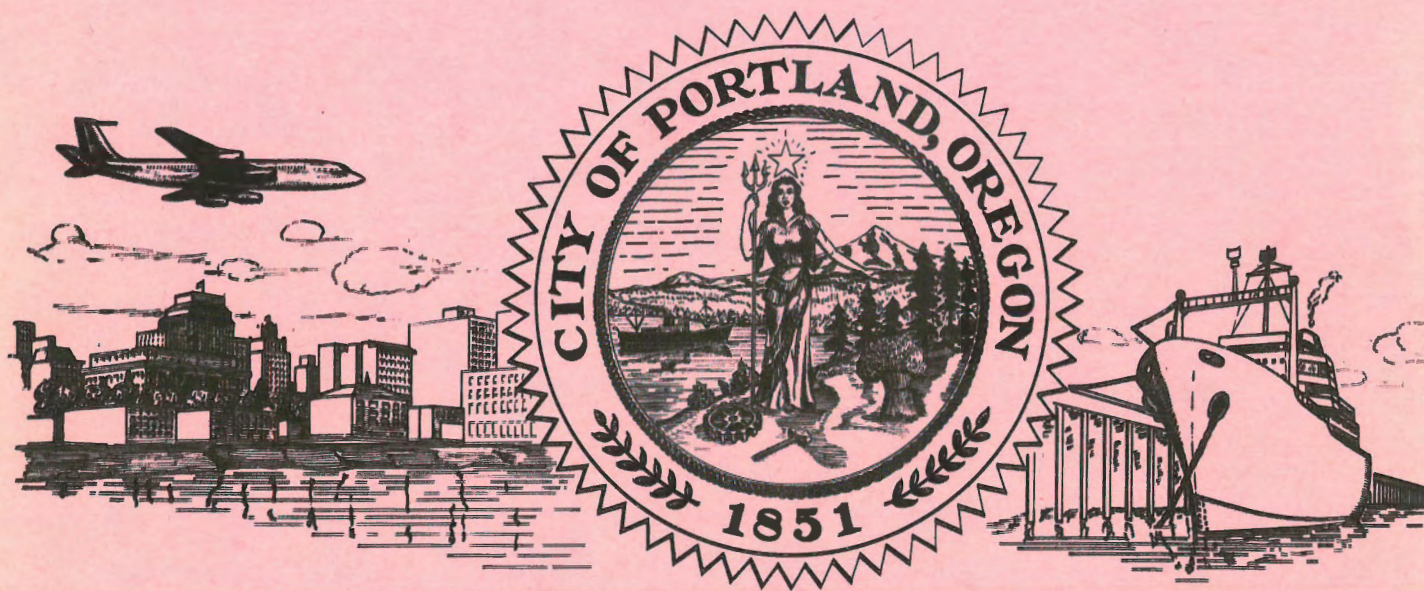


MAYOR'S ANNUAL MESSAGE
TO THE COUNCIL



FOR THE YEAR 1959

Terry D. Schrunk, Mayor,
City of Portland

CONTROL DIRECTOR

OFFICE OF THE MAYOR
DEPARTMENT OF
PUBLIC SAFETY



TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

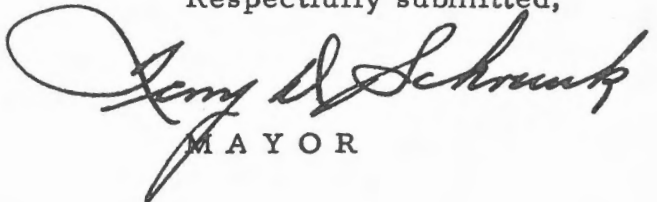
December 31, 1959

TO THE COUNCIL.

Gentlemen:

In accordance with Charter provisions in Article 3, Section 2-301, I am, as Mayor, communicating to the City Council the following general statement of the conditions and affairs of the city for the year ending December 31, 1959, together with certain recommendations and comments.

Respectfully submitted,


MAYOR

TDS:m



DEPARTMENT OF FINANCE

DEPARTMENT OF FINANCE

WITHOUT money, the wheels of City government could not turn. Where that money comes from, how it is budgeted and spent, are the proprietary concern of Finance Commissioner Ormond R. Bean. His Department of Finance, however, extends beyond just revenue and fiscal matters. It also covers administration of parks and recreation, stores and purchasing, property control, licensing, and street lighting.

BUDGET

THAT unending whirl of inflation and rising costs, the plague of every housewife, affects government too---only to a much greater degree. It has forced the City of Portland's total budget for fiscal 1959-60 to an all-time high of \$69,821,511.

In the aggregate, that budget is \$10,356,157 higher than the appropriated outlay for 1958-59; yet, paradoxically, it provides a measure of tax relief for property owners. A drop in the park levy, lesser bond service costs, and expiration of the zoo construction levy all add up to a \$1,323,729 cut in the tax levy.

Actually, the size of the 1959-60 budget is swelled by some \$21,000,000 worth of capital expenditures for urban renewal, the Memorial Coliseum, Water Bureau expansions and new Fire Houses and apparatus. And this money will come primarily from bond sales and Federal grants---not from the taxpayers' pocket-books directly.

A multitude of money sources are needed to support a revenue pool of this size and demand. Here's where the funds are expected to come from:

Taxes will bring \$14,758,569, or 21 per cent. From a previous balance of \$13,911,314, another 20 per cent is seen. Federal grants, loans, and bond sales will yield another 22 per cent, or \$15,480,600. The revenues of business licenses, franchises, permits, and service fees, fines and bail forfeitures, state allocations, and miscellaneous will make up the balance of \$25,671,028.

Less than a third of the total budget finds its way back into the General Fund, the outlay for running city government. The total General Fund come to \$20,985,381 a gain of \$1,591,416 over last year. Wage adjustments for the city's 4000 employees accounted for \$1,006,201 of the increment.

In the General Fund breakdown, salaries and wages will take \$16,301,344; operation and maintenance, including emergencies and other services, \$4,172,911; equipment, \$312,533; and capital improvements \$198,593.

The City Council is aware that available money can not meet the steady growth of this prosperous city, and will look to the voters at the May, 1960, election for additional money help. A Charter amendment to increase the present tax base by \$3,000,000 will be sought.

A change in the tax base seems the logical, and in the long run, the most economical way to operate the City government. It is intended primarily to augment the existing revenues, so that regular city services can be provided efficiently.

During 1959, the City issued \$3,000,000 worth of water bonds at a net interest rate of 3.64 per cent. From local banks, \$2,550,000 was borrowed to sustain operations until tax and other revenues were collected. At the same time, the City had \$19,000,000 out in both short and long term investments, at an average 3 per cent return. Interest from these amounted to \$425,035.26 from January 1 through September 30.

BUREAU OF PARKS

LAURELHURST again was the most popular of the city parks, with 13,525 users during the year. Columbia and Sellwood parks were next with 11,500 and 10,250, respectively. There were 605 picnic permits issued for the parks to groups of 50 persons or more. This was a one per cent decrease over the previous year, attributed to less desirable summer weather.

About 145 acres valued at \$37,274.89 were added to the park system in 1959. The acquisition was by purchase, gift, land exchange, or grant. The largest addition was to Forest Park--120 acres bought from L. L. Thomas for \$20,118.88.

With expanding interest in girls' programming, the A. A. U. age level track meet for girls was introduced by the Bureau in July.

The neighborhood pattern of community center facilities was enriched by the acquisition and renovation of the Woodstock Fire Station and Fulton Park School. Knott Street Center, which had been the front door for a very extensive boxing and community program, was condemned by the Fire Bureau. The Center's activities were shifted to 44 N. E. Morris. The Center drew a year's attendance of 76,624. The Atkinson Center became more completely a neighborhood center, and a Center program was begun at Abernethy School. Nine elementary schools and one high school were added to the property available on a permit basis for neighborhood use by the Park Bureau.

Because of financial problems, the swimming pools and summer playgrounds were opened two weeks later than usual. Attendance was 6,790,245.

Construction of the Zoo was delayed considerably by extremely wet spring weather and unexpected and costly slide conditions. Drilling of wells and tunnels and installation of pumps appears to have controlled the slipping. No new indication of earth movement has been observed since August.

Despite the fact that construction was not completed, attendance at the Zoo was most encouraging. Up to November 24, after the July 3 opening, persons admitted numbered 316,229. Gate receipts up to November 24 were \$65,229. Most of the visitors were completely satisfied. It was the exception when someone growled about paying for admission. Many school groups visited the Zoo, sometimes arriving in groups of more than 100. Reservations were made as far ahead as May, 1960, for visits by school groups.

The mortality rate among the penguins dropped. Deaths in the spider monkeys were due chiefly to their age; all were very young and heavily infested with mites. Death of the Emerald boas was believed due chiefly to treatment during shipment, since both died shortly after arrival.

Between June 10 and September 17, two of the Zoo railway trains operated at the Centennial Exposition. The third was operated at the Zoo.

REAL ESTATE

VANPORT'S 635 acres, which have lain idle since the devastating flood of 1948, were acquired outright by the City of Portland in 1959. The big slough-coursed piece of real estate was bought from the Federal government for \$175,000 and is destined to become Portland's largest and most promising recreational development some day.

Under Park Bureau planning, the former war housing city tract will be made over into a series of botanical gardens, a new 18-hole municipal golf course, archery range, boating lagoons and a mile-long hot rod racing strip. The Park Bureau expects to relocate its now overgrown southeast nursery there also. In addition, there is ample room for day and night camping sites, picnic facilities and swimming.

The transformation job will be a mammoth undertaking. It probably will begin with the rearrangement of fingerlike sloughs that thread through the dike-bounded tract and by dredging some places, filling others and opening new channels. The Vanport landscape can be changed to suit recreational needs.

The site for a new Fire Station at S. W. 30th and Dolph Court was purchased for \$12,350. The Right-of-Way Agent also negotiated the purchase of a site for a second new station at N. Maryland and Buffalo for \$13,000. As part consideration in this deal, the city traded a parcel of surplus property valued at \$2500.

Centennial Celebration. Manufacturing licenses gained more than \$32,000, perhaps an indication of an upswing in business. Of the money realized from licenses in the fiscal year ending June 30, \$2,522,064.12 went to the General Fund and \$118,452.41 to the Street Repair Fund.

BUREAU OF PROPERTY CONTROL

ON June 30, there were 53,202 pieces of inventoried equipment valued at \$7,563,621.28. During the previous 12 months, the bureau had purchased 3099 items at a cost of \$1,250,178.69 and disposed of 1898 items at a cost of \$769,813.20.

As 1959 drew to a close, field work on a physical inventory of all city-owned buildings and structures was about 80 per cent complete.

The Bureau established a central inventory of tires, and studied right-of-way history of the Bull Run pipelines. Systems and methods of reporting motor vehicle accidents were improved.

BUREAU OF PURCHASES

A stores stock catalog was completed during the year, and excellent comments were heard in regard to its value to the various departments and bureaus in ordering supplies. Some 100 items were added to the stores stock. Some of the items previously had been purchased in small quantities at a considerably higher cost.

An inventory control system for the bureau's stationery stock room was put into effect, saving hundreds of dollars through quantity purchasing of standard merchandise.

The bureau conducted 26 auction sales of abandoned automobiles, abandoned bicycles, and old or obsolete city equipment and supplies. The sales yielded \$32,577.50 in gross revenue.

EMPLOYEE RELATIONS OFFICE

Following studies in preparation of the 1959-60 budget, the office recommended salary increases totaling more than \$775,000, including extra monetary consideration at supervisory and administrative levels--a group that gradually had fallen behind the general trend over a period of years. With the exception of one group, the recommendations were very well received by the employees.

Although fringe benefits, including vacation and sick leave, were not changed during the year, this office was often busy exploring requests for additional leave time to meet specific individual needs.

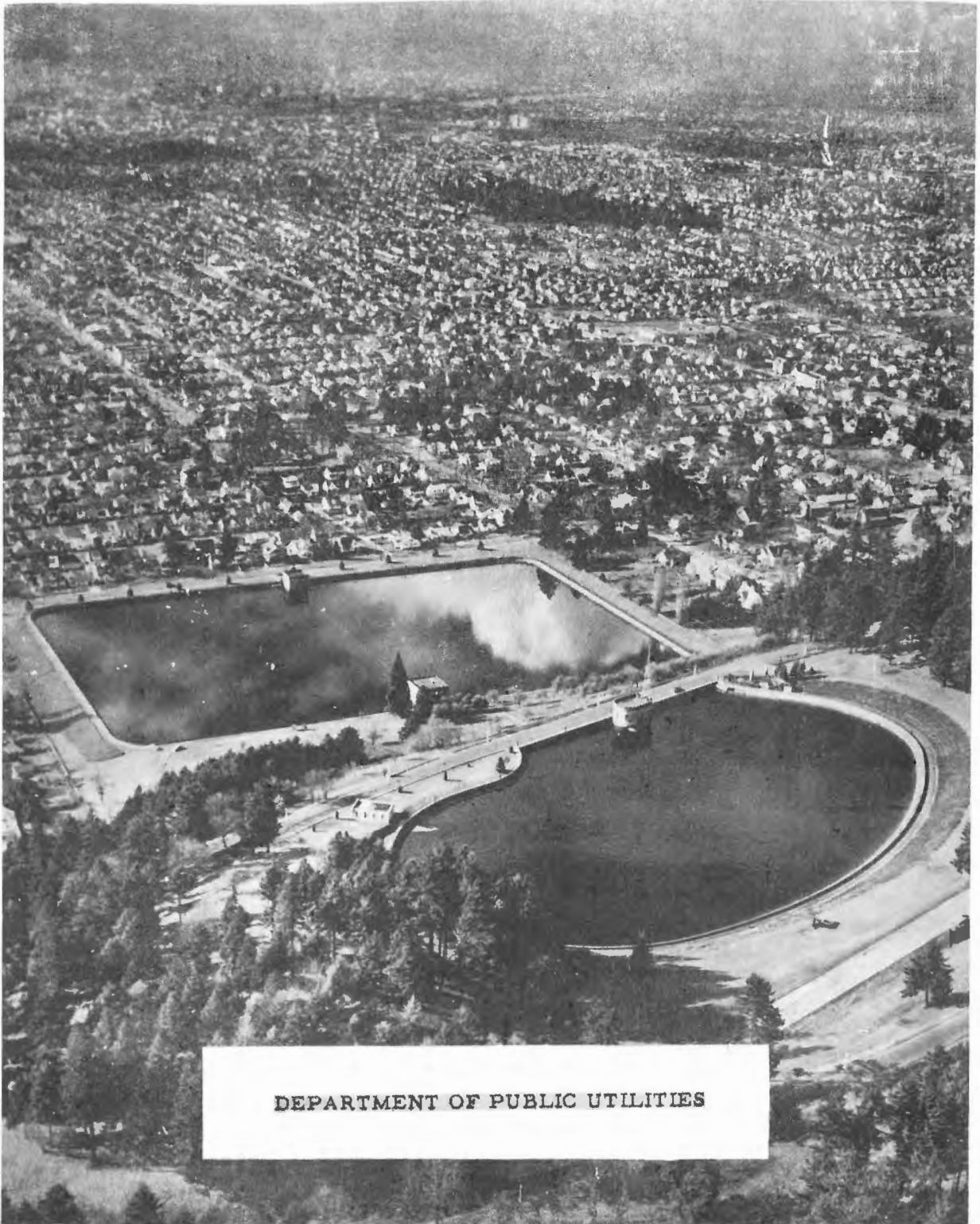
In safety, effort was renewed through the central safety committee and individual work groups to reduce personal and vehicle accidents. Personal injuries increased in 1958, changing the city's experience rating reduction for 1959 from 50% to 35%. However, as 1959 drew to a close, it appeared the safety record would show improvement over 1958.

