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OFFICE OF THE MAYOR
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January 5, 1951

TO THE COUNCIL.

Gentlemen:

In accordance with Charter provisions, I submit herewith the Mayor's 1950 Annual Report for the consideration of the Council and the public.

The City of Portland, steadily growing stronger industrially, and with a healthy population growth accompanied by increases in residential areas, is prepared to meet the sharp challenge of international strife in 1951, firmly braced with the economic advancements achieved and the sound planning started during 1950.

The 1950 U.S. Census showed a population figure of 371,001 for Portland proper. An additional 6,000 persons, gained through annexations of territory during the year, brings the population total to 377,001. At the same time, the annexations added slightly over two square miles to the city, with an added assessed valuation of approximately \$4,759,915.

Continued industrial expansion in the Portland metropolitan area, marked by the addition of 85 new industries, provided jobs for nearly 1,100 additional persons and added a capital investment of eleven and one-half million dollars during the year. Building permits issued during 1950 totaled \$61,150,000, of which \$34,471,000 was for residential construction. The city ended the year with an assessed valuation of \$506,769,070, compared to \$468,366,810 at the end of 1949.

A review of the planning and of the accomplishments of the various departments of the city during the past year should be helpful in evaluating our position at this time. The substantial progress achieved is reassuring as we face the uncertain prospects of the year 1951.

The government of the City of Portland certainly does not consider this city an inevitable target of military attack. Obviously, however, we must consider the possibility and take steps to protect our citizens, our homes and businesses and our industrial plant. Therefore, on March 1, 1950, the Mayor activated a Civil Defense plan under the Civil Defense Law enacted by the State Legislature in 1949. Charles P. Pray, Chief of Police, was appointed Director of the program and Chief Pray named Police Captain John H. Schum as Executive Director.

Following preliminary conferences with state and federal authorities on Civil Defense, Portland's program was established on a basis believed strong and flexible enough to cope with any foreseeable disaster, whether an act of God or man-made. Heading the Portland plan are the Mayor and the City Council, with the line of command leading down through Chief of Police Pray, Executive Director Schum and his staff. Counsel is provided by an Advisory Board consisting of the Mayor and the City Commissioners and eleven public members-- George Brown, M. J. Frey, Col. Thomas F. Kearns, Hillman Lueddemann, Mrs. Joseph A. Minott, James H. Polhemus, Ray F. Renoud, E. C. Sammons, Donald Sterling, Mrs. Irene Taylor, Fred A. Thompson. Technical consultants are Dr. William B. Burton, Professor of Radiology, Oregon Medical School; John Corenbaum, Professional Engineer; and Dr. Arthur F. Scott, Professor of Chemistry, Reed College.

There are nine departments in the Portland Civil Defense plan: Survey and Supply; Police Service; Fire Service; Medical Service; Water Bureau and Public Utilities; Manpower Pool and Unclaimed Property; Public Works; Transportation and Evacuation; and Welfare Service.

The City's Civil Defense planning has been handicapped by lack of adequate finances. Nevertheless, sufficient funds have been obtained to assure sound preliminary planning and training, and Portland's plan today is sufficiently advanced to keep this area in the fore in national Civil Defense preparation. Training courses have been completed by police and fire services, six companies of Auxiliary police have been organized, bomb reconnaissance units have been established and a manual, "What To Do In Atomic Attack," has been prepared and is now ready for distribution to citizens of Portland.

The Warden Service is nearly completed. Under the direction of Clenard McLaughlin, Col. U.S. Army (Ret.), the Service has been set up geographically upon the divisions of the Police Department with the addition of sectors, zones and blocks. The West Precinct is headed by Harry A. Skerry, Col. U.S. Army (Ret.), who is assisted by Frank L. Beadle, Col. U.S. Army (Ret.), Mrs. Joseph A. Minott and Mrs. Lamar Tooze. The East Precinct is headed by Nathaniel M. Pigman, Captain U.S. Navy (Ret.), who is assisted by Robert Ormond Case and Arthur House. The North Precinct is headed by James O. Mallicoat, Captain U.S. Army (Honorary Ret.), assisted by Carl Kasper and Donald J. Lind. In Special Divisions, William L. Brewster is heading the office building section; Bert Friedman the retail stores section; Sam O. Plunkett the apartment house section; and Del Milne the hotel section. In addition to these people, Lt. Gen. Claude A. Larkin, U.S. Marine Corps (Ret.); Herbert Collard, formerly head warden of Denham, England; Mrs. Betty Lincoln, experienced in fire watching in London; and Nate Lakefish are serving on the city's Warden Service Committee.

