

1-16-1942

City Club of Portland Bulletin vol. 22, no. 36 (1942-1-16)

City Club of Portland (Portland, Or.)

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Recommended Citation

City Club of Portland (Portland, Or.), "City Club of Portland Bulletin vol. 22, no. 36 (1942-1-16)" (1942). *City Club of Portland*. 110.

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PORTLAND
City Club
BULLETIN

Portland, Oregon—Vol. 22, No. 36—Jan. 16, 1942

CRYSTAL ROOM, BENSON HOTEL . . . FRIDAY, 12:10 p.m. . . . JANUARY 16, 1942

AIR RAID LESSONS FOR PORTLAND *from* BRITAIN

Official British Documentary Films, with Brief Commentary

By MAJOR E. J. R. ROSSITER, *Retired British Army Officer*

☆ One of last year's largest City Club audiences was present for Major Rossiter's showing of war films in August, 1941. One of this year's largest City Club audiences is expected to attend this week's luncheon meeting for a view of the latest sound films from England on Civilian Defense.

☆ Major Rossiter, who is co-chairman of the Oregon committee of the British War Relief Society, and a City Club member, will show three reels of fast action on the British home front for the edification of all of us who expect Japanese raids on the Pacific coast at any time.

☆ What happens when "Mr. Proudfoot Shows a Light" in a London blackout is the serio-comic theme of the first reel; "Stop That Fire," a thrilling scene of methods used in extinguishing incendiary bombs, is the second; and "Wartime Factory," depicting the handicaps of operating a factory under war conditions, completes the trio of reels that have just been received by Major Rossiter from the British Library of Information.

ALSO

R. BURKE MORDEN, Committee Chairman . . . "PARKING STRIP
REGULATION IN PORTLAND"

A report by the section on Public Safety published on page 93 of this issue.

Harmony in Diversity - - - Active Citizenship

PORTLAND CITY CLUB BULLETIN

Published each Friday by the
CITY CLUB OF PORTLAND

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

Howard E. Kessler, Editor
City Club Office - 516 Oregon Building
Telephone - BRoadway 1443

Entered as second class matter at the Portland, Oregon post office October 29, 1920, under act of March 3, 1879.

Subscription rate one dollar per year included in annual dues.

City Club dues: Residents, age 28 and over, \$12.00 per year; Residents, age 27 and under, \$6.00 per year; Non-Residents, \$5.00 per year.

The regular Friday luncheon meetings are held in the Crystal Room of the Benson Hotel.

Vol. 22

JANUARY 16, 1942

No. 36

TWENTY YEARS AGO

From the Portland City Club Bulletin
January 20, 1922

"THE LIBERAL MOVEMENT IN JAPAN"

A discussion of the liberal movement in Japan by one of that nation's leading liberals, D. Tagawa, Japanese parliamentarian and a representative of the Japanese disarmament union at the Washington Conference, was given at a special meeting of the City Club, last Saturday noon at the Multnomah Hotel. Vice-Consul Yoshida and other prominent Japanese were guests of the Club.

That there is a decided liberal movement in Japan is shown by the increasing number of liberals in parliament, stated the speaker, by demands for universal manhood suffrage regardless of property qualifications, by the popular acceptance of the disarmament idea and by labor unrest. Japanese women are demanding equal civil rights with men, Mr. Tagawa said, and everywhere the tendency to express opinions and criticisms is apparent that would not have been dared a few years ago.

Liberal Movement Growing

"Liberalism in Japan is as yet only a germ," Representative Tagawa said. "My belief is that there are not more than a dozen liberals in parliament, and I am sure that the future of the movement depends upon them for leadership. There are only 3,000,000 voters in Japan out of a total population of 57,000,000. This means that one out of every nineteen is an elector, or that less than five percent of the people have a direct voice in political movements. The small proportion of voters is due to the property qualification requiring the payment of an annual direct tax of three yen (\$1.50). Today there is a move for universal manhood suffrage.

"Again, the people are just finding their voice. You must remember that for centuries they have been taught to obey, and not to protest. Now they begin, and there are already strong men of positive progressive opinions who have greater and greater influence among the common people.

Women Insist on Rights

"Japanese women are insisting upon the same

civil and moral rights that their husbands possess. One of the recent significant occurrences was a unique gathering of 5,000 women from all parts of our country in Osaka, on November 18. They adopted a resolution for disarmament and cabled Mr. Hughes to express congratulation for the opening of the conference. The women are awakening slowly but surely.

"It may surprise you to be told that a majority of the Japanese people think it right that Shantung should be returned to China. There are also many who are insisting that home rule be established in Korea. Should you ask the law students of the Imperial University, if Korea should be given her independence, 90 percent would answer in the affirmative.

Conference Success Measurable

"The Washington Conference has succeeded in making a partial reduction of naval armament and proposed the Four-power Alliance for the purpose of avoiding all causes of conflict between nations on the Pacific. I am glad for what measure of success it has attained, and believe it will contribute much to the development of good will and the peace of the world.