In the incentive awards program, \$600 was awarded to employees for suggestions for improving city service.

About 60 employees completed 30-hour training courses in phases of supervisory techniques.

BUREAU OF GARAGE AND SHOPS

JOBs numbering 4500, varying from minor adjustments to complete overhauls, were handled in 1959 by the Bureau at its Municipal Shop. Bureaus for which work was done were billed more than \$375,000 for the service.



DEPARTMENT OF PUBLIC UTILITIES

DEPARTMENT OF PUBLIC UTILITIES

UNDER the direction of Commissioner Mark A. Grayson, a number of new administrative policies were instituted in the Bureau of Water Works.

To save man hours, the reading of meters of residential and small commercial water users was changed from monthly to every three months to correspond with billings. At the same time, a policy was imposed of charging a penalty for turning on the water service of users who had been cut off for non-payment of water bills.

To determine what may be inequities, the Public Administration Service was hired at a cost of \$7500 to make a study of rates charged to districts outside the city which buy Bull Run water.

Because of increasing operational costs and the need for capital for expansion and rehabilitation of the water system, water rates were boosted July 1. It is hoped the increase will bring in 25 per cent more revenue.

On September 1, \$3,000,000 in revenue bonds were issued, the proceeds to be used for construction of Bull Run Dam No. 2 and also for installation of additional supply mains and construction of additional storage facilities. The dam contract was awarded to Cherf, Sandkay & Jones on a bid of \$2,824,359. Nearing completion was construction of the intakes, outlets and tunnels for the dam on a separate contract.

The number of water customers continued to grow. On June 30, 1959, the number of meters in service was 117,161, an increase of 1068 from June 30 of the previous year. Almost 31.5 billion gallons of water were supplied in 1959 to users inside and outside the city. The daily demand fluctuated between 60 million gallons and 204 million gallons. During periods of low demand, almost 20 billion gallons of surplus water were diverted to Portland General Electric's Roslyn lake. The company paid the city \$35,000 for this water.

In expanding service, nearly 110,000 feet of new water mains were built. About 76,000 feet were completed in the relining program of conduits Nos. 2 and 3. Almost 58,000 feet of pipe was removed or abandoned. The one million gallon pre-stressed concrete Arlington Heights reservoir was completed and put into operation. The Portland Heights reservoirs were roofed and part of reservoir No. 2 was relined. Reservoirs 1, 2, 3, 4, 5 and 6 were drained, cleaned, and repaired. Two measuring flumes with strip type recorders were installed on Bull Run River immediately downstream from Bull Run Lake. The earth dam on the North Fork of Bull Run River was completed and a treated wood bridge constructed over the spillway.

Preliminary dam site studies of Bull Run Lake and Blue Lake were made. Plans and specifications also were prepared for more than 13 million gallons of local storage. These are the 1.5 million gallon elevated steel St. Johns tank No. 3; the 3 million gallon pre-stressed concrete Sam Jackson No. 1 reservoir; the 3 million gallon elevated steel Denver Avenue tank and the 6 million gallon pre-stressed combination standpipe and elevated tank at Vernon.

Revenue of the bureau for the fiscal year ending June 30, 1959, was \$4,321,809.64. This was a 6.7 per cent increase over the revenue for the fiscal year ending June 30, 1958. Expenses for the year ending June 30, 1959, were \$3,398,927.30--an increase of 13.8 per cent over the previous year. Timber sales totaled \$379,764.30 compared with \$931,793.90 the previous year. Into the General Fund the bureau paid \$266,906.88. Of this, \$100,000 was for rent and city services. The balance was the 5 per cent tax on gross revenue. In retiring bonds, the bureau paid \$700,301.22, leaving a bonded debt of \$17,780,313.82, or a net of \$15,902,147.22 after deduction of sinking fund cash and investments.

Most of the city's fire hydrants were repainted.

Responding to requests by persons associated with outdoor recreation of the Northwest, the City Council authorized the use of some 42,000 scenic acres of the Bull Run reserve. This land had been assigned to the use of the city since 1892 by presidential proclamation but does not lie within the actual boundaries of the Bull Run watershed.

Fulfilling the recommendation in the Mayor's 1958 message, the city entered into a cooperative agreement with the U. S. Forest Service to conduct an inventory of the timber on city owned lands in the Bull Run watershed and authorizing a timber management relationship between the Forest Service and the city.

PUBLIC DRINKING FOUNTAINS

A program to restore fully the 20 drinking fountains that had been donated to the city before World War I by the pioneer lumberman, Simon Benson, was brought to completion. After new components for the bronze units were cast, they quickly were placed in service on street corners in time for the Centennial observance. A dozen other public drinking fountains scattered through the city were reconditioned.

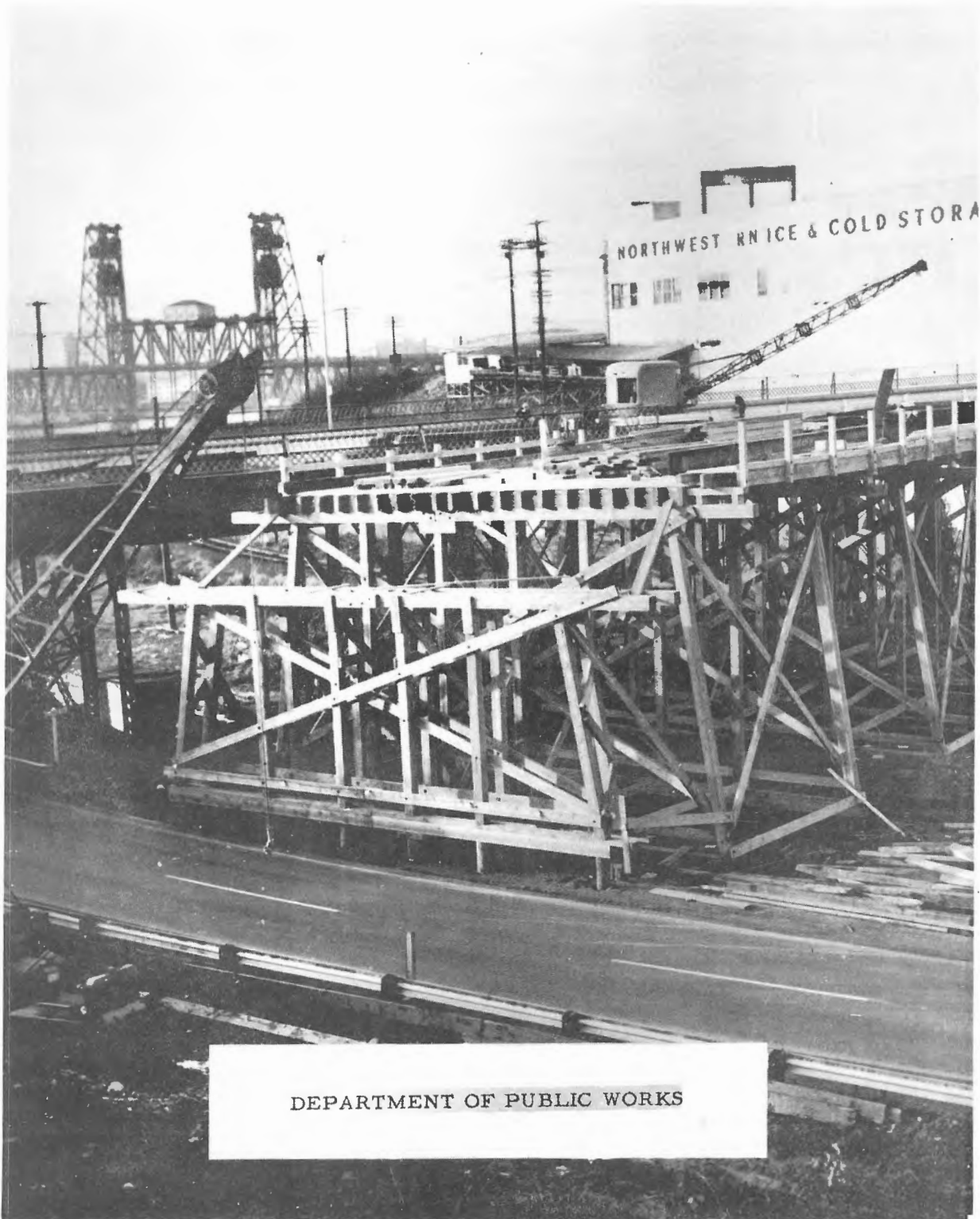
TELEPHONE, ELECTRIC AND OTHER FRANCHISE MATTERS, INCLUDING UTILITY RATES

COMMISSIONER Grayson attended some of the hearings held in Salem on petitions of Pacific Power and Light Company, Northwest Natural Gas Company

and Portland General Electric Company to increase rates. Wayne Cordes, Deputy City Attorney, attended more than two dozen of the sessions. The city appeared as an interested party. In phases of the hearings which Mr. Cordes thought were not covered sufficiently, he participated by asking questions of the witnesses. At this writing these hearings are still in progress.

AUDITORIUM

REVENUE of about \$71,000 was taken in by the Auditorium during the year. Admissions numbered about 480,000. The marquees were renovated. Floors in the wings and on the stage were refinished. The rest rooms, main foyer and some dressing rooms were repainted.



DEPARTMENT OF PUBLIC WORKS

DEPARTMENT OF PUBLIC WORKS

THIS Department, under the supervision of Commissioner William A. Bowes, was budgeted \$6,863,925.33 for the fiscal year beginning July 1, 1959.

As the amount of the money indicates, the work of the Department is "big business" and requires constant administrative and supervisory direction.

Fred Fowler, City Highway Engineering Coordinator, continued with notable results his work with the State Highway Department and city departments and agencies in reconciling differences which inevitably arose as a result of the expanded highway building program. Routes of the East Bank and Minnesota Freeways were determined. These projects presented many problems involving the city, including parkways, interchanges, and connections.

CITY TRANSIT ROUTES, SCHEDULES, AND RATES

A two-year operating permit was negotiated with Rose City Transit Company, effective to October 31, 1961. New scheduling and through-routing programs worked out with the company by Carl Wendt, City Transportation Director, enhanced the reliability of bus service and resulted in the operational savings which made negotiation of the new permit possible.

OFFICE OF CITY PLANNING COMMISSION

LLOYD T. Keefe resigned as Director of the Commission, and on September 15, Charles E. Woodward was appointed to succeed him.

After many City Council hearings and much study by the Commission and its staff, a new Planning and Zoning Code was adopted by the Council, effective last July 1. Its application resulted in an increased work load for the office.

Other projects in which the office was involved the last year were an analysis of the city's residential areas, a school plan, studies of freeway routes, the Hillsdale Shopping Center, compiling of census tract statistics and metropolitan planning in conjunction with the Metropolitan Planning Commission.

Two main elements of the new Interstate Freeway system were of concern to the Commission--the proposed Peninsula Freeway through the north section of the city and the Sunset Freeway which would link the projected Marquam Bridge with Canyon Road and the proposed Stadium Freeway. The Minnesota route was approved by the Commission for the Peninsula Freeway. Begun by the Commission was a study of the two proposed routes for the Sunset

Freeway. One is known as the Market-Clay route and the other is at the base of the hills to the south of the central business district.

METROPOLITAN PLANNING COMMISSION

THE Commission, financed by the City of Portland plus Multnomah, Washington and Clackamas Counties and the Federal Government, went into operation April 6. For the 15-month period beginning on that date, the city agreed to contribute \$22,145. The counties agreed to contribute a similar sum for the 15 months and the Federal Government, \$34,150. Work was begun on a population forecast and an industrial development study.

BUREAU OF MUNICIPAL PAVING PLANT

DURING the first 10 months of 1959, there were 3,660,118 square feet of pavement patched in small repairs and 393,421 square yards patched in major repairs.

BUREAU OF TRAFFIC ENGINEERING

MORE than 1200 suggestions and requests were received involving traffic control. All were investigated, but the budget restricted implementation to only a very small part of those that were desirable.

Traffic signals were installed at 14 intersections. Major expenditure, however, was for the operation and maintenance of existing control devices, such as traffic signals, illuminated signs, overhead flashing beacons, and illuminated crosswalk signs. During the year, about \$30,780 was paid out for electrical power to operate all the devices.

As the year came to a close, there were 5424 parking meters in operation--4699 in the metropolitan district, 344 in the Hollywood district, and 381 in the Portland State College district.

Five streets were converted to through arterials, making necessary the installation of 130 new stop signs.

The Bureau spread 4402 gallons of yellow paint on streets for center and lane lines and for stencil markings. For parking control marks, 528 gallons were spread.

More than 200,000 parking citations were issued in 1959 by the Meter Maid Division.

With the sale of the Yellow Cab Company to Broadway and Radio Cab Companies, the buyers agreed to eliminate all formerly exclusive taxicab zones

at leading hotels, bus depots, and the railway depot. Under the agreement, the companies alternate use of the zones either daily or weekly. At the time of the sale, Broadway and Radio were each allocated 20 additional permits. The remainder of Yellow's 83 permits were surrendered to the city.

BUREAU OF SEWAGE AND REFUSE DISPOSAL

ABOUT 1,200,000 cubic yards of refuse were disposed of in 1959 in the St. Johns fill and incinerator. The Sewage Disposal Division installed forced ventilating systems in three of the small pump stations, corrected a severe moisture condition at the Sullivan Station valve vault, and did work at the Dolph Court Station to correct a silt and debris problem.

BUREAU OF CITY ENGINEER

DURING the year, the Bureau inspected 1056 applications for various permits and investigated 351 complaints. Also, 195 inquiries were answered concerning rights of private property owners in connection with city rights of way, and 1837 inspections were made of work being done under permit. On hand at the Stanton Yard Division on June 30 was more than \$45,000 worth of supplies and materials, including nuts, bolts, screws, nails, tools, rock, lumber, and cold mix.

BUREAU OF DESIGN, SURVEYING, AND DRAFTING

ON November 13, a report was made to the State Sanitary Authority on progress toward eliminating pollution of the Willamette and Columbia Rivers.

Stevens and Thompson, a consulting engineering firm, was hired to design a sewage treatment plant for the Linnton area, to investigate the designing of facilities for dispersing sewage effluent into the Columbia River, and to design facilities to modernize the Ankeny Street Pumping Station. John W. Cunningham & Associates, another consulting engineering firm, was hired to study the feasibility of constructing a sewage disposal plant in the city's southwest area.

Construction of the Garthwick Interceptor Sewer and the North Basin Avenue and Mocks Bottom storm and sanitary sewers was begun. Plans neared completion for construction of the Guilds Lake Interceptor.

State authorities gave help to the City Engineer in seeking to solve the problem of pollution of the Willamette and Columbia Rivers.

The city's contract with Stevens and Thompson asked the firm to study the type of installation deemed necessary to disperse sewage treatment plant

effluent into the Columbia. Desired in the dispersal would be the maximum practical distribution of the effluent throughout the stream flow in order that the organic matter in the effluent would become intimately mixed with the water. In this manner, the available oxygen in the stream would be available to the organic matter for adequate oxidation.