Fifty-two air raid warning horns have been installed and are being tested. At the request of the Mayor and under the direction of Commissioner Ormond R. Bean, the Professional Engineers of Oregon conducted a survey of major buildings in the city and 104 structures have been designated for shelter purposes. Through the fine cooperation of the School District, arrangements have been made for surveys of public and parochial schools for the same purpose. A basic training program has been outlined for use by all Civil Defense participants when the City begins large scale recruiting for that purpose.

Every effort has been made to obtain the best available information on Civil Defense planning. The Mayor attended the emergency conference of the United States Conference of Mayors in Washington, D.C. during the first week in October at which time Mr. W. Stuart Symington and the staff of the National Security Resources Board outlined the planning on the federal level. In December, the Mayor attended the annual conference of the American Municipal Association at which the principal topic of discussion was Civil Defense. The Mayor and other representatives of the City have discussed the program with Federal officials including representatives of the Commander of the Sixth Army Area, which embraces the west coast. The Mayor has had helpful conferences with Civil Defense authorities of the City of New York, the State of New York, District of Columbia, San Francisco and Seattle.

The substantial progress made in the preliminary planning, organization and training operations of the City's Civil Defense program is Portland's guarantee of adequate preparation for what may develop as a consequence of the present world crisis. On the solid foundation now established, and under the capable direction of the people in charge of the plan, we are building a strong Civil Defense system, second to none in the country.

The year 1950, virtually was blown into the City of Portland on the wings of blizzards which brought a total snow fall for the month of January of 32.9 inches, just short of the all-time record of 35.5 inches in January, 1890. Subnormal temperatures and heavy snow and ice made city streets dangerous and at times, almost impassable, but city maintenance crews, under the direction of Commissioner William A. Bowes, did an excellent job of keeping traffic moving. Winter damage to streets, sewers and trees amounted to \$824,000, a severe economic blow to the city.

Sand spread on city streets during icy periods added to the difficulties of the street cleaning department during the period following the storms. Removal of the sand was a greater problem than spreading it. During the year, the department cleaned 772 miles of paved streets and 104 miles of macadam streets. The department placed in operation a new street sweeper with dual controls, making it possible to clean the one-way streets without moving against traffic.

During the year, plans and estimates were prepared and contracts completed for graveling, hard-surfacing and sidewalks and curbs on three miles of city streets. Seven sewer improvement contracts were completed at a cost of \$116,117 and nine contracts, totaling \$617,214 were awarded and now are in various stages of construction.

The N.E. Glisan and N. Greeley Avenue units of the Sanitary Sewer System were completed in November of 1950 at a cost of \$983,950. Work was started in July on Outfall unit No. 2 and the Peninsula tunnel, a unit of the interceptor sewer system, was completed in December, 1950. The Sewage Treatment plant, started in September, 1949, is 93 per cent completed at this time.

The Bureau of Refuse Disposal went into operation in 1950 with the license fee for refuse collectors intended to make disposal of refuse self-supporting. There was a consolidation of some of the collection units and a decided reduction in the amount of refuse delivered to the fill by private individuals.

The policy of fair and impartial law enforcement was continued during the year 1950 which saw a decrease of 13 per cent in major crimes in the city. Additional patrolmen enabled the Bureau of Police to give greater coverage to the foot beats during the year and the policy of rotating new officers in all divisions of the department greatly improved the training program. Officers assigned to the vice squad were shifted at least every six months to avoid the impairment of enforcement activity as a result of officers becoming too well-known. Additional patrolmen also enabled the Bureau to establish a 40-hour work week.