"The reduction of armament expenditures is now assured, but we must not forget that to reduce armaments somewhat is one thing, and to remove the causes of war is quite another. To eliminate the causes of war, which in my mind are largely economic, we need a more broad and searching investigation, education of the masses, and more active effort. We are not fully satisfied with the Conference at present on that point. We need, I think, to cultivate an international mind. Heretofore, each country has taught simply one nationalism—its own—and paid no attention to international understandings."

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CHILDREN AND WAR

Because children are impressionable, parents were advised not to talk too much about war in their presence, but rather attempt to make them self-sufficient, Mayor Earl Riley, director of Civilian Defense for Portland and Multnomah county urged after receiving a letter from Mrs. Franklin D. Roosevelt, assistant Civilian Defense director, suggesting that children be put to accomplishing useful duties.

Mrs. Roosevelt's letter called attention to the fact that: "—the children know there is a war. They will keep cool if you do. They will keep up their morale best if you keep family life going along as usual. Try not to talk too much about the war or listen too much to war news, especially during meal times.

"The best thing for children is to have them do useful things. They can help the Red Cross by knitting afghan squares, caps and sweaters. They can sew their own name tags into their clothing. They can be busy collecting paper, scrap iron, tin foil and other needed waste materials. All this will give the child a real feeling of responsibility, and at the same time it will be a valuable contribution to national defense."

PARKING STRIP REGULATIONS

A Report by the Section on Public Safety

To the Board of Governors of the City Club:

Your committee appointed to study parking strip regulation in Portland presents the following report:

The committee has held meetings and has interviewed officials of the City Planning Commission, the Nuisance Division, the Park Bureau, the Department of Public Works, the Bureau of Municipal Research and Service, and the Traffic Engineering Bureau.

A parking strip may be defined as the area between the property line and the street curb. This is part of the dedicated street area, but its maintenance is the responsibility of the adjacent property owner.

Park Strip Problems

Problems in the use of parking strips may be caused by the piling of wood or planting in them, by parking alongside them, or by fencing of the strip. The report of this committee is concerned with the type of planting which, by its location, obstructs the view of approaching vehicular or pedestrian traffic, and thus causes a traffic hazard.

Until a few months ago, the City Nuisance Division and Bureau of Traffic Engineering had to depend upon the cooperation of the property owner for the removal of parking strip plantings that obstructed clear vision. It was their experience that banks, mortgage companies, and other property holding corporations generally were willing to cooperate, but that private property owners often refused to trim or remove the offending shrubbery.

Legal Regulation

On July 10, 1941, the City Council of Portland enacted a Traffic Code, Section 19-1825 of this traffic code is:

Obstruction of Vision at Intersections. It shall be unlawful for any person, firm, or corporation owning, in possession of, occupying, or having control of any premises within the City of Portland to plant, maintain, or allow any tree, shrub, bush, or plant of a height in excess of three feet above the crown of the adjacent roadway or to place or allow any wood to be piled or other substance placed in that portion of the roadway between the property line and the curb line within 25 feet from the intersection of curb lines at any street, avenue, or highway intersection. Where curbs have not been established, no such use of the said street area shall be made within 15 feet of the intersection of property lines extended at any street, avenue, or highway intersection. The term, "bush," "shrub," or "plant" as used in this section shall include climbers and other vegetation growing upon or supported by poles, wires, or trellises, but the provisions of this section shall not be applicable to poles, hydrants, or other facilities placed, maintained, and established by any governmental agency or public or private utility.

As a result of this enactment, property owners who refuse to comply with an order of the

Nuisance Division to remove or trim plantings in their parking strip are liable to a fine of \$100 and/or ten days in jail.

No Violators Tried

No violator of this ordinance has been brought to trial as yet. In one case legal notice to comply was given a recalcitrant property owner who for several years had refused to remove obstructing shrubbery. The owner then removed the shrubbery.

The Portland Bureau of Traffic Engineering has in its office file more than fifty sets of photographs showing shrubbery or trees that obstruct traffic at intersections, and through the Nuisance Division of the City Police is taking action to eliminate these obstructions.

About fifty percent of the traffic hazards due to parking strip plantings have been located through complaints of citizens, and the other half have been ascertained as a result of the Bureau's own investigations. If it appears that an abnormal number of accidents are occurring at a certain intersection, a survey is made. If it is found that the "sight distance" at the intersection allows a speed no greater than seven miles an hour, erection of a stop sign or removal of an obstruction is indicated. Accident reports of police officers are also scanned to determine whether or not parking strip plantings should be removed.

Consideration of Problems

Although Section 19-1825 of the Traffic Code gives teeth to attempts to regulate planting in parking strips, it leaves several problems unanswered. Your committee has considered three such problems.

1. Removal of the obstruction is the responsibility of the property owner. The cost of cutting, trimming, or transplanting the offending trees or shrubs may be as high as fifty dollars. The Nuisance Division frequently finds a willingness on the part of the property owner to remove the obstruction, and at the same time an inability to pay the costs of removal.