BUREAU OF CONSTRUCTION

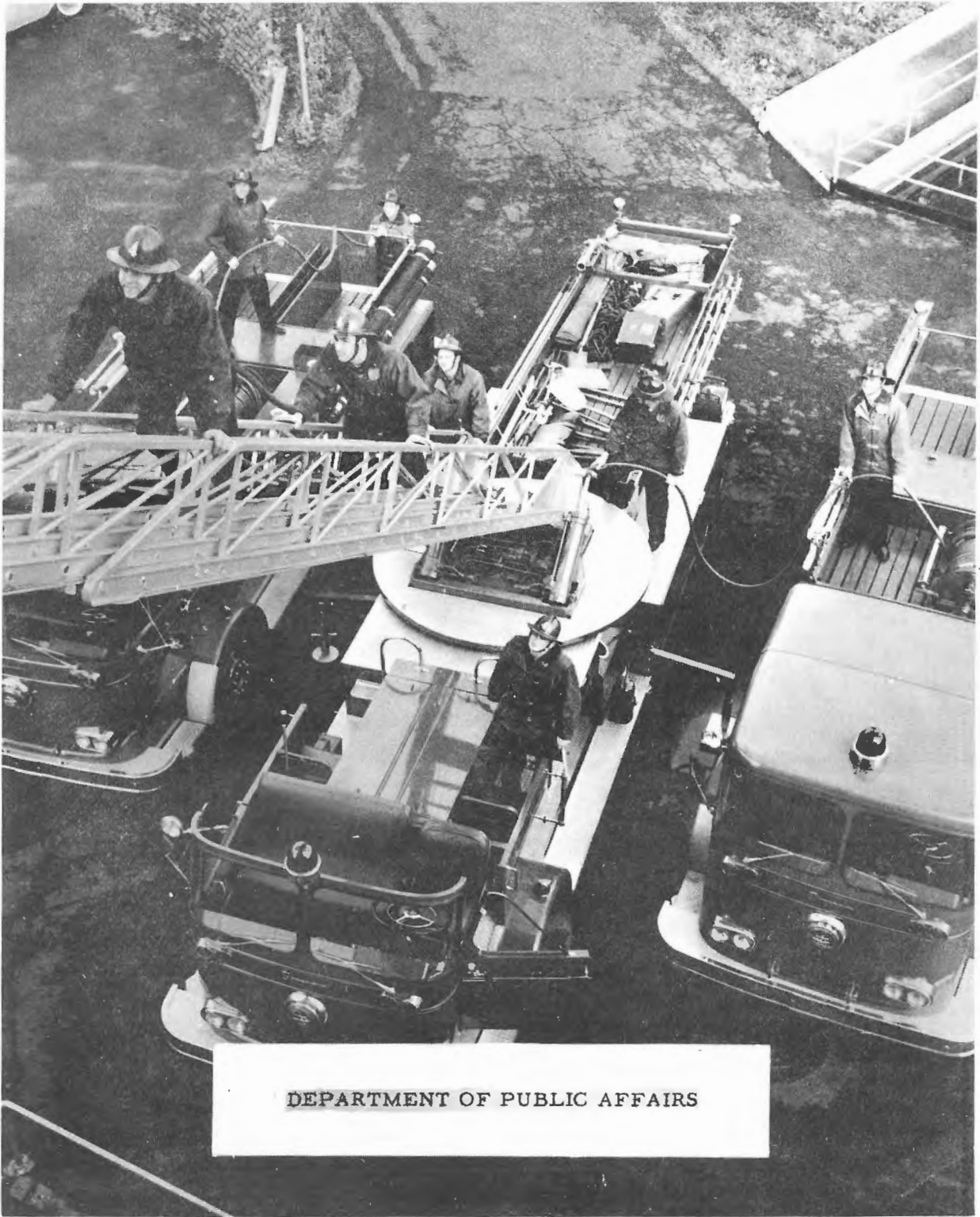
CONTRACTS totaling \$709,090.51 were completed in 1959. Seventeen were sewer jobs, 23 were street jobs, 93 were street permit jobs, and 34 were sewer permit jobs. Some of the larger projects under contract as the year came to a close were the Lloyd Project, N. E. Lloyd Boulevard relocation, and improvement of S. E. Division Street from 60th Avenue to 78th Avenue.

TRAFFIC SAFETY COMMISSION

A 32-page, full color digest of city traffic laws entitled "Good Turns in Traffic" was printed by the Commission and 20,000 copies were distributed.

On February 19, a drivers' school--the Portland Driver Improvement Clinic--was begun. It consists of six two-hour sessions of instruction in safety, driver attitudes, defensive driving, and traffic laws.

Other projects of the Commission in the last year included solicitation of drivers of commercial fleet vehicles for participation in the National Safety Council's Professional Driver Award Program, an extensive survey of parking in downtown areas, sponsorship of the Junior Safety Patrol, and continuation of a billboard poster program.



DEPARTMENT OF PUBLIC AFFAIRS

DEPARTMENT OF PUBLIC AFFAIRS

THE Department of Public Affairs, under the direction of Commissioner Stanley W. Earl, reports a year of achievement and progress.

BUREAU OF FIRE

FOUR new fire houses were put into operation in 1959. Three of them cost \$120,000 each. They are Engine No. 8 at the southeast corner of N. Maryland Avenue and Buffalo Street, Engine No. 20 at the northwest corner of S. E. Bybee Boulevard and 23rd Avenue, and Engine No. 5 on S. W. Dewitt Street between Sunset Boulevard and Cheltenham Street. The fourth fire house, Engine No. 24, is on N. Maryland Avenue between Going and Prescott Streets. It also houses the office of the Chief of District No. 3, and cost \$140,000. In addition to the new fire houses put into operation, construction was begun of three more. All seven are of a new architecture, designed to blend with the neighborhoods in which they are located.

Also put into service in 1959 was the following new equipment: seven class A, 1250-gallon pumpers; two 100-foot aerial ladder trucks; four 85-foot aerial ladder trucks.

The new houses and mechanical equipment are being paid for from a \$3,000,000 bond measure passed by the voters in 1958 to modernize Fire Bureau facilities.

Fire loss for the fiscal year ending June 30 decreased 31 per cent over that of the fiscal year ending June 30, 1958. Loss for the year ending last June 30 was \$1,643,457.80, a decrease of \$749,844.96 from the previous year. The number of loss fires also decreased. The Waterways Terminal fire on September 11, 1958, caused the biggest loss--\$353,417.92. Eighteen other fires during the fiscal year ending June 30 caused a loss of at least \$10,000 each. Property at risk in the fires during the fiscal year was valued at \$80,813,069 and insurance on the property was \$65,269,869. Insurance paid for losses was \$1,455,788.

The school fire safety program was accelerated. The Bureau completed its annual home inspection program by in-service fire companies and observed Fire Prevention Week.

BUREAU OF BUILDINGS

AN estimate of building permits issued during 1959 showed a decrease in dollar volume but an increase of 6 per cent in number. This increased the work load of the Bureau's 72 employees.

Residential construction increased. It was estimated that 872 permits would be issued in 1959 for residential buildings valued at \$17,070,075, housing 1577 families. Of these permits, 695 would be for single family dwellings valued at \$10,044,155. Sixty-nine permits would be for duplexes valued at \$1,292,220 and 108 permits for apartment structures valued at \$5,733,700.

It was estimated that 36,750 permits would be issued during the year for \$63,428,855 of construction. Of these, 6507 would be building permits for \$54,000,000 of construction, 16,652 would be electrical permits for \$2,305,100 of construction, 8035 would be plumbing permits for \$4,267,805 of construction, 4060 would be heating permits for \$2,405,550 of construction, and 1496 would be electric sign permits for \$450,400 of construction.

BUREAU OF CITY HALL

TO "pretty up" the City Hall for the State's Centennial Year, the exterior was steam-cleaned, and outer surfaces that had deteriorated were restored. New-type door closers were installed at the Fourth Avenue and Fifth Avenue entrances. Hand rails were added to the stairs at the Fifth Avenue entrance. In creating a new testing room in the Health Bureau Laboratory, it was necessary to make major changes in the plumbing. Also installed for the room were fire-proof and explosion-proof exhaust ducts to get rid of ether and acid fumes.

Remodeling of the old McElroy Building to create the City Hall Annex was completed at a cost of \$150,000. Some city agencies formerly occupying rented quarters in other buildings moved into the Annex. The Park Bureau and Nuisance Division moved from City Hall to the Annex. This released space for the Auditor, Purchasing Agent, and Property Control Bureau to enlarge their quarters in the City Hall.

BUREAU OF COMMUNICATIONS AND ELECTRONICS

ABOUT 60 new radio units were added to the city's communication system to bring the total to more than 700. Twenty city police cars were equipped with electronic sirens and public address systems. The inter-city police radio network was expanded to include Seattle. Antenna and cable were installed at Council Crest to expand the Water Bureau radio communication system. Civil Defense radio communications were installed.



DEPARTMENT OF PUBLIC SAFETY

DEPARTMENT OF PUBLIC SAFETY

IN the tradition of many administrations past, as Mayor of Portland, I have continued to head the Department of Public Safety. The Department includes the Bureau of Police, Bureau of Health, Bureau of Disaster Relief and Civil Defense, Municipal Court, office of the City Attorney and Bureau of Insect Control.

BUREAU OF POLICE

IT'S customary to measure the effectiveness of a metropolitan police force by the rate and incidence of crime. Using that standard, Portland's 642-member protective arm merits a "well done" for 1959. Major crime fell off 3 per cent.

In retrospect, this is the first appreciable downturn of the crime index in four years. In 1956, Class 1 offenses increased 22 1/2 per cent, and since then have decelerated. Figures show a 9.68 per cent increase in 1957 and only a 6.8 per cent gain in 1958.

Burglaries, auto thefts and cases of negligent homicide all decreased substantially this past year. Holdups and the larceny rate dropped, too. And while the murder and assault counts were up, a greater arrest average in all categories bettered the total record.

Nineteen fifty-nine saw the Bureau of Police make notable inroads against narcotics and prostitution traffic. City narcotics officers, now all federally-schooled, broke up two dope'-peddling rings with international ties and a Williams Avenue vice operation, which used juvenile girls, was erased.

The year brought a number of procedural improvements to sharpen the Police Bureau's total efficiency. Daily activity reports were required of all officers, duty shifts were realigned for work loads, and in-service training programs were stepped up bureau-wide.

A typical innovation was the introduction of a fully-equipped mobile unit for crime scene coverage at an instant's notice. Another was use of photographs on bi-monthly fugitive bulletins--a new concept in the bulletin field. Specialists were assigned to arson and "bunco" work. By mandatory firearms-firing programs, the overall marksmanship of the Police Bureau has improved 34 per cent.

The Detective Division distributed 3000 handbooks to business places, prescribing precautions to be taken--as well as a course of action--in the

event of a holdup. Daily stolen car "run sheets" were redesigned to illustrate the pattern of crime in auto theft cases. Oregon State Police at Milwaukie and the Seattle City Police were brought into the inter-city police radio network.

These and other procedural innovations undoubtedly contributed to the generally improved crime-incident picture. Somewhat less encouraging, though, was the continuing battle on the traffic front.

Here, despite a redoubled enforcement effort, total mishaps increased 2 per cent. By comparison, the statewide accident rate in 1959 jumped 12 1/2 per cent. Portland's fatality toll went up accordingly--41 deaths in the first eleven months, compared to 38 for the same period in 1958.

At the tag end of the year, a study was undertaken to find a way to lessen the "lost man-hours" problem. Police Chief William J. Hilbruner believes that overtime allowed for Municipal Court appearances is a major factor.

In August, the Parking Tag section of the Municipal Court was moved from the second floor of the police building to street level. With the addition of a free 10-minute parking zone, parking tags can now be handled in minutes at windows just off the main lobby. The entire operation is correlated with the new IBM units of the Police Record Division.

The City Jail came in for some improvements, too. Foremost, steam heat was installed in cell block corridors. Toilet and bathing facilities, long a target for criticism by visiting grand juries, were extensively revamped. Radio programs were piped directly into the jail cells, and Sunday church services were shifted to the dining room instead of the jail proper.

At year's end, a start was made on moving the Radio Room from its long-held roof cubbyhole to the street floor. A complete new broadcast console and radio unit is on order. With the change, dispatching will go over to a "complaint board" type of operation, relieving radio dispatchers of the normal burden of processing incoming calls.

The Bureau found time to provide 9,097 hours of field training for the Portland Police Auxiliary. In all, 78 auxiliary officers were put through three basic police schools, to equip them better for volunteer duty and back up regular forces when needed.

Greater amounts of radioactive and explosive materials are coming into the Portland area continually. To handle these problems, the Bureau set up new departmental procedures for reporting and guarding against them. The Bureau's own explosive ordinance team underwent special training at an Army

school at Vancouver Barracks. The unit has handled a substantial number of cases involving explosive materials without accident. To provide for safer handling of explosives, a specially-rigged truck was acquired through the Civil Defense Bureau.

BUREAU OF HEALTH

SOME 7000 chemical studies of meat and meat products were made in 1959 by the Kjeldahl and Fume Hood installed in April in the Laboratory. On the basis of the tests, 10 market managers were arrested for adulteration and were convicted and fined.

City inspection in local slaughter houses, in effect 44 years, ended July 1 when the State Agriculture Department took over. Three veterinarians no longer needed on the city staff were released. Another was assigned full time to the Zoo. The staff now includes two veterinarians and four lay meat inspectors. The lay inspectors patrol sanitation conditions at wholesale sausage-making establishments and poultry processing firms which supply the Portland market.

During the 10 months up to November 1, there were 735 animal bites reported. Of the offending animals, 650 were quarantined 10 days and examined by bureau veterinarians to insure that no communicable disease was transmitted.

Following a survey of the Portland milk shed in September by the U. S. Public Health Service, the Portland Bureau of Health was given a rating of 91.91 per cent. Very few milk sheds in the U. S. rate higher than 90 per cent. Although there were 951 grade A milk producers at the beginning of 1959, the number had shrunk to 911 by November 1. The decrease was attributed to an apparent trend of smaller producers going out of business in being absorbed by larger producers. One producer was convicted in District Court of adulterating milk by adding water.

The City Isolation Hospital was closed June 30, after 49 years of operation. Between January 1 and the closure, there were 134 admissions. Most of these patients suffered from tuberculosis. The second most frequent affliction was measles. No polio cases were admitted during the six month period, January 1 to June 30.

The reasons for closing the hospital were the extremely low patient load, and the constant increases in salaries, operation, and maintenance, which brought the cost for patient care above that cost in other hospitals willing to take our communicable disease cases. An agreement was reached with Morningside Hospital to care for our tuberculosis and mentally ill cases, while arrangements are being made for their care in State hospitals and institutions.

Through this action a substantial saving was made, and the care of the city patients will continue. There was a reduction in the Bureau of Health staff of 21 positions, and a net savings of approximately \$90,000.00, which will be directed to the betterment of the Emergency Hospital, to the services of the Public Health Nursing Division, and to the establishment of a North Portland Health Center.

The building and property of the Isolation Hospital will be put up for sale and consequently will go back on the tax rolls. The funds derived from this sale will be used for other needed services and facilities of the Bureau of Health.

In the field of mental health, nursing services in the follow-up program of discharged psychotic patients were expanded to include patients from the Eastern Oregon and Oregon State Hospitals.

In school health, the tuberculin testing program among students in public and parochial schools was increased to include schools in areas where the intensive chest X-ray was done. More students were given hearing tests than in the previous year, an increase made possible by the addition of a second audiometrist to the Bureau staff. All first grade pupils were tested for hearing. Increased assistance was given to the schools in certification of mentally retarded students.

By conducting intensive chest X-ray programs in areas of the city having a reportedly high incidence of tuberculosis, the tuberculosis control division expanded its general program. This was a cooperative program, utilizing personnel and equipment of the State Board of Health and the Oregon Tuberculosis and Health Association. In April, the Association gave a mobile chest X-ray unit to the city and Multnomah County.

Venereal Disease continues to show an increase. The figures reflect three contributing reasons: an intensified case-finding program; greater cooperation by doctors in reporting information to the Bureau of Health; and the actual increase in the incidence of the disease. The Bureau of Health, The State Bureau of Health and The United States Public Health Service are jointly promoting this case-finding program, and because of this success in the metropolitan area, the State of Oregon has instituted a similar program this year. We now have a much better total V. D. program in the state because of this development.

More than 1000 persons were examined at the V. D. Clinic. Serological testing of all city jail prisoners was begun. Although in its infancy, this program has proven to be an effective tool in detection of venereal disease.