The demands of the armed forces resulted in the loss of 36 members of the Police Bureau during the year. Activation of the Civil Defense program placed an additional burden on the department, but the excellent record in enforcement activities during 1950 is evidence of the efficiency of the Bureau during the year.

The Bureau of Public Health, under the direction of Commissioner Fred L. Peterson, experienced serious difficulties during the year as a result of the demand for the care of polio patients in the Isolation Hospital. There were 121 cases of polio registered, the cases reaching a peak of 23 in November. The Bureau of Health expanded its operation in the School Nurse Division to become actually a public health nursing division, taking over the Tuberculosis control nursing. The Tuberculosis Control Survey Center took approximately 55,000 chest x-rays during the year.

The Bureau of Water Works installed over 23 miles of pipe during the year in a program designed to improve the water supply in the St. Johns and Peninsula areas. During 1950, 20,008,088,000 gallons of water were consumed in the city.

Inspection divisions of the Department have been active and at present, approximately 99 per cent of the milk supply for the city is pasteurized and there has not been a single case of milk-borne disease from the pasteurized supply for many years. There has been an increased supply of milk from the Tillamook area.

The Municipal Board of Review was enlarged by the addition of two new members, following Council action early in 1950. The Board viewed 1,070 pictures of which 1,063 were passed without eliminations of any kind. Three pictures were condemned in full. The Board viewed the two burlesque shows each week, and all legitimate stage plays were viewed without eliminations of any kind. A continuous inspection of panoramic juke box film machines was made and the Board established the policy of viewing the trailers of questionable films.

In the field of traffic safety, 1950 saw Portland receiving three national awards for its accident prevention program conducted by the Traffic and Transportation Commission. The City of Portland won third place in the National Traffic Safety Contest for all cities of 250,000 to 500,000 population, and the city won a special award by the National Traffic Safety Contest committee for outstanding achievement in traffic safety organization.

On returning to Portland from a survey of eastern cities, particularly Houston, Texas, the Mayor, after conferences with representatives of local business and the Traffic and Transportation Commission, secured Council approval of the installation of a comprehensive one-way street system, which was placed into operation on February 27, 1950. This one-way grid area consists of 280 city blocks and 21 miles of streets. Surveys indicate that the streets within the grid area are carrying from 5 per cent to 105 per cent greater volume of traffic than the old 2-way system, and that the average speed of traffic has increased from 5.55 miles per hour to 14.2 miles per hour. The one-way street system has received almost unanimous public approval. Traffic signal installations were completed at 53 intersections within the city.

The Port Development Committee created by the Mayor late in 1950, has held a series of meetings in order that a planned, well-organized program of port development can be secured. This Committee includes representation of business interests, the press, and labor units.

The Eliot School in the Albina section of the city was obtained from the school district as a result of a land exchange and, with slight alterations and re-decorating, the building was made well suited for use as a community center, or other Park Bureau activities. This action is a typical example of the excellent cooperation between the City and the School District in the interests of using facilities belonging to either, for recreational purposes. Substantial additions of land to the park inventory have been made during the year. Indicative of the wide use made of the City's recreational resources during the year is the fact that more than ten million participants were recorded in activities sponsored by the Bureau of Parks and Public Recreation.

The year 1950 saw virtual completion of the mechanization of the City Auditor's office, with resulting improvement of service in all departments. Under the direction of Mr. Will Gibson, the bonded lien dockets were converted to machine operation during the year, enabling the department to prepare a balance at the close of each day.

At the end of 1950, there were 155 firemen and 117 policemen drawing pensions from the Fire and Police Disability and

Retirement fund which, as a result of amendments voted by the people in November, will now be the source of all payments of this nature. Previously, some payments came from the city's general fund.

The Municipal Court handled 60,455 cases during the year 1950, of which 41,914 involved traffic violations. A total of \$653,128 was remitted to the city from fines resulting from these cases. Much improvement has been made in the care of women prisoners and in the operation of the Emergency Hospital.

Late in 1950, the untimely death of Municipal Judge John Seabrook deprived the city of a capable servant. Virgil Langtry was named to succeed him on the Municipal bench.