This weakness may be corrected by the appropriation of a fund by the City to pay for the removal of such obstructions to traffic, when the property owner is willing to have such work done but proves inability to pay for it.

The property owner, however, should consider it his duty to remove the obstruction in his parking strip, and should do so at his own expense when possible.

2. The ordinance previously cited provides that there shall be no plantings in excess of three feet above the roadway "within 25 feet from the intersection of curb lines" at any intersection. This does not provide adequate unobstructed view. The committee believes the ordinance should be amended to provide that plantings more than three feet high should not be permitted within 25 feet of the property lines at intersections. This change would give approximately 15 feet more unobstructed view at each intersection.

Stitch in Time

3. The ordinance seeks to eliminate traffic obstructions where they exist, but does not make any provision to keep the obstructions from coming into existence.

Some cities have Departments of Forestry, which have direct control over all planting in parking strips. It is the understanding of this committee that the creation of such a department in Portland would require a charter amendment, and that the annual cost of its upkeep would be \$70,000.00.

A more economical solution might well be the enactment of an ordinance requiring that any property owner must acquire a permit from the city before planting any trees or shrubbery in his parking strip. The Department of Public Works, Park Bureau, and Bureau of Traffic Engineering might then cooperate in passing on the request for a permit to ascertain that no plantings be made that in future would constitute an obstruction of vision, or endanger sewer mains, power lines, property, or lives.

Recommendations

Your committee therefore makes the following recommendations:

1. That a city fund be appropriated to pay for the removal of parking strip plantings that obstruct vision at intersections, when the property owner is willing but financially unable to pay for such removal.

2. That Section 19-1825 of the Traffic Code of Portland be amended to provide that plantings in parking strips may not be in excess of three feet above the crown of the adjacent roadway within 25 feet from the property lines at any intersection.

3. That a permit from the City be required before a property owner may make any plantings on his parking strip.

Respectfully submitted,

R. Burke Morden, Chairman
Henry L. Corbett, Jr.
Herbert B. Galton

Approved for transmission to the Board of Governors by Frank M. Warren, Jr., chairman of the Public Safety section.

Accepted by the Board of Governors, January 12, 1942, and ordered printed and submitted to the membership for consideration and action.

BLACKOUT ORDINANCES

Broad powers are given head officials of cities or municipal defense agencies in many of the blackout and war emergency ordinances enacted by cities since war was declared, reports to the American Municipal Association showed today.

The ordinances thus far enacted fall into four classes, the Association said. They range from the type that delegates all authority to the mayor or city manager to the type providing for no delegation of power but outlining completely the orders on civilian conduct during blackouts.

First city in the United States to enact a blackout ordinance was Seattle, which adopted such a measure nearly a year ago preparatory to a practice air-raid drill. This ordinance, replaced earlier in December by a new law, was of the

type vesting the mayor with all authority to proclaim emergency rules with the force of law.

The ordinance adopted by Portland, Ore., is of the type specifying what should be done about illumination of all sorts in a blackout, and states generally that "it shall be unlawful for any person, firm or corporation to refuse or neglect to comply with such orders . . . promulgated by civil authorities, or by the Army or Navy of the United States . . ." The ordinance contains no provision for issuing further orders of any sort.

The blackout ordinance of Atlanta—the third type—vests the power of promulgating rules in the Municipal Defense Council instead of the mayor, without declaring how this procedure will fit in with the performance of duties by regular civil authorities. Additional provisions for combat action are provided, including use of the municipal auditorium as an emergency hospital.

The fourth type of ordinance, adopted by Los Angeles, directs the chief of police to sound blackout and all-clear signals on notification by the U.S. Air Force Interceptor Command only, and authorizes police and firemen to enter premises showing lights during a blackout. Persons who operate sirens or other devices simulating air raid signals are named guilty of a misdemeanor.

—:—

SAVE OUR CARS!

For some time now the Portland Traffic Safety Commission has been asking motorists to drive carefully to save their lives. That works with some people, but others apparently attach little value to their continued existence on this earth.

To those drivers the Commission now is offering a more cold-blooded idea—if you don't value your life, think of your car! War priorities make automobiles extremely hard to get. If you wreck the one you have now, you may not get another.

So if you want to keep driving, do it safely!

—:—

Penal Code 6260, California State Vehicle Act, Chapter XVIII, Paragraph 187: "It is a misdemeanor to shoot at any kind of game bird or mammal except a whale, from an automobile or airplane."

—:—

Act 64, 1914, State of Louisiana: "No woman may wear hatpins which protrude from the crown of the hat more than one-half inch. In case such a pin is worn longer than one-half inch from the crown of the hat, it is to be protected by a shield or sheath."

—:—

From the law of Alabama: "The teeth of a horse offered for sale to the public shall not be stained, discolored or otherwise camouflaged so as to be misleading indication of the animal's age and health."

—:—

All Wisconsin boarding houses, clubs, hotels, restaurants, must serve with every meal sold at 25 cents or more, not less than two-thirds of an ounce of cheese, according to Bill 223-S adopted by the Wisconsin Legislature.