A specially designed clinic has been established under the supervision of Dr. Fredrick A. J. Kingery, a qualified Syphologist. This clinic, designed as an experiment, has proven timely and useful.

A Division of Venereal Disease Control, under the direction of the City Health Officer, has prepared an outline of V. D. Facts for teachers to use in the Portland High Schools. This was accomplished through the cooperation of the Portland High School Administration, and was necessary because of an alarming increase of venereal disease in the age group of 15 to 19 years.

Specimens accepted and chemical and bacteriological procedures performed by the Laboratory during the first 10 months of 1959 showed a marked increase in number over the same period the previous year. For the first time, the Laboratory gave aid to the Park Bureau in the diagnosis and control of aspergillus in the penguin flock. Penguin cultures numbering 469 were studied.

Because of contamination or shipping damage, 55,731 pounds of food were condemned by the Bureau during the first 10 months of 1959. On November 1, there were 1230 grade A restaurants in the city, 194 grade B, and one grade C. Attending the School for Food Handlers during the first 10 months of 1959 were 4977 persons.

In rodent control during the first 10 months of the year, 59 vacant lots were cleaned, 134 garbage disposal conditions corrected, 71 rat proofing jobs completed, 22 premises rendered rat free, and 87 sewer breaks repaired.

BUREAU OF DISASTER RELIEF AND CIVIL DEFENSE

THE year 1959 was fruitful for the Bureau, yet also, in some ways, rather difficult.

Failure of Congress to provide adequate financial assistance to local civil defense programs must be considered a factor in the development of a feeling among many persons that the need for civil defense no longer exists. The Portland Bureau is not blameless in failing to develop locally a more effective public information and education program. Publication of the pamphlet "Survival Is Up to You," a joint effort of Federal, State, and Portland civil defense agencies, was expected to help create a greater awareness by citizens of the need for family disaster planning. Welcome Wagon Hostesses distributed civil defense literature to more than 6000 families in 1959. More than 10,000 pieces of civil defense literature were distributed by means of a rack in the U. S. Courthouse lobby.

Standby radio base operations on all city frequencies at the Emergency Operations Center became operational and were tested by all services during the city participation in Operation Alert. These tests indicated the area covered to be adequate for major disaster operations. A Civil Air Patrol base station also was installed and put into operation. The Portland Radio Amateur Civil Emergency Service was reorganized with new amateur leadership and two R. A. C. E. S. nets were put into operation. One, with the State Civil Defense Office, was in daily use. Tests every 30 to 60 days on the NAWAS and CONELRAD systems provided excellent training to Bureau personnel in receiving and evaluating attack intelligence data and in programming emergency AM broadcasts.

For the Operations Center, emergency food--5-in-1 military-type rations-- was ordered for the first time from federal agencies. Equipping and supplying of the darkroom at the Center for reproduction of microfilm records was completed; a 4-inch connection to Bull Run conduits was made with two pumps, one in standby; two 1 1/2-inch fire hose connections were installed for fire fighting outside the building; and several more maps were mounted as requested by different services.

The Oregon wing of the Civil Air Patrol recognized and accepted as its primary mission the support of local civil defense. Development of training programs and operational procedures to implement the policy was begun. Under sponsorship of the U. S. maritime commission, a port emergency operations committee was established to develop emergency operations procedures in event of major disaster for the Port of Portland.

A Statewide Association of Directors of City and County Civil Defense Directors was formed and held its first meeting in November at Roseburg. As a member of the National Fire Defense Advisory Committee, Jack Lowe, Director of Portland's Civil Defense Bureau, assisted in the preparation of the fire service annex to the national plan for civil defense and defense mobilization.

In engineering, rescue service activities included 20 regular basic, light duty, heavy duty, or refresher rescue courses, and two special rescue instructors courses. The first OCDM region 8 rescue conference was held at the Operations Center. Fourteen new or modernized schools were surveyed for shelter purposes. In the greenlight evacuation traffic control system, three signalized intersections were added, single relays were replaced with sealed parallel relays for more dependable operation of the system, and 13 line test panels were installed so the system can be checked out piecemeal without the necessity of operating the complete system.

In the Police Bureau an explosive ordinance reconnaissance agents refresher course was given. A special truck for hauling explosive materials was built and put into service.

Radiation monitoring instruments were placed in the cars of all chief officers and the squads of the Fire Bureau.

Assistance was given to all hospitals in developing and revising disaster plans. When the Portland Osteopathic Hospital moved to a new building, it was done under conditions simulating a disaster evacuation.

City meat inspectors and sanitarians were given a course in radiation safety, detection, and decontamination. In courses conducted by the Red Cross for civil defense, more than 3000 persons completed training in first aid, or care of the sick and injured, or both.

CITY ATTORNEY

THE long Legislative Session at the beginning of the year required a great deal of work by the City Attorney's Office, not only at Salem, but also in preparing matters for presentation, including the Nalline Bill, which was prepared and revised several times before adoption by the Legislature. Other major work was the Green Construction Company contract for the Bull Run Dam, the defense of the city in the case brought by the State Sanitary Authority, and the revision of the Planning and Zoning Code. Work was done in revising various Codes, particularly License and Police, with special attention to tightening up city control over obscene and pornographic literature.

During the year, the city won an important case--that of Mary C. Sharp against the City. It involved the rezoning of property at N. E. 33rd Avenue and Knott Street. It was significant in that it established the precedent and found different circumstance than in a prior opinion of the State Supreme Court with reference to the utilizing of property at this intersection, based upon the change of conditions and recognition of modern traffic flow at this important intersection.

Traffic citations handled by the office increased about 12 per cent in 1959 from 1958. During the last year, the office wrote 840 ordinances, drew up 244 contracts, and the correspondence file numbered 2030 items.

The Municipal Charter revision study was concluded and filed with the Council last January. This was a monumental piece of work which required several months of concentrated consideration.

MUNICIPAL COURT

CASES processed by the Court continued to increase in number in 1959, totaling 85,765 the first 10 months. Receipts from fines were expected to exceed \$1,000,000 for the year. On October 16, the Circuit Court, in cooperation with the District Attorney, issued an order returning the trial of minor state misdemeanor cases to the Municipal Court.

PAROLE AND PROBATION

THE case load of the Parole and Probation Office was about the same in 1959 as in 1958. During the last year, the number of parolees decreased, and the number of probations increased.

With alcoholism continuing as a major problem, a study was launched by Robert C. Van Vactor, Parole and Probation Director, to determine how many chronic drunk offenders there are in Portland. The purpose of the study is to recommend possible remedial steps later.

BUREAU OF INSECT CONTROL

IN anticipation of crowds attending the Oregon Centennial Exposition, the Bureau concentrated mosquito control on large hatching areas adjacent to the Exposition site. Results were excellent; no complaints were received either from Centennial officials or visitors. For the additional benefit of Centennial Year visitors, the Bureau also concentrated on keeping the city's ornamental trees free of defoliating insects.

Some areas of the city had a brief period of mosquito nuisance as the result of migration from adjacent counties which had incomplete or no control. Generally, good control in the Portland-Multnomah County area was obtained by constant checking, spraying, rechecking, and respraying. The 1958-59 winter was unusually mild and led to early and heavy hatching of most mosquito species. The number of ever increasing storm drains in new housing developments was found to be producing much more hatching the last year than previously.

Although weather was favorable for heavy fly breeding in the urban-fringe areas, these insects were no problem within the city, in all probability the result of good basic sanitation by the Bureau.

The Elm Beetle appeared earlier than normal. Though the infestation was lighter than in 1958, it was more general through the city. The early aphid infestation was heavy in 1959 because of the continued warm weather.

These insects were kept under control on city property, however, by spraying. No reports were received of spread of the infestations to adjacent private property.

FRANCHISES AND OPERATING PERMITS

IN accordance with requirements of Section 2-302 of the City Charter, an investigation has been made of the exact condition of all franchises heretofore granted by the City, the rights and obligations of the parties, and the performance of such rights and obligations.

Many of the ordinances granting authority to public utilities are very old and in some cases no authority was granted by the City, authority having been granted prior to city jurisdiction by the Territory of Oregon, or other authority. No new franchises have been granted to electric, gas, telephone, or miscellaneous utilities, nor to the railroads. With the cooperation of the railroad companies, it has been determined that some of the old ordinances have subsequently been superseded by later ordinances and, therefore, I have furnished the Council members concerned with a complete listing of franchises and permits, recommending steps be taken in the near future to repeal the old ordinances which have been superseded.

As to bus operations within the city, during the past year a two-year revocable permit was granted to the Rose City Transit Company for mass transit operations within the city, and investigation discloses that matters are proceeding satisfactorily under this permit. Some permits to suburban bus lines are now unused because of changes in the operating picture of such lines. Within the near future all permit ordinances granted to suburban bus lines which have gone out of business or are not operating under such ordinances will be formally repealed. Action will be taken very shortly on applications of the suburban bus lines which do any intracity business, and permits will be presented to the Council granting them such authority.

No arrearages on franchise payments have been discovered.

The following is a listing of franchises and operating permits of the City of Portland.

Electric Companies

Pacific Power and Light Company: Ordinance No. 86333 City of Portland, November 13, 1947 for 20 years, compensation 3 % of gross revenues.

Portland General Electric Company: Ordinance No. 107 granted by City of Albina to Albina Light and Water and assigns, perpetual

franchise, no compensation.

Ordinance No. 595 granted by City of East Portland June 29, 1887 to Hogue, Hogue and Jones and successors and assigns, perpetual, no compensation.

Ordinance No. 984 granted by City of East Portland to Brown, successors or assigns, on June 25, 1891, perpetual, no compensation.

Ordinance No. 3538 City of Portland to Weidler and assigns, on September 8, 1882, perpetual, no compensation.

Ordinance No. 4932 City of Portland to Morey and assigns on October 7, 1886, perpetual, no compensation.

(By Article 75 of the License and Business Code, Portland General Electric Company is required to pay to the City 3% of its gross revenues).

Gas Utilities

Portland Gas and Coke Company: Franchise to Green and assigns by Territory of Oregon covering City of Portland, granted January 7, 1859, perpetual, no compensation. (This covers City of Portland and all future territory added thereto.)

Ordinance No. 8101 City of Portland to East Portland Gas Light Company on January 5, 1893, perpetual, no compensation. (No successors or assigns included, but Portland Gas and Coke Company took over operations.)

Ordinance No. 55, Town of Linnton to Portland Gas and Coke Company on July 1, 1913, 50 years, no compensation.

(Under the License and Business Code, Article 75, Portland Gas and Coke Company pays 2% of its gross gas revenues to the City as a license fee.)

Telephone Utilities

Pacific Telephone and Telegraph Company: Ordinance No. 62017 from City of Portland, a revocable permit, revocable on 18 months notice, granted January 14, 1932, compensation 2% of exchange revenues.

(Under the License and Business Code, Article 75, increases the payment to the City by license fee to 3%, franchise fee 2% and additional license fee 1%).

Transit Utilities

Rose City Transit Co. : Ordinance No. 110977 from City of Portland on October 29, 1959, for two year period, compensation one-tenth of one per cent of gross revenues.

Suburban Bus Lines: Outstanding are a number of permits to various companies which have discontinued operations. These are expected to be repealed within this calendar year and new revocable permits granted to the currently operating companies who do any intra-city business. (Since the case of Dent v. Oregon City, 106 Or. 122, in 1923, intercity operations can be regulated but franchises cannot be required.)

Miscellaneous

Trans Video Company of Oregon: City of Portland effective April 18, 1954, for 10 years, compensation 3% of gross.

Western Union: Ordinance No. 8419, City of Portland on July 21, 1893, perpetual, no compensation.

(Under Article 75 of the License and Business Code, compensation is 3% of gross intracity business.)

Railroads

Northern Pacific Terminal Company: Ordinance No. 3656 City of Portland to Northern Pacific Terminal Company, successors and assigns, on December 6, 1882, perpetual, no compensation.

Ordinance No. 5568, City of Portland to Northern Pacific Terminal Company, successors and assigns, on September 7, 1885, perpetual, no compensation.

In northwest district beyond corporate limits of City of Portland in 1883 - see Order of County Court contained in County Commissioner's Journal Book 9, page 70, January 5, 1883.

Oregon-Washington Railroad and Navigation Co. and its lessee Union Pacific Railroad Company: Ordinance No. 310 City of East Portland to Oregon Railroad and Navigation Co., successors and assigns, passed September 13, 1881, perpetual, no compensation.

Ordinance No. 325 (amending Ordinance No. 310), City of East Portland to Oregon Railroad and Navigation Co., successors and assigns, on April 17, 1882, perpetual, no compensation.

Ordinance No. 11111, City of Portland to Oregon Railway and Navigation Co., successors and assigns, on January 21, 1899, perpetual, no compensation.

Ordinance No. 16626, City of Portland to Oregon Railway and Navigation Co., successors and assigns, July 11, 1907, perpetual, no compensation.

Ordinance No. 78170, City of Portland to Oregon, Washington Railroad and Navigation Co. and Union Pacific Railroad Co. Permit revocable on 180 days notice, compensation \$100 per year.

Ordinance No. 108948, City of Portland to Oregon, Washington Railroad and Navigation Co. and Union Pacific Railroad Co. and to Southern Pacific Co. 20 years, effective May 26, 1956, compensation \$25 annually.

Ordinance No. 108949, City of Portland to Oregon, Washington Railroad and Navigation Co. and Union Pacific Railroad Co. and to Southern Pacific Co. 20 years, effective May 26, 1956, \$1.00 per year.

Ordinance No. 108950, City of Portland to Oregon, Washington Railroad and Navigation Co. and Union Pacific Railroad Co., 20 years, effective May 26, 1956, compensation \$25 per year.

Ordinance No. 108951, City of Portland to Oregon, Washington Railroad and Navigation Co. and Union Pacific Railroad Co. 20 years, effective November 7, 1956, compensation \$100 per year.

Spokane, Portland and Seattle: Ordinance No. 15718, City of Portland to Portland and Seattle Railway Co. (S. P. & S., its corporate successor) passed September 19, 1906, perpetual, no compensation.

Ordinance No. 86662, City of Portland to Spokane, Portland and Seattle Railroad Co., effective February 28, 1948, revocable without specific term, no compensation.

Southern Pacific Co.: Ordinance No. 183, City of East Portland to Oregon and California Railroad Co. (S. P. its corporate successor) January 17, 1876, perpetual, no compensation.

Ordinance No. 5100 (later amended by Ordinance No. 5442), City of Portland to Portland and Willamette Valley Railway Co. (ultimate successor Southern Pacific Co.) on June 17, 1887, for deed of right of way, no compensation.