The city's new central fire station, started in 1949 under the half-mill levy authorized by the Fire Equipment and Building fund, is nearing completion and when the building is occupied, stations at S.W. Second and S.W. Oak and N.W. Third and N.W. Glisan, will be discontinued. The city maintained its outstanding position in fire protection during the year, despite drains on the department personnel as a result of military service calls. Nineteen men left the department for service during the year. Every building in the city--one and two family dwellings excepted--were inspected by the department during the year and fire prevention demonstrations and talks served to keep the public informed on fire hazards.

Traffic moving through the Municipal Terminals was increased during the year 1950 following action of the Commission of Public Docks in naming a new general traffic manager and assistant traffic manager early in the year. During the year, the Commission carried on an active solicitation and advertising program, resulting in considerable new tonnage in the Port. The bonded debt was reduced by \$425,000 in 1950 and the Commission launched a building program which saw the completion of a new lumber dock at Municipal Terminal No. 1 at a total cost of \$2,073,960.10. This dock is rated one of the finest on the west coast and is operating at near capacity. The Commission was successful in establishing parity of rates with other ports on the Pacific coast and secured complete absorption of terminal charges by the railroads and steamship lines on transcontinental, trans-Pacific exports and imports.

The Commission on Inter-Group Relations has done an excellent job during the past year and in February, 1950, the city of Portland was awarded the second annual Community Award given by the National Conference of Christians and Jews, Inc., as a result of "notable progress in Inter-Group Relations," in Portland. The Commission devoted many hours of hard work

studying and investigating problems in the City of Portland which could result in tensions or discriminations on account of race, color, religion or national origin of descent; to formulate and carry out a program of public education with the object of decreasing and eliminating any such tension and discrimination; to investigate any complaints of discrimination filed with the Commission so as to obtain the greatest possible cooperation from all persons or groups in eliminating such discrimination; to recommend to the City Council any changes of law which the Commission deems beneficial and to cooperate with and secure the cooperation of other organizations, and in general to promote tolerance and understanding among all groups within the city.

During the past six years, the Planning Commission has concentrated considerable study and investigation on the revision of the 1924 Zoning Ordinance, and work was consummated during 1950 with the result that the revised ordinance now is ready for consideration of the City Council and the public. Next to the zoning ordinance, a primary interest of the Planning Commission has been a major street plan. The Commission prepared a plan and model for the intersection of Barbur, Terwilliger and Bertha Boulevard, which has resulted in some recognition of the possibility of building freeway characteristics into Barbur Boulevard at this point. Through its Zoning Committee, the Commission made recommendations on 99 petitions for change of zone during the past year.

The impact of war conditions on the city's personnel was reflected in the 100 per cent increase in voluntary resignations recorded with the Municipal Civil Service Board in 1950. Ninety-six per cent of these voluntary resignations were employees receiving less than \$300 a month. Recruitment has been more difficult in some lines of work, but the Board has been able to secure an adequate number of qualified applicants for every examination. Actually, the Board was able to require higher qualifications in several classes.

The Bureau of Radio Communications devoted a great deal of time and work to the matter of communications for Civil Defense during the year 1950. The Bureau worked out a complete plan of communications, activating a mobile communications center, training dispatchers and collecting radio equipment necessary for proposed control centers. One of the Bureau's radio technicians was assigned full time to the Civil Defense staff. The Bureau has improved radio communications for the Police and Fire Departments, equipping police motorcycles with two-way radio and completing the program of giving the Fire Department two-way equipment.

Favorable votes of residents in nine neighborhood areas brought about annexations which added slightly over two square miles to the city's area in 1950. These annexations, with the exception of minor ones in 1948, represent the only territorial growth of the city since 1924. Rising taxes in the suburban areas, increased demand for urban facilities, especially sewage disposal, were the principal reasons for the recent additions. For the first time, the city boundaries extend into another county, Clackamas, while the larger part of the area annexed to the city was in the southwest hills and included the small business district of Multnomah.

The Citizens' Committee on Municipal Reorganization, appointed by the Mayor in 1949, continued its work in 1950 and prepared valuable studies of the problem of government in the Portland area. The work of the past two years constitutes a firm foundation upon which the committee expects to build a constructive program during the coming year.

