibit B), Ordinance No. 48244, December, 1925. Your committee is of the opinion that if this ordinance be properly enforced the city of Portland will be assured a very much safer milk supply than it now enjoys. Proper enforcement of this ordinance, however, will require a larger inspection and laboratory force than available at the present time. Frequent and thorough inspection and adequate laboratory control are fundamental to a safe milk supply.

Your Committee desires to call attention to a discrepancy in health requirements between persons engaged in the handling of raw and those engaged in the handling of pasteurized milk. The new ordinance requires persons engaged in the handling of raw milk be examined annually as to freedom from infectious diseases and "carrier" conditions, while those engaged in the handling of pasteurized milk be so examined semi-annually. Experience has shown con-

clusively that milk borne epidemics are caused by raw milk, hence health examinations of raw milk handlers should be as frequent, at least, as those of pasteurized milk handlers.

It is understood that the injunction against the new ordinance was obtained because of the complaint that the new requirements for the production and sale of milk were too severe and even confiscatory. Your committee has been authoritatively informed that from 75 to 80 per cent of all milk producers have long been equipped to produce and have produced a milk which could easily answer the requirements of the new ordinance. The small dairy has been the persistent offender against sanitation. In his Annual Report for 1920, Dr. Mack says: "The small dairy is usually the garbage incinerator of the neighborhood. There are possibly from 800 to 1000 of these places that produce and handle milk in any old way. As a rule they are taken care of by children, elderly people, cripples, or people unable to work possibly on account of some disease from which they are suffering." Your committee takes issue with Prof. G. V. Copson of the Oregon Agricultural College, who, in his report of the Portland Milk Survey, seemingly condones a poor quality of milk for the reason that the producer gets a low price for it. If a milk is of dangerous or even of suspicious quality it is undeniably a menace to health, and as such it should be denied a market. No ordinance concerned with the exercise of police power has been enacted but what it undoubtedly caused a hardship on a few. The new milk ordinance will certainly make it difficult if not impossible for some milk producers to continue in business. Your committee is firmly of the opinion that these men should never have been in the dairy business, and that by their elimination not only will the general quality of the milk be raised but also the dairyman will receive a better price for his product.

Conclusions: Proper enforcement of the new ordinance will assure a sanitary milk supply, will diminish the possibilities of milk-borne epidemics, and will react to the economic advancement of the milk producers as a whole. Your committee recommends the appointment of a similar committee by the City Club to study the effectiveness of the milk ordinance after it has been in force for a year.

DR. WILLIAM LEVIN, *Chairman*
DR. JOHN R. MONTAGUE
C. W. PLATT

Approved by the Board of Governors, May 17, 1926.