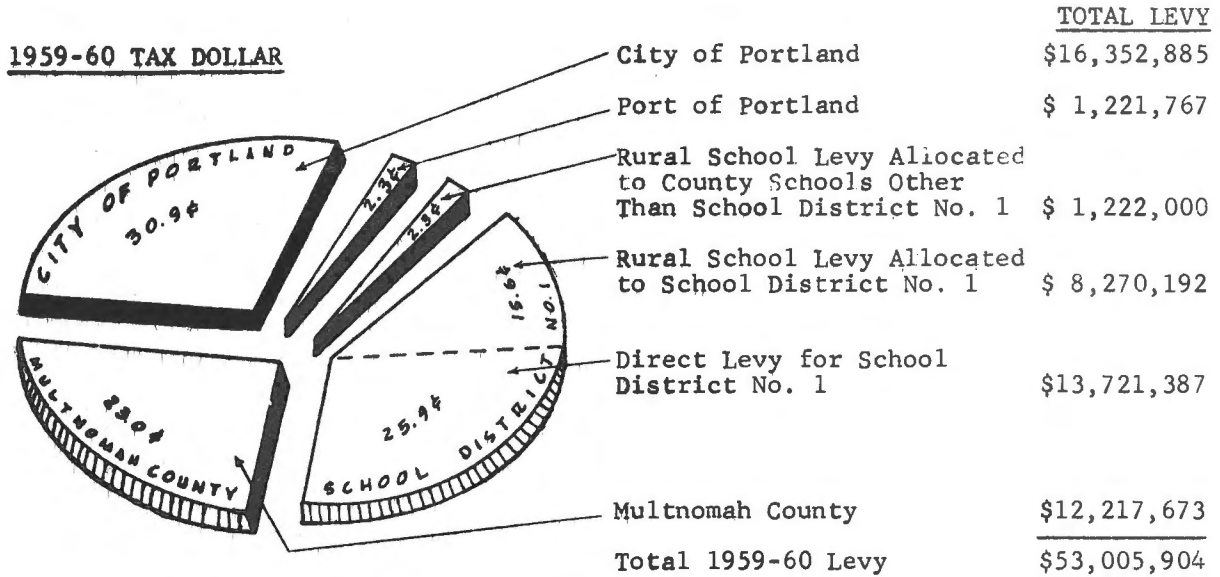
Ordinance No. 76091, City of Portland to Southern Pacific Co., 20 years, effective date December 15, 1941, compensation \$25 per year.

Ordinance No. 108952, City of Portland to Southern Pacific Co., 20 years, effective February 1, 1958, compensation \$25 per year.

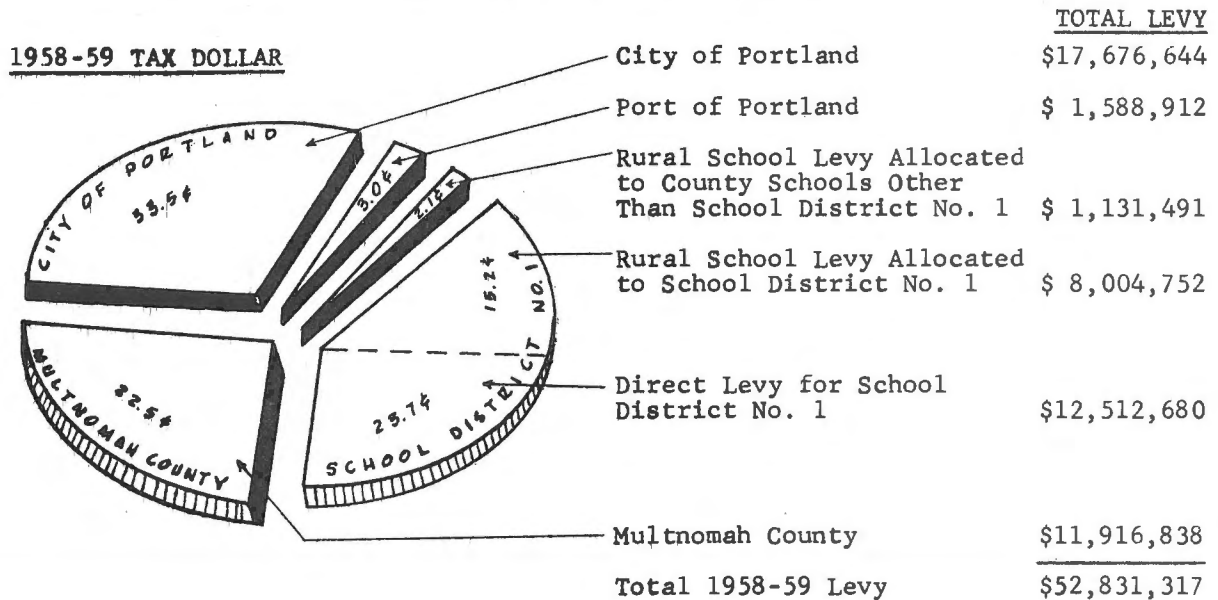
Ordinance No. 108948 see under Oregon, Washington Railroad and Navigation Co.

Ordinance No. 108949 see under Oregon, Washington Railroad and Navigation Co.

DISTRIBUTION OF THE 1959-60 TAX LEVY
WITHIN THE CITY OF PORTLAND



DISTRIBUTION OF THE 1958-59 TAX LEVY
WITHIN THE CITY OF PORTLAND



OFFICE OF THE CITY AUDITOR

RUNNING a city of Portland's size is like running a multimillion dollar business and the job of keeping tabs on all of the city's activities and records belongs to City Auditor Ray Smith.

During 1959 the Auditor's Office, as official custodian of all documents, audited 32,400 vouchers for services, materials and supplies. Biweekly pay-rolls for the total municipal employee force added up to an annual outlay of over \$20,000,000.

As Clerk of the City Council, the Auditor listed and accounted for 5,800 Council documents. In all, 114 regular Council meetings were documented in 2,213 pages of official minutes. A total of 1950 ordinances and 350 resolutions were processed.

In addition, the Auditor's Office handled 71 separate street, sewer and sidewalk improvements amounting to a total of \$339,290. A record of legal ownership of all parcels of property within the city are maintained by the Auditor.

The Auditor has in his office a modern microfilming plant and is charged with the responsibility of recording on film documents, maps, and other records which would be of immeasurable value in event of local disaster. Such a program has released space formerly used for storage, and makes possible the examination of records on a film reader in minutes.

The Auditor conducts Municipal elections which entails all of the details of filing, publishing and preparing the ballot, making the official count for all city candidates and measures.

As Secretary of the Fire and Police Disability and Retirement Fund, he arranged all meetings of the Board and processed the disbursement of \$1,480,000 in pensions, benefits, and refunds to members of the fund.

The Auditor is also Secretary of the Sewer Charge Equalization Board, a member of the Committee for Doubtful Claims, Proposed Improvements, and Assessment Collection.

OTHER COMMISSIONS AND BOARDS

THE complexities of city government extend beyond the functions of regular departments to these special commissions, boards and committees.



PUBLIC DOCKS

COMMISSION OF PUBLIC DOCKS

IN the light of sharp tonnage declines suffered by many seaports for the fiscal year ending July 1, the forward strides of the Commission of Public Docks were especially impressive. The world-wide shipping slump triggered by the 1958 recession resulted in declines among U. S. seaports of as much as 39.4 per cent. This downward trend was checked in Portland harbor at 19 per cent because of the Commission's vigorous sales program. For the fiscal year ending July 1, the Commission earned \$337,077 over and above operating expenses. The funds became available for re-investment in the establishment.

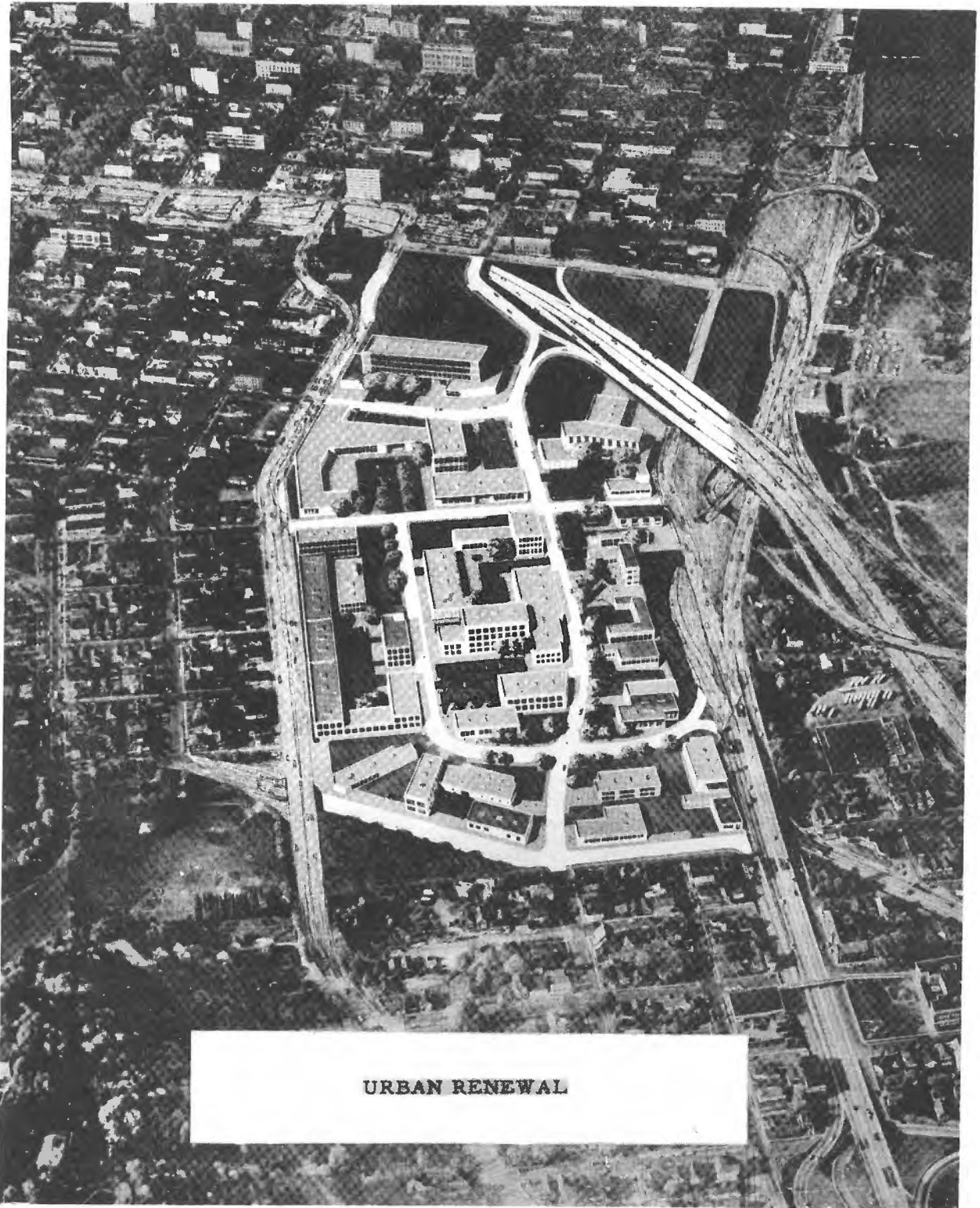
In modernization and expansion, plans were completed for construction of the revolutionary new bulk cargo discharging plant at pier 4, terminal 1. Plans were begun for dedication in 1960 of the new pier and also for observance in 1960 of the Commission's 50th anniversary.

Implementing its policy of extending trade development efforts beyond a regional scope, the Commission in November sent its chairman, Homer T. Shaver; the mayor, Terry D. Schrunk, and others to Osaka, Japan, for the Japanese-American Conference of Mayors and Chamber of Commerce Officials.

The Commission capitalized heavily during the year on public information and trade relations opportunities offered by the Oregon Centennial Exposition and International Trade Fair. In addition to having an exhibit at the Exposition, tours were conducted of Commission facilities for more than 100 foreign visitors--trade commissioners, consuls, diplomats, importers and exporters--and for several hundred local businessmen and civic leaders and visitors from other places in the U. S.

At the request of persons on the upper Columbia and Snake Rivers, staff members were sent to the areas to assist in establishment of port districts in several counties.

During the year, local television and radio stations and outdoor and transit advertising companies gave time or space without cost as a public service to inform the citizens of the tremendous economic importance of their port. Commission staff members did the same in talks to service clubs and on television and radio programs. The educational program was further carried out with the cooperation of the city schools. More than 3000 students, teachers and parents were taken on guided tours of the Commission's three terminals as a part of the 8th-grade curriculum. Commission staff members spent several weeks last summer assisting school officials in revision and up-dating of this study course.



URBAN RENEWAL

PORTLAND DEVELOPMENT COMMISSION

A growing rumble of movement, punctuated by the clang of wreckers' hammers, echoes through the South Auditorium area as 1959 ends--the unmistakable sounds of progress. The Portland Development Commission's job of making over 54 rundown blocks has actually begun.

In the 20 months since the voters gave impetus to the facelifting task, the 831/2-acre urban renewal endeavor has progressed to the acquisition, relocation and demolition stage. Twenty-five per cent of the 300-odd buildings within the target area have been bought up; ten of them have already been razed.

Temporary management of the acquired properties and relocation aid for displaced tenants is being handled by a Commission staff in an office opened on the site. As of mid-November, 95 households and six businesses had been relocated. Another 152 are being processed.

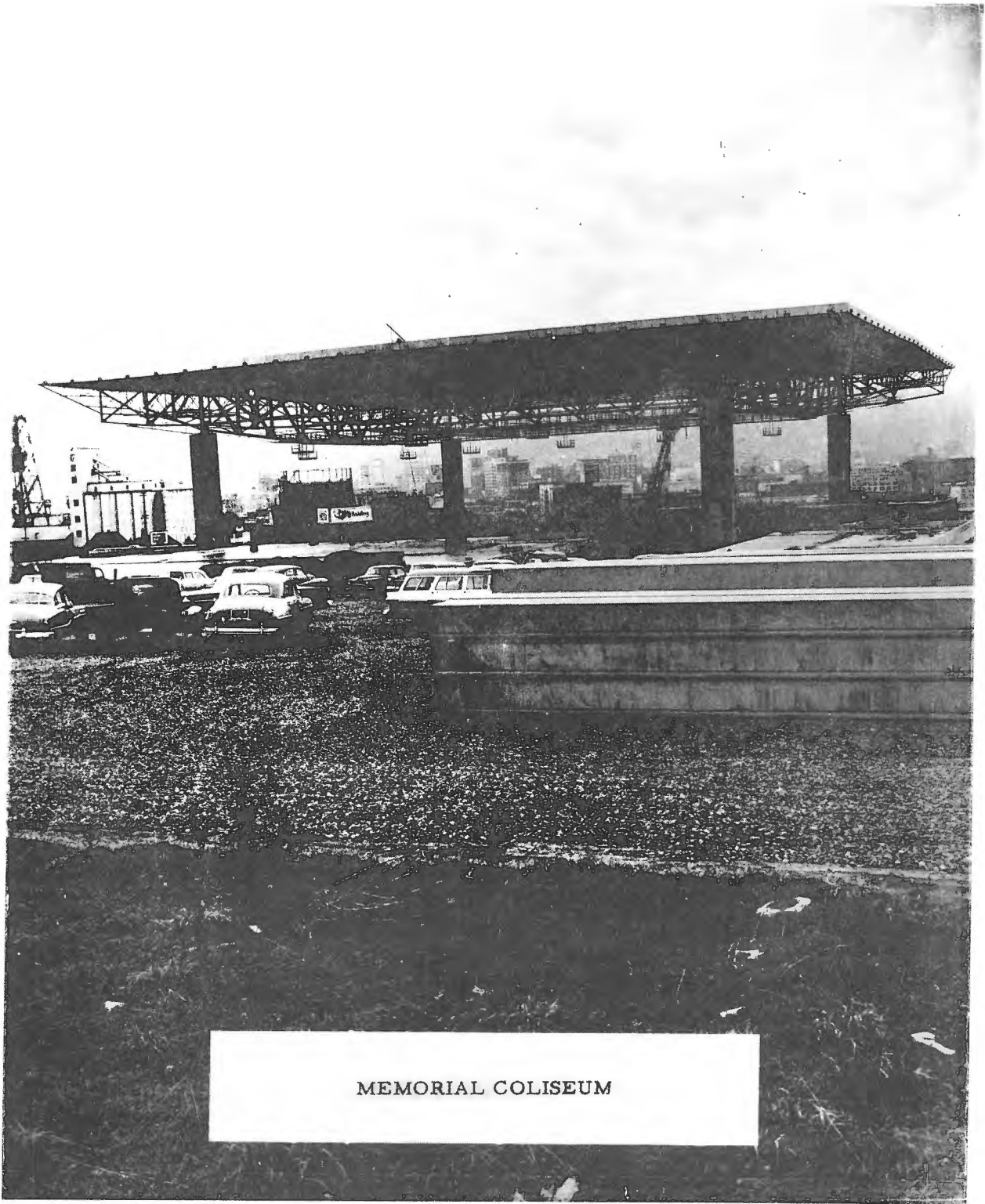
Uncle Sam's Housing and Home Finance Agency has advanced approximately \$3,300,000 to the Commission to date to carry out the buy-and-clearing phase of the program. Some \$8,000,000 to \$9,000,000 more will be put into the job to get the entire 54-block area cleared for remarketing.

