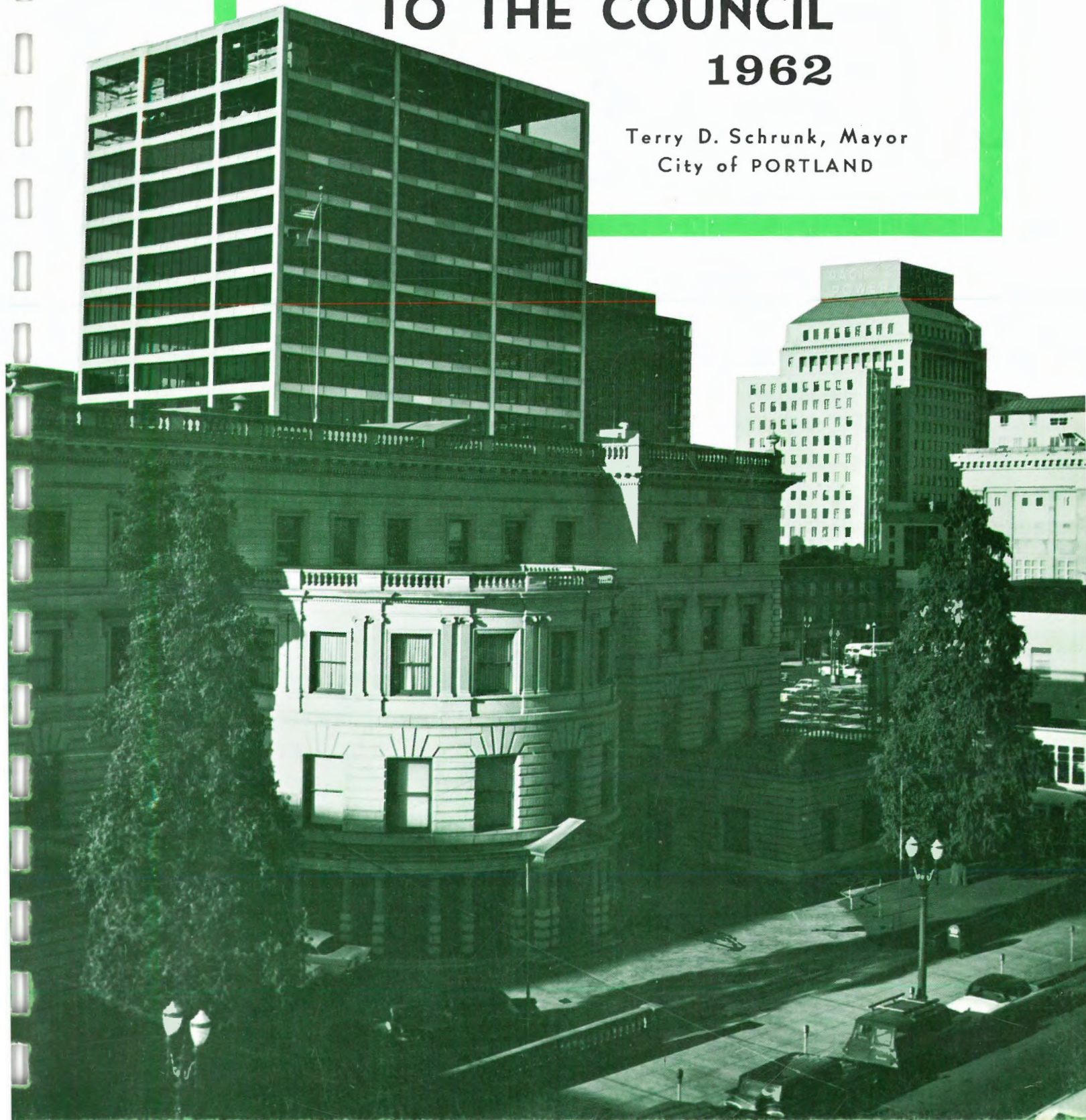


THE MAYOR'S ANNUAL MESSAGE TO THE COUNCIL 1962

Terry D. Schruck, Mayor
City of PORTLAND



Elective Officials of the City of Portland, Oregon



ORMOND R. BEAN
Commissioner of Finance



TERRY D. SCHRUNK
Mayor
Commissioner of Public Safety



WM. A. BOWES
Commissioner of Public Works

STANLEY W. EARL
Commissioner of Public Affairs



RAY SMITH
Auditor

MARK A. GRAYSON
Commissioner of Public Utilities



MAYOR'S ANNUAL REPORT
ON THE AFFAIRS OF THE CITY FOR 1962
WITH COMMENTS AND RECOMMENDATIONS