The problem of finances continues as a major issue before the City Government. Spiralling prices, labor costs and demands for added services to the public all tend to create a problem that to date remains unsolved.

The problem of air pollution, which has been long recognized, is being given earnest study and consideration by the reactivated and reorganized Air Pollution Committee. Recommendations for remedial action have been prepared for legislative consideration.

The work of the Sunshine Division of the Portland Police Reserves, dormant in past years, has been reactivated and, during 1950, reached a new high in meeting the demands for emergency relief of the needy.

The work of the Nuisance Division was greatly increased during the year. Nearly 2,000 more complaints were investigated by the division in 1950 than in 1949 and their work has been made more difficult by the rising cost of labor.

The year 1950 was a climax to a three-year building boom which saw construction valued at \$161,440,000, or an average of slightly over one million dollars a week for the last three years. Building construction permits in 1950 totaled \$61,150,000, a figure 29 per cent above the valuation for 1949. A total of 3,779 family units were built during the year with a valuation of \$34,471,000 or an average cost of approximately \$9,100 per family unit.

The Bureau of Licenses created a Field-Accountant Division during the past year which discovered considerable sums in unreported gross receipts for which additional fees were

collected. Total collections of the Bureau amounted to approximately \$1,300,000 from the issuance of over 25,000 business licenses during the year. The cost of operating the Bureau was less than six per cent of the collections.

Work of the Bureau of Insect Control was increased during the year by the unusually long flood period early in the year and by the longer summer season. The use of airplane and ground control procedures, however, enabled the Bureau to combat the spread of insects effectively, though seven complete coverages of the breeding areas in Multnomah County were required. The Bureau's aircraft flew a total of 456 hours in the control program.

Created in 1950 was the Municipal Parole and Probation Department. The office was opened early in February and to date has investigated some 500 cases, of which 200 have been handled on the parole and probation plan with exceptionally good results.

The Aviation Commission spent considerable time and effort studying proposals for obtaining a close-in airfield for the city. Various sites were considered, but no definite decision has been reached. The Commission is making every effort to obtain all pertinent data on this important subject before recommending definite action.

The Bureau of Property Control was established in July, 1950, consolidating the control of all properties under one bureau. The consolidation has resulted in a better program of insurance, bonding of city employes and control of purchases with attendant savings in the operation of these different departments.

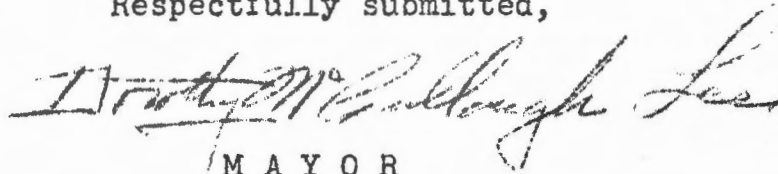
Improvements were made on the physical plant of the City Hall during 1950. New sidewalks were built on the south and east sides of the building, resulting in dry storage for important records stored in vaults under the sidewalks on the south side of the building. Twenty-seven rooms have been redecorated, seven rooms were recarpeted and new roofs were installed on the Council Chamber and the two east wings.

Residential areas of the city were improved through the installation of 190 new street lights during the year. A contract has been signed for the installation of modern lighting along S.W. Front Avenue from S.W. Sheridan Street to the Ross Island bridge, and on S.W. Barbur Boulevard from S.W. Lane Street to Hamilton Terrace.

Portland's growth and development during 1950 has been along sound lines, consistent with the ever-changing demands imposed by a period of transition from peace to wartime conditions. With our great air, rail, water and truck terminals and our progressive industrial plant manned by a competent citizenry, our city occupies a position of high strategic importance to the nation in this international emergency.

It is therefore our responsibility as a city to see to it that our facilities for production and distribution continue to function unhampered in the face of the grave threat to the American way of life. Because we have planned thoroughly and built well, we are in an excellent position to meet this challenge...and we are determined to do just that.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "North McCallough". The signature is written in dark ink and is positioned above the printed name "MAYOR".

MAYOR