Commission Chairman Ira Keller estimates \$30,000,000 to \$40,000,000 in new private capital will go into the redevelopment of the area for tax-producing commercial and industrial uses. A five-fold tax return is contemplated when the gigantic facelifting job is done.

One discordant sound moved into the picture towards 1959's end. A core of property owners, dissatisfied with some of the offered purchase prices, have taken preliminary steps to cancel the whole project. It is their hope, by a signature-gathering campaign, to refer urban renewal to the voters again in May of 1960.

The South Auditorium project, however, is only one ingredient in the recipe for a successful urban renewal program. Equally important, the Development Commission feels, is the conservation of good areas and the rehabilitation of old but basically sound areas.

Toward that end, a city-wide neighborhood analysis was undertaken in 1959 to shed light on sections where blight and deterioration may be setting in also. The Commission also made the 42-acre Parkside Homes housing tract ready for resale for industrial park development and the 52-acre St. John's Woods land available for residential use. Both tracts were acquired from the Housing Authority of Portland.



MEMORIAL COLISEUM

EXPOSITION-RECREATION COMMISSION

FROM almost any central city vantage point, the Exposition-Recreation Commission's 1959 handiwork can be seen. Portland's long-grounded Memorial Coliseum is rising, at last, out of the Broadway-Steel Bridge area soil. Its 90-foot-high supporting columns and three-acre-broad steel roof are already framed on the skyline.

With continuing high-gear construction, the \$8,000,000 civic show-place that had to overcome five election obstacles will be completed on schedule--by November 1, 1960. Looking ahead, the E-R Commission has already billed the popular "Holiday on Ice" show as the opening attraction. Contractual arrangements have been made also for 35 nights of Western Hockey League play in 1960-61. Still other events are booked as far in advance as six years.

The general construction contract for the 13,000 seat center was awarded to Hoffman Construction Co. on February 3 for a basic bid amounting to \$5,297,000. On the very next day, ground was broken by the Mayor. The first batch of concrete was poured just a month later.

Along the way, the E-R Commission scrapped the unwieldy Exposition-Recreation Center name. The huge multipurpose entertainment and exhibition center became the Memorial Coliseum--officially and permanently. The Commission, itself, moved from downtown offices to a building on the site.

When completed, the Coliseum will hold a huge sports and convention arena, exhibition halls that can double as covered parking, a War Memorial Court, and accommodations for events of all kinds. From the standpoint of both entertainment and economics, it is destined to become one of Portland's great attractions.

CIVIL SERVICE BOARD

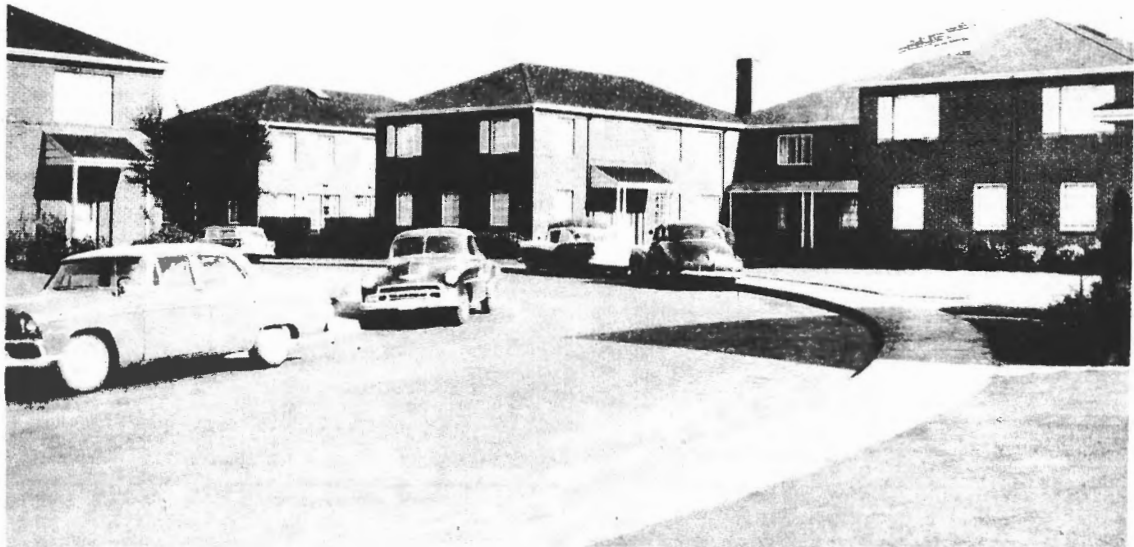
APPLICATIONS for job examinations in 1959 numbered 3585, an increase of 5 per cent over the previous year. The Board answered more than 11,000 queries about job opportunities with the city. In the classification program, 595 separate positions were reviewed and re-evaluated. Complete studies were made in the equipment operation, accounting, water bureau foreman and paving foreman series. The staff continued its effort to combine and consolidate classifications wherever feasible in order to reduce the number of separate examinations. Contrary to the popular conception that there are few, if any, dismissals of civil service employees for cause, there were 33 such dismissals in 1959. All were sustained except one which was pending a final decision. The Board had eight major hearings or appeals during the year.

HOUSING AUTHORITY OF PORTLAND

PLANS were begun by the Authority for developing a special low-rent housing project, primarily for the elderly on the west side near the downtown area, which holds the city's largest concentration of aged. The decision to go ahead with the project resulted from a survey showing that more than 75 per cent of the approximately 5000 persons in the city who receive old age assistance benefits are living in seriously sub-standard dwellings.

The trend was away from operation of temporary, sub-standard, war housing projects toward permanent, low-rent public housing. During the year, the remaining two war housing projects--Fir Court and Hudson Homes--were demolished. Replacing them to a considerable extent were the Iris and Maple-Mallory Courts containing 102 apartments which were acquired from the Federal Housing Administration at a cost of \$4412 per unit.

MAPLE-MALLORY COURT APARTMENTS



ART COMMISSION

A plan which had germinated for many years--the placing of trees on downtown streets--was brought to completion in 1959 through the efforts of the Commission. Almost 600 trees now grow in uniform concrete containers placed in the core area bounded by 3rd and 10th Avenues and Oak and Salmon Streets (excluding Park and West Park Streets). The cost of the project, about \$30,000 including watering, maintenance, replacement and insurance protecting the City and its officials, was raised by a committee of the Art Commission. By the end of the year, Downtown Portland Inc. had taken over from the Commission the responsibility for future care of the trees. This street tree project was the largest ever undertaken in the U. S.

On another front, the Commission approved a design by Willard K. Martin, Springfield architect, for the mosaic at the Zoo entrance. Martin's design was approved by the City Council and he was hired by the Council to do the actual work of installing it. The Commission also recommended retention of the ornamental light standards in the downtown district.

PORTLAND BOXING COMMISSION

A new policy adopted in the last year by the Commission makes it mandatory for persons engaged in any phase of wrestling or boxing in Portland to submit an application to the Police Bureau. There the applicant is photographed and fingerprinted for a permanent, confidential file for the sole use of the Commission. This helps provide information to the Commission to keep the participants under control and to make it easier for the Commission to ban undesirables.

To improve boxing conditions, the Commission revised the boxing rules book and readied the changes for submission to the City Attorney.

Up to December 4, the Commission staged 95 wrestling shows and 15 boxing shows. The outstanding fight was the nationally televised match between Denny Moyer, Portland welterweight, and Don Jordan, World Champion. Although Jordan won, Moyer, by the end of the year, was ranked fourth nationally. In the outstanding wrestling event, Pat O'Connor, World Champion, defeated Bill Savage, the Portland champion.

AVIATION COMMISSION

THE Commission studied sites for a heliport in the City. Al Vaughan, chairman, represented the Commission at aviation meetings in Las Vegas and

New York City. He also was appointed a member of the Centennial Commission, the Portland Chamber of Commerce Aviation Committee, and the Aero Club Aviation Committee.

COMMISSION ON INTER-GROUP RELATIONS

TO investigate and delineate minority group problems in the Albina district, the Albina Survey Committee was formed. The Committee, still at work as the year closed, had reached two conclusions:

1. The image of the Police Bureau in the minds of residents of the Albina district is essentially negative.
2. Adult residents of the Albina district do not take an adequate share in the responsibility for providing leadership in solution of their own problems, particularly of juvenile delinquency.

On March 18, the Commission met with representatives of the Portland Realty Board. The meeting was significant in the reduction of community tensions as many misunderstandings were cleared up in the exchange of views and useful channels of communication were opened.

BUREAU OF MUNICIPAL RESEARCH

A number of major research reports were prepared for the city by the University of Oregon's Bureau of Municipal Research Office at City Hall. They included: "Use of Trash Receptacles," a survey of practices in 78 U. S. cities: a study of dog license fees in larger western cities: municipal art commissions and cultural fund drives: transit problems, hotel occupancy, water billing practices and control of obscene films and literature.

AIR POLLUTION COMMITTEE

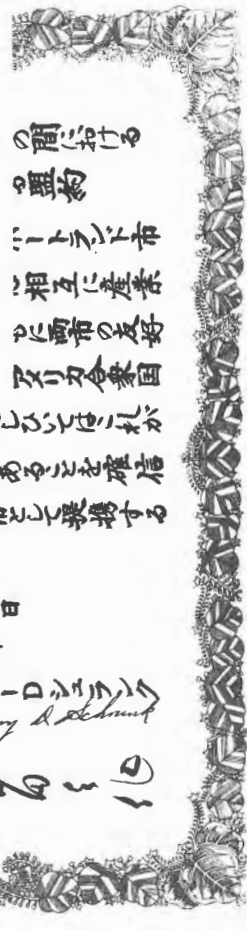
FOR the first time since its creation in 1954, the seven-member Air Pollution Committee will have some technical help. With the \$13,000 budgeted by the City Council in 1959, the city proposes to employ a chemical engineer and be able to buy some needed equipment for field tests. These additions will implement the present joint city-state efforts to control smog in the metropolitan area. The Committee has also undertaken a review of the city's air pollution code with the view toward strengthening it where indicated.



AGREEMENT FOR THE ESTABLISHMENT OF A SISTER CITY RELATIONSHIP BETWEEN THE CITY OF PORTLAND AND THE CITY OF SAPPORO

The city of Portland in the State of Oregon, the United States of America and the City of Sapporo in Hokkaido, Japan shall strive for industrial, economic and cultural exchange, and at the same time with the sincere desire to promote friendship between the two cities shall endeavor to promote international goodwill between the United States of America and Japan, and with the firm belief that it will contribute towards the peace of the world, do hereby pledge to cooperate one with the other as sister cities on this 17th day of November in the year 1959.

Samuel D. Eckhardt
 Mayor of the City of Portland, State of Oregon,
 the United States of America
Yoramu Harada
 Mayor of the City of Sapporo, Hokkaido,
 Japan



の間における
 の盟約
 ポートランド市
 と相互に産業
 及び両市の友好
 及び力を合衆国

PORTLAND now has a Sister City--Sapporo, a municipality of 480,000 on Hokkaido, the northernmost island of Japan. Sapporo is a comparatively new city, founded in 1871, originally platted in rectangular form on the American pattern with broad main avenues and intersecting highways. The name Sapporo is not Japanese, but Ainu (the aborigines of Japan) and means "land given by the river." It is the seat of prefectural administration and the education and commercial center of Hokkaido, ranking among the 10 largest cities of Japan. Sapporo is 24 1/2 hours from Tokyo via rail or 3 hours via plane.



と日本国との親善を促進しひいてはこれが
 世界平和に貢献する所以であることを確信
 しここに両市が姉妹都市として提携する
 ことを盟約する

一九五九年二月二十七日

アメリカ合衆国オレゴン州

ポートランド市長 *Samuel D. Eckhardt*

日本国北海道

札幌市長 *Yoramu Harada*

FIFTH JAPAN-AMERICAN CONFERENCE OF MAYORS AND CHAMBER
OF COMMERCE PRESIDENTS, OSAKA, JAPAN, NOVEMBER 4-7

THE Japan-American Conference of Mayors and Chamber of Commerce Presidents was organized in 1951 as a result of many discussions by letter between the Mayor of Tokyo and the Mayors of West Coast cities. The first Conference was held in Tokyo, Japan, in 1951, and because of its success, it was decided to hold such meetings every two years, alternating between Japan and the United States. In 1953, the Conference was held in Seattle, Washington; in 1955, at Yokohama, Japan; in 1957 at San Diego, California; and this past year at Osaka, Japan.

Members of the City Council will recall that in 1957 I attended the Conference at San Diego, and by working through the Japan Travel Bureau, the Commission of Public Docks, the Portland Chamber of Commerce, and the Japan-American Society of Portland, we were able to bring 20 of the delegates of that Conference to Portland for a two-day visit. These delegates were shown our dock facilities, as well as our beautiful residential districts, and our parks. Their impressions of the City of Portland were expressed in Japan upon their return. Consequently, considerable interest in our city was developed. This interest was evidenced by Japan's participation in our 1959 International Trade Fair and was in part responsible for making many of the business and political leaders of Japan more responsive to taking a part in Oregon's Centennial.

The Portland delegation of 20 to this Conference consisted of the following people: Mr. and Mrs. John M. Fulton, president of the Portland Chamber of Commerce; Captain and Mrs. Homer T. Shaver, chairman of the Commission of Public Docks; Herbert B. Cooper, member of the Commission of Public Docks, and president of the Cooper Lumber Company; Marshall N. Dana, member of the Commission of Public Docks, and assistant to the president of the U. S. National Bank of Portland; Mr. and Mrs. Robert J. Rickett, member of the Commission of Public Docks, and president of the Agency Lithograph Company; Mr. and Mrs. Thomas W. Delzell, chairman of the Board, and chief executive officer of Portland General Electric Company, and vice-president of the Portland Chamber of Commerce; Mr. and Mrs. Hamilton F. Corbett, vice-president of the Portland Chamber of Commerce, and vice-president and director of Corbett Investment Company; Mr. and Mrs. Thomas Kerr, president and general manager of Kerr Grain Corporation; Mr. and Mr. O. J. Mitchell, president of Mitchell Brothers Truck Lines; Thomas M. Campbell, vice-president of Wilcox-Hayes Company, and secretary of the Port of Portland Commission; Fritz Timmens, director of public relations of the Commission of Public Docks, and past president of Portland Junior Chamber of Commerce; Mayor and Mrs. Terry D. Schrunck.

Mr. and Mrs. Corbett and Mr. and Mrs. Tom Kerr journeyed to Japan well in advance of the Conference and made various business calls in that country. Captain and Mrs. Homer Shaver journeyed to Japan by ship. The remaining 14 members of the delegation departed from Portland via Northwest Airlines and flew the Great Circle Route to Tokyo, stopping only at Shemya, an island on the outer chain of Alaska. Most of us returned to the States via Pan-American jet liners flying out of Tokyo.

At the Conference, four of the Portland delegation appeared on the official program as speakers. Their subjects were as follows: "Basic Problems of Japan-American Trade", by Thomas Kerr; "Development Plans for a Medium-Sized City", by Mayor Terry D. Schrunk; "Improvement of Regional Commerce", by John M. Fulton; "Creation of Portside Industrial Zone and Strengthening of Basis for Industrial Expansion", by Captain Homer T. Shaver.

The subjects were selected by the Japanese executive board and were assigned to various American speakers by the American executive board of the Japan-American Conference. The executive board of the American delegation consists of a Chamber of Commerce official and a Mayor from each of the Western States of Oregon, Washington, California, Alaska, and Hawaii. Thomas Kerr is the Chamber of Commerce representative for Oregon, and I sat on the executive board representing the Mayors of the State of Oregon.

All speeches had to be forwarded to Japan well in advance of the Conference. They were translated into Japanese and published both in English and Japanese for distribution to the delegates upon their arrival at Osaka. My copies of this material are available for inspection by any of the Commissioners that desire to see them. However, I must warn you that I brought only the English version of the speeches home with me. I was not provided with the Japanese translations.

The official Conference consists of fifty delegates from the United States and fifty delegates from Japan. In addition to the official delegates, there were a large number of observers who actively participated in the Conference. Actually, the only difference between official delegates and observers is that the host nation paid expenses for official delegates during the actual conference. Observers and tourists who attend the meetings and activities must pay their own expenses, including hotel accommodations and meals. The host city of Osaka paid for my room and provided me with tickets that could be used for the various meals.

All of the major cities of Japan were represented by their Mayors, their Vice-Mayors, Chamber of Commerce presidents, and other officials. In addition, a large number of prominent businessmen and political leaders were in

attendance at the Conference and hosted the various functions that took place during the Conference.

The following United States cities were represented:

California--Berkeley, Livermore, Long Beach, Los Angeles, Montebello, Oakland, Orinda, Richmond, San Diego, San Francisco, San Jose. Oregon--Portland. Washington--Seattle, Tacoma. Alaska--Anchorage, Fairbanks. Hawaii--Honolulu.

In addition, Mark Bortman of Boston, chairman of the President's Committee on the People to People program, was seated as an American delegate. Mr. Bortman was the only official representative from any but a West Coast State.

These Japanese cities were represented in their official Japanese delegation: Tokyo, Osaka, Nagoya, Kyoto, Yokohama, Kobe, Fukuoka, Kawasaki, Sapporo, Hiroshima, Sendai, Nagasaki, Shizuoka, Kanazawa, Yokosuka, Sasebo, Sakai, Matsuyama.

Headquarters of the Conference was the International Hotel in Osaka, a modern structure with Western-type accommodations. Meetings were held in a large room in the hotel, and a system utilizing transistor radios at desks of delegates and observers, with headphones attached thereto, made it possible for the American delegate to receive an instantaneous translation of speeches and comments delivered in Japanese. Interpreters also translated the speeches and comments of the Americans into Japanese, so that all delegates could follow the discussion and could freely participate. Mitsuji Nakai, Mayor of Osaka, and Michisuke Sugi, president of the Osaka Chamber of Commerce and Industry, were the official hosts. Head of the Japan delegation to the Conference was Dr. Ryotaro Azuma, Governor of the Tokyo Metropolis. Mayor Charles C. Dail of San Diego was chairman of the American delegation. Aiiichiro Fujiyama, Minister for Foreign Affairs of Japan, is an honorary lifetime member of the Conference, because of his important part in helping to organize and found the Conference.

The Conference started Wednesday morning, November 4, with the playing of the national anthems of both the United States and Japan, and with welcoming addresses from dignitaries, including the host officials, and national and prefecture officials of Japan. Douglas MacArthur II, American Ambassador to Japan, also spoke.

Business sessions of the Conference covered a wide variety of matters dealing with administration of City government, metropolitan areas, and with problems of trade and commerce, including such subjects as commercial production designs, and programs for promotion of exchange programs in education and culture, city beautification, sewage disposal, air pollution, social welfare,

the organization and function of port authorities in both the United States and Japan, and very special functions, such as dock commissions and service districts. Tourism was discussed at some length. Various resolutions of a broad, general nature, aimed at cementing better friendship and understanding between the peoples of our two nations were passed at the conclusion of the Conference.

The Portland delegation visited with many delegations and discussed sister-city programs. Many West Coast cities have affiliations with major cities in Japan. After exploring the cities of Japan still available for sister-city programs, our delegation came to the decision that the City of Sapporo, on the Island of Hokkaido, would be the most desirable sister city for Portland. The Mayor of Sapporo and his Chamber of Commerce president sought out the Portland delegation and extended an invitation to join in such an agreement upon our arrival in Osaka. After several meetings, the final decision was made early in the morning of the last day of the Conference. Consequently, we requested time on the closing program to make this official announcement. The chairman presiding at this meeting was Mayor Nakai of Osaka, and he recognized Mayor Harada of Sapporo and me, and we walked down the aisle to the podium arm in arm, and jointly announced our new sister-city affiliation. Since this was the only sister-city program consummated at this Conference, or in recent months in Japan, considerable publicity and attention was directed to the City of Sapporo, and certainly to the City of Portland.

The sister-city program is a part of the People-to-People program sponsored by the President, and strongly supported by our State Department. It encourages people throughout the United States to become better acquainted with individual people and organizations in other countries. Cities by mutual agreement adopt a program whereby they exchange ideas, letters, art, and other cultural programs, and enter into many mutual programs aimed at creating better understanding. Naturally, better understandings tend to increase business relationships between the cities and the countries involved.

Sapporo, Japan, our sister city, is a city of 480,000 population, and is the capital city of the Island of Hokkaido, the northernmost major island of the Japanese chain. This city, probably one of the most beautiful in the Orient, is well-planned, having wide streets and beautiful public parks. It is rather unusual for a city in the Orient. Additional material on Sapporo will be provided for the citizens of Portland and various groups involved in this sister city program.

Following the Conference, many of us toured other cities in Japan, visiting with government and business officials. Calls were made on all important import-exporters and various manufacturers to create a better understanding between their organizations and the City of Portland. It is my

feeling that many sound, long-range results will be an after-effect of this Conference and the fine work of the Portland delegation.

The outstanding piece of literature at this Conference was a brochure prepared under the leadership of Dock Commissioner Robert Rickett, and donated as a contribution by his company, Agency Lithograph, to the Portland delegation. This brochure contains pictures of the entire Oregon delegation, with a brief description of their official positions and occupations in our community. It also contains information and pictures of the City of Portland in general, and our harbor facilities in particular, with special emphasis on the movement of cargo through our port and the importance of our trade with Japan. An unusual part of this brochure, in addition to its fine art work and layout, was the fact that all information was carried both in English and Japanese, and thus it could be read easily by all delegates and businessmen. This brochure did a great deal to enhance the position of the Portland delegation in particular, and the Portland area in general in the minds of the Japanese people. Another very fine brochure was prepared by the Chamber of Commerce and printed by Pacific Power and Light Company for this 1959 Conference. It gave very valuable statistical information about trade and commerce moving through this area. These two pieces of printed material were most helpful, and it is my feeling that they will be used as reference material for months and possibly years ahead to impress on the Japanese people that Portland is truly the Port of the Pacific and very vital to the nation of Japan. It is my hope that additional representatives and offices will be established in this area, to implement service and trade between our two nations.

After our tour of major cities of Japan on the Island of Honshu, John Fulton, president of the Chamber of Commerce, his wife, Mrs. Schrunk, and I flew to the Island of Hokkaido to spend a day visiting in the City of Sapporo. Truly, the reception was magnificent, and the people of the City of Sapporo were extremely friendly, courteous, and enthusiastic. Officials and members of both the city government and the prefecture joined with officials and members of the Chamber of Commerce, the Rotary Clubs, the Lions Clubs, and many other organizations in making our brief stay in Sapporo a very memorable one.

Because of the Portland delegation's fine work, the 1961 Conference of the Japan-American Mayors and Presidents of Chambers of Commerce will be held in Portland, Oregon. We placed our bid for this Conference in competition with Honolulu, Seattle, and San Francisco and Oakland. The Oakland-San Francisco bid was joined together--consequently, they were extremely tough competitors. However, after much discussion, Honolulu and Seattle withdrew from the race, and the final decision had to be between Oakland-San Francisco and Portland. When the final votes were counted on the American executive board, we were successful. The 1961 Conference will be held in Portland, Oregon. This was done on the closing day of the Conference, shortly

after we had jointly announced our sister-city program with the City of Sapporo. Our invitation was very well received, and I have already received many notes and comments from Japanese delegates on their great expectancy over coming to our city next year.

Bringing the Conference to Portland will truly place us on the international map as an important seaport. For the next two years, until the opening of the Conference, Portland will be very prominent in the minds of all major cities in Japan. This is an opportunity for Portland to take its rightful place in the sun of international trade.

COMMENTS AND RECOMMENDATIONS

AS 1959 closes, we in Portland can look back over this past year with a great deal of satisfaction. Good sound gains have been made by our city. We face 1960 with confidence and with the promise of continued healthy progress. Many significant events have transpired that will have a very lasting effect on the orderly growth of our community.

CENTENNIAL

NATURALLY, all of us will remember 1959 as the 100th birthday of Oregon's statehood. It is my feeling that the Centennial celebration was outstanding. I'm certain it will have many long-range benefits for our entire state. To Anthony Brandenthaler, and the members and staff of the Centennial Commission who worked so hard promoting this state-wide observance, all people of the State owe a huge debt of gratitude.

Here in Multnomah County and the City of Portland, the Multnomah County Committee worked very hard with limited funds and accomplished a great many things under the able leadership of George Freck, a businessman loaned to the City and County by Pacific Power and Light Company, and John R. Savage, of Northwest Natural Gas Company. An extensive program was carried on which involved not only hospitality for our visitors, but also the dressing up of downtown Portland in cooperation with other civic groups.

The International Trade Fair, which played such a prominent part in the Centennial Exposition, was truly outstanding. It brought to the Northwest area many fine exhibits from across the world. Many new business contracts have been made as a result, and considerably more attention will be paid to the market in the Northwest than has been evident heretofore.

OREGON LEGISLATURE

A BILL, introduced at the request of the City of Portland, was approved by the Legislature establishing Nalline tests for convicted narcotic addicts. Legislative support of this program was materially assisted by news accounts growing out of arrests up and down the Pacific Coast of an international ring of narcotic dealers and peddlers. These arrests were sparked by the fine work of Federal narcotic agents working with the narcotic squad of the Portland Bureau of Police in 1958. Records seized with the arrest and subsequent conviction of Wayne Fong and his associates were the basis for the crackdown that followed seven months later in San Francisco. The new Nalline bill will give the courts, District Attorney's office, and local police an additional tool to control addicts. Considerable evidence was turned up to indicate much of the narcotics come out of Red China through Hong Kong.

The City of Portland proposed a measure to fix responsibility on the State Highway Commission for people displaced by the new freeway construction. We also urged Oregon's Congressional delegation to amend the Federal highway program to make comparable provisions, so that people displaced by freeway programs would at least get the same type of consideration as those uprooted by urban renewal.

A measure recommended in my last annual report--to increase the cities' share of state liquor revenues from 10 to 15 per cent--passed the Senate, but died in committee in the House. Its passage was strongly advocated by the League of Oregon Cities and many other interested groups. I believe this measure will be back at the next session of the Legislature, and you can rest assured I shall do all in my power to see that it is.

Various other measures, many of which place additional costs upon city and local government, were enacted at this session. Naturally, as with previous legislation, few, if any provisions, were made to pay for the additional costs involved. An important measure authorizing annexations of areas adjacent to cities creating health problems also met defeat in the Legislature.

One of the major problems facing Legislatures throughout the United States is the fact that the representation of cities in legislative bodies does not truly reflect the problems of the cities in their proper proportion--even though 65 per cent of the total population lives in metropolitan areas. We are reliably informed that within the next ten years some 75 per cent of all the people in the U. S. will live in metropolitan areas. We, as a people, must be determined that the problems created in metropolitan areas are given extremely serious attention in the legislative bodies. Representatives must have a better grasp

of local government problems. A constant reapportionment of legislative bodies is vital to realistic representation. Better representation might also be gained by a more realistic salary structure for Oregon lawmakers.

CONSTRUCTION

THE construction industry had an outstanding year and indeed is changing the face of the City of Portland. New freeway projects have materially altered traffic patterns of the entire metropolitan area, and many new structures, either completed or in the process, will bring better facilities for trade, commerce, business, industry, and gracious living in our community. Portland was thrilled at the opening of the new Sheraton Hotel in the Lloyd Center area. The new quarter-block 14-story addition to the downtown Benson Hotel, and the remodeling of the beautiful Multnomah Hotel also materially enhance the reputation of Portland as a convention and business center. As we enter 1960, construction of the new Hilton Hotel in downtown Portland is about to get under way, also.

The Lloyd shopping center has been watched closely by not only ourselves but businessmen over the country. Here, the largest retail shopping center in the U. S. is nearing completion. It will be ready to take its place in the business community of Portland this next year. We are told this is the largest structure in ground footage of any building in the country--rivaling even the Pentagon Building in Washington, D. C. In downtown Portland, the new Dierks Building also opened as an outstanding medical center. Progress of the new downtown main office of the First National Bank moves along on schedule. Our near East Side skyline has taken on a new look with the Memorial Coliseum. It will meet a November, 1960, completion date. Along our water front, major developments have taken place--the new marshalling yards and freight terminals to service freight and truck traffic, as well as water-borne commerce. A new Union Pacific warehouse in the Albina area, and new Waterway Terminal warehouse in the Guilds Lake area are but two of the many fine facilities completed in 1959. New public dock facilities to handle our ever-growing ocean and bargeline traffic and a new bulk unloader under construction at Terminal No. 4 by the Commission of Public Docks will serve to bring many cargoes to our harbor and generate a great deal of rail and truck business.

Our new Zoo, opened this summer, gave all of us quite a scare early in February when part of the adjacent area started slipping down the hill towards Canyon Road. At considerable expense, this slippage has been checked. It is the opinion of our engineers that it is now under control. The new Zoo is truly an outstanding addition, not only to the City of Portland, but to the entire Northwest. Favorable comments have come in from all over the world. The

Zoo rail line, which was developed largely through contributions and donations of material, is an outstanding feature. Through the hard work of a lot of dedicated citizens, it soon will provide passenger service from the new Zoo to the Washington Park area.

Construction of Dam No. 2 in Bull Run Reserve moved forward on schedule. In fact, the entire expansion program of the Water Bureau--new storage tanks, mains, and facilities--has been an important part of our constantly improved public water facilities.

CHARTER REVISION

DURING 1959, significant steps were taken to analyze not only our City Charter, but also the entire operational procedures in City government. In the coming year, a program for revision and modernization of the framework may be ready for public discussion and vote. The City Attorney's office has completed a detailed study of the Charter and provided each Commissioner with a resume of recommended changes. Sections of the Charter can be repealed to eliminate deadwood. Other sections can be clarified, to provide more workable procedures. In addition, the City Council retained the services of the Public Administration Service, a Chicago-based survey organization, to make a detailed study of all departments of City government. Within the next few weeks, comprehensive written reports and recommendations will be ready for the Council's study and for probable review by a representative citizens committee to be appointed in 1960.

It is my feeling, as a result of these various studies, that all of our people of Portland will have a better understanding of their City government.

NEW TAX BASE

TO the citizens of Portland, I respectfully recommend the approval of a new tax base at the coming primary election in May. A measure has been prepared for submission to the voters which will accomplish this aim. It has been drawn up after much study and research and represents the best thinking of the City Council. A broader tax base will afford the type of flexibility essential for realistic management of city affairs by Portland's elected officials. I am aware that no one likes to think in terms of increased taxes, but I am confident that thinking, responsible citizens of this community are interested in sound management and orderly development. If they recognize the need, they will vote additional tax money to meet this need.

This year the four-tenths mill special park levy will expire, and in the 1964-65 fiscal year the \$1,000,000 annual levy for street lighting will expire. Both of these need to be renewed and should be incorporated into the new tax base. A broader tax base also will provide funds to replace obsolete city equipment, finance necessary new construction and to bring our signalization and traffic control programs up to date. The hit and miss system of going to the people with special levy requests for individual projects has not been adequate to meet our needs. The new tax base deserves the support of all citizens who have an interest in Portland's future.

SEWAGE DISPOSAL

ANOTHER special measure will be submitted to the voters at the May election to provide funds to complete the city's sewage disposal system. This money measure will be presented as a separate item on the ballot in view of legal proceedings still pending as a result of the State Sanitary Authority's action to abate pollution of the Willamette and Columbia Rivers.

ANNEXATION

WITH the unending growth of population in and adjacent to cities, a means must be found to eliminate overlapping service districts and to avoid conflicts between governmental bodies. This situation results in increased costs for all taxpayers. Many prescriptions have been written to cure this ailment, but no permanent solution has yet been devised to remedy this problem. In some areas an attempt has been made to impose a "super government" known as "Metro" on an entire metropolitan area. Metro governments have varying degrees of authority; some have limited powers while others may encompass all-inclusive control of service. The result too often has been that of another layer of government being superimposed on existing government and, in my opinion, there is much to be desired in terms of the efficiency and improvement of services.

I believe that sometimes, in spite of the fact that taxes are comparatively high in unincorporated areas near the city, city taxpayers have in fact been subsidizing their neighbors outside the city. It is my feeling that wherever possible in developed areas it would be to the advantage of all concerned if as many of the services as possible were provided by one branch of government. Where geographical boundaries have made it possible and practical, city-county consolidation has proved to be advantageous. Unfortunately, because of the alignment of our County boundaries that is not practical, at least at this time, because the City of Portland's economic and social unit involves segments of three counties, Multnomah, Clackamas, and Washington.

In order to have an objective look taken at this problem, I requested Mr. John Fulton, the 1959 President of the Portland Chamber of Commerce, to set up a special committee of responsible citizens to review this matter and submit a study with recommendations for the City and counties involved before the next session of Oregon Legislature.

The year just ending evidenced fine cooperation between the city and Multnomah County. One example of this mutual relationship was the operation of a joint county-city Centennial committee. Next year this working together will be pursued in the planned establishment of a city-county youth authority. Other joint services are contemplated.

Utilities Commissioner Mark Grayson has undertaken a study to determine the true costs of supplying water to the 58 water districts outside Portland. Based on his findings, the City Council will be asked to formulate an overall policy on what outside areas are to be supplied with Bull Run water and under what conditions. Naturally, the effect and costs of this outside service must take into account the City of Portland's own capital investments in the multi-million dollar Bull Run water system. Comparable studies should be made on the cost of providing city fire protection to fringe area neighbors. Certainly we want to be good neighbors, but it is only practical and just that we assay how much these outside services are costing the city taxpayers. In order to provide the best services at the fairest tax costs, we must take a realistic approach to an equitable distribution of the financial burdens imposed on this metropolitan area by our ever-mounting population growth.

YOUTH AUTHORITY

THE city-county Youth Authority, which we contemplate in 1960, will be a force to generate a realistic approach by all agencies to the problems of youth in our area. It should also be a strong force for molding public opinion to combat juvenile delinquency. Such an Authority could be a factor in encouraging appropriate legislation and concern on a statewide basis. It is entirely possible that such an Authority working with other responsible groups-- such as parents and teachers, school authorities, mothers clubs, etc.--can do much to promote greater family responsibility. The family is the most powerful factor in meeting our so-called delinquency problem.

Should the Authority merely become a sounding board for social agencies to enlarge their budgets or expand their staffs unnecessarily, this Authority would prove a disservice to the community.

It is my feeling the community must insist that our courts and our agencies deal realistically with acts of violence and destruction by youth.

Youth, as well as the parents, should be held accountable for such conduct. The Parental Responsibility Act passed by the 1959 Legislature is a step in the right direction. Authorities, working extremely hard to meet this problem, should be given active support by parents. By pampering the very small minority of those involved in acts of violence or destruction, we are in fact diluting the moral fibres which the vast majority of our fine, responsible young people prefer to live by. It is not enough just to feel sorry for the offender-- equal weight must be given to the rights of the community.

QUESTIONABLE LITERATURE

DURING the year, I called the attention to the problems created by peddlers of smut and filth in our community through books, magazines, pictures, etc. It is my feeling this business, growing rapidly and apparently returning large profits, is in fact costing our community a great deal. It tears down our very social structure.

Morality is not simply a private affair, nor is it wholly a matter of religious opinion. Therefore, we have constantly sought out representative and responsive individuals to work in harmony with us for the moral benefit of our community.

Each citizen has a stewardship in the preservation of moral principles, for there can be no society without morality --- public morality is the common concern of responsible men.

My remarks did not come without a great deal of research and study of the problem. Certainly, censorship is not the issue here. There is no desire to violate anyone's Constitutional rights, but I have long felt that my rights, and the rights of citizens of this community, are constantly being violated by publishers and peddlers who place far more emphasis on the dollar than they do on the moral and social welfare of the community. In my opinion, much of this material contributes not only to juvenile delinquency, but also to adult delinquency.

Laws and ordinances are most difficult to enforce in this field, and I have attempted to emphasize to the people of Portland that we have an even stronger weapon than the law----- public indignation against those who make such material available to the people. Already in the few short months that this program has been formally launched, results are in evidence. Responsible organizations and community leaders are joining hands to meet the problem. We shall continue to move in our courts against any offenders wherever a case can be established. Success of this program depends on public interest and

concern by every citizen. It is not a job that the Police Department, the Mayor, or any special committee can do alone. Through teamwork, the job can and will be done, and the entire community will benefit.

LEGAL PROCEDURE

WE should be concerned with law enforcement machinery and those responsible for making that machinery work. This machinery involves law enforcement officers, various Municipal and State inspectors, our Municipal, District, Circuit, and Supreme Courts, our City Attorney's Office, District Attorney's Office, and all--even the Bar Association--who are responsible for the protection of individuals and their rights.

An alert citizenry is the most effective force to insure good government at all levels. Citizens must be willing to cooperate with all components of law enforcement. They must assist and see that the law is observed and enforced fairly and impartially. It is not enough to complain. A citizen must be willing to follow through with specific information and testify or sign a complaint, if necessary. Too often, we have reason to believe that witnesses have been intimidated, shipped out of the area, or paid to change their stories. Some of the strange things you read about in the newspapers from time to time could not happen if the responsible members of the various services mentioned above had the active support of an alert citizenry. Many of these problems would not exist if more people would ask publicly why.

I RECOMMEND:

1. THAT a measure be prepared and submitted to the voters at the Fall election in 1960, revising and updating Portland's City Charter, which still contains many obsolete and unwieldy sections to the disadvantage of efficient operation.

2. THAT a study be undertaken immediately to provide background information on which to base another 1960 election measure, authorizing the development of hydroelectric power facilities at the dams in the Bull Run water reserve. The sale of such power could yield substantial new income to the city and provide needed extra power for industrial uses.

3. THAT a measure be approved by the City Council for submission to the people at the Fall election, establishing standby authority for the city to finance and operate a mass transit system if the need arises.

4. THAT the city's Traffic Engineer and Transportation Director undertake positive studies to determine the possibility of eliminating downtown curb parking with the view towards setting up "through" bus lanes in the congested heart of central city. This would insure the best use of our downtown streets for the essential purpose of moving traffic rather than storing vehicles. Continual study should be given to new off street parking developments.

5. THAT the city inform the General Services Administration that it is interested in securing the site of the Pioneer Post Office for development of a park whenever the old post office is disposed of by sale. It is extremely important to preserve this last "open" area in the heart of the downtown area.

6. THAT study be given to the possibility of extending the patrol area of the Meter Maids to the other metered areas of the West side, possibly Hollywood and the near East side. Some thought may be given to equipping Meter Maids in the extended areas with motor scooters. Additional police officers could be released for traffic enforcement and general patrol duties by this program.

7. THAT the City of Portland continue to explore and attempt to reach agreements with the Board of County Commissioners for the unification of City and County services wherever practical, and that special emphasis be placed on an attempt to develop a joint City-County prison farm. This will alleviate a badly overcrowded condition in the City Jail.

8. THAT the Commissioner in charge of Parks study and develop a work program in Forest Park whereby City prisoners can be used to build trails, fire roads, remove fire hazards, develop picnic and camping areas, and in general do constructive work that will not be in competition with free labor.

9. THAT the Commissioner in charge of public parks work with the Planning Commission for the development of West Vanport, acquired this past year by the city. Such a plan should include a long-range development program that will eventually utilize a part of this area as an industrial park. In cooperation with the Highway Coordinator for the City of Portland and the Commissioner of Public Works, the Commissioner of Parks should follow up the plan for utilizing wherever possible fill materials made available by highway programs to fill the area. Further exploration should be made of the possibility of working out agreements with the Port of Portland and Army Engineers to use dredge spoilage in the area. The Commissioner in charge of Parks should develop with the City Attorney a program of annexing not only West Vanport, but also Delta Park to the city as soon as feasible.

10. THAT the Commissioner of Public Works, Planning Commission, City Engineer, and the Commission of Public Docks, should proceed on studies

with the state for the new Fremont Bridge and its approaches in order to alleviate traffic problems on NW Front Avenue. This may entail elevated roadways for through traffic, and will possibly involve future bond issues, if Federal and State funds are not available in a sufficient amount to complete this development.

11. THAT the Commissioner of Public Works and City Engineer, working with the City Highway Coordinator, attempt to enlist the State Highway Commission's financial support to build an underpass at SE 17th Avenue and Powell Boulevard.

12. THAT the City Council, in the early part of 1960, approve a resolution establishing a Commission or Committee to coordinate activities in our sister-city program with Sapporo, Japan.

13. THAT the Commissioner in charge of the Bureau of Water Works continue and push forward the program now under way in cooperation with the U. S. Forest Service to provide a complete engineering study of the Bull Run water shed relative to water run offs, total water potential, and the feasible locations and priorities for new dams and roads in the Reserve. Excellent progress has been made under the leadership of Commissioner Grayson in putting into operation a realistic timber management program through agreement with the U. S. Forest Service.

14. THAT the City Council should actively continue to cooperate with the Port of Portland in both its developments of Mocks Bottom as an industrial area for water borne commerce, and for the development of the area immediately adjacent to the city in the Ramsey Lake area. The economic welfare of our city and the entire metropolitan area has much at stake in these developments.

15. THAT the City Council should continue its active cooperation with the Commission of Public Docks, the Port of Portland, the Chamber of Commerce, and various transportation groups in pushing for an early start on development of a 40-foot channel to the sea.

16. THAT the City Council should continue to support financially the Portland Freight Traffic Association's aggressive campaign to attract additional cargoes to our rail, truck, barge, and deep sea terminals. Significant progress has been made this past year in expanding the services of this association.

17. THAT the City Council of Portland should continue to work with the Chamber of Commerce and the Port of Portland and other interested groups

to build up the air line traffic to this area, and to insure Portland's rightful place as an important airways hub in jet age for both passenger and cargo traffic. We should continue to press the Civil Aeronautics Board for certification of both Northwest Airlines and Pan-American Airlines services between Portland and Hawaii.

18. THAT the City Council urge the Port of Portland Commission to make provisions now for landing facilities in downtown Portland for helicopter services. Recently it has been urged that the City of Portland establish heliport facilities and utilize public land for private air fields. The public interest would best be served by the city cooperating with the Port of Portland, assisting wherever possible, rather than in establishing a city Bureau of Aviation.

19. THAT the City continue opposition to tolls on the Interstate Bridge between Oregon and Washington--which constitutes an artificial barrier in this metropolitan area.

20. THAT the Dock Commission be complimented for the fine progress made in developing modern facilities. Serious study should be given to the development of other facilities in the lower river for the transfer of general cargo from barge to rail or truck, as well as barge to ship. Further, that the Dock Commission be urged to review the water transportation potential of the Willamette River.

21. THAT the City Council continue to push for an early decision on the location of the West Side Freeway.

22. THAT the City Council review our employee-relations program, developing and expanding safety and in-service training programs for city employees. Wage surveys should be up-dated, and the needs of employees should rate top priority in the 1960-61 budget. If necessary, city services should be reduced to meet this need, if funds are not available from other sources. A monthly or bi-weekly publication should be developed by the City of Portland to inform employees of the activities of the entire city and to provide a better means of intra-city communication. Each Commissioner should constantly review the bureaus and divisions under his supervision to insure the best possible utilization of manpower.

23. THAT the City Council should continue its financial support of the Metropolitan Planning Commission and should explore the possibilities, with Multnomah County, of combining the staffs of the City and County Planning Commissions.

24. THAT the Commissioner in charge of the Bureau of Buildings and the Commissioner in charge of the Bureau of Health should intensify their inspection programs of living conditions in the City of Portland, for the purpose of upgrading general housing conditions of all of our citizens; in particular, that of our older people who may be living in substandard quarters. Private enterprise should be urged to meet the need for adequate housing for all. Where this cannot or will not be done, the Portland Housing Authority will meet this need.

25. THAT the Commissioner of Public Works, the City Engineer, and the Highway Coordinator of the City of Portland continue to press for construction of pedestrian overpasses at SW Harbor Drive and SW Front Avenue.

26. THAT the Portland Boxing Commission should explore ways and means of establishing better communications with similar commissions throughout the country to provide a free interchange of information and ideas. It could be initiated by a workshop meeting in Portland of representatives of all Western boxing commissions in the interest of establishing uniform regulations to improve the standards demanded of professional fighters, promoters, managers, and matchmakers.

27. THAT the Commissioner of Public Safety and the Commissioner of Public Affairs investigate the possibilities, advantages, and disadvantages of combining the Police Harbor Patrol units with the fire boats now operated by the Fire Department. This would involve the full development of harbor boats with dual purposes of regular patrol, law enforcement and fire fighting and would result in the integration of the crews of both services. Possibly a better job could be done for our harbor at less public expense through such a program. Naturally the Dock Commission should be consulted in any such study.

28. THAT the City Council study the opening hour of City Hall and attempt to bring work hours for city office employees more nearly in line with Multnomah County Court House employees. It is my opinion that by rearranging work loads in the various offices we can soon move to at least an 8:30 a.m. opening hour instead of 8 a.m. There should be no reductions in pay because of the change in hour for any employee. Through the cooperation of the office employees concerned, this can be accomplished without loss of efficiency.

CONCLUSION

A million thank you's are in order:

For the scores of dedicated citizens of Portland who willingly give themselves, their time and indeed even their money to make the City of Roses a better place in which to live.

For the thousands of volunteer youth leaders, the coaches, auxiliary police officers and civil defense workers.

For the many, many groups and committees who have worked and still are working to build Portland's new Zoo, the Oregon Museum of Science and Industry, a logging museum at the Forestry Building, a new Oaks Pioneer Park, the Rose Festival and the Centennial observance.

For all the men and women who serve without compensation on city Boards and Commissions, and all others who assist in civic, fraternal, school and church endeavors.

And I must add, in this year's end expression of appreciation, my personal and sincere thanks to the fine, loyal city employees for unselfish service. My appreciation goes out for your cooperation, your courtesy and your help to me personally. To each member of the City Council and the City Auditor and all appointed officials of the City, I would like to say thanks also. It has been a pleasure working with you.

Through the teamwork of thousands, Portland truly had a fine year. A great deal has been accomplished and only part of that record of achievement is recountable in this report. With that same sense of dedication and teamwork, 1960 will be an even greater year for the City of Portland.

As we look back, momentarily, over the first hundred years of our existence as a State, we can also look forward to the future with confidence. We in the Northwest--are America's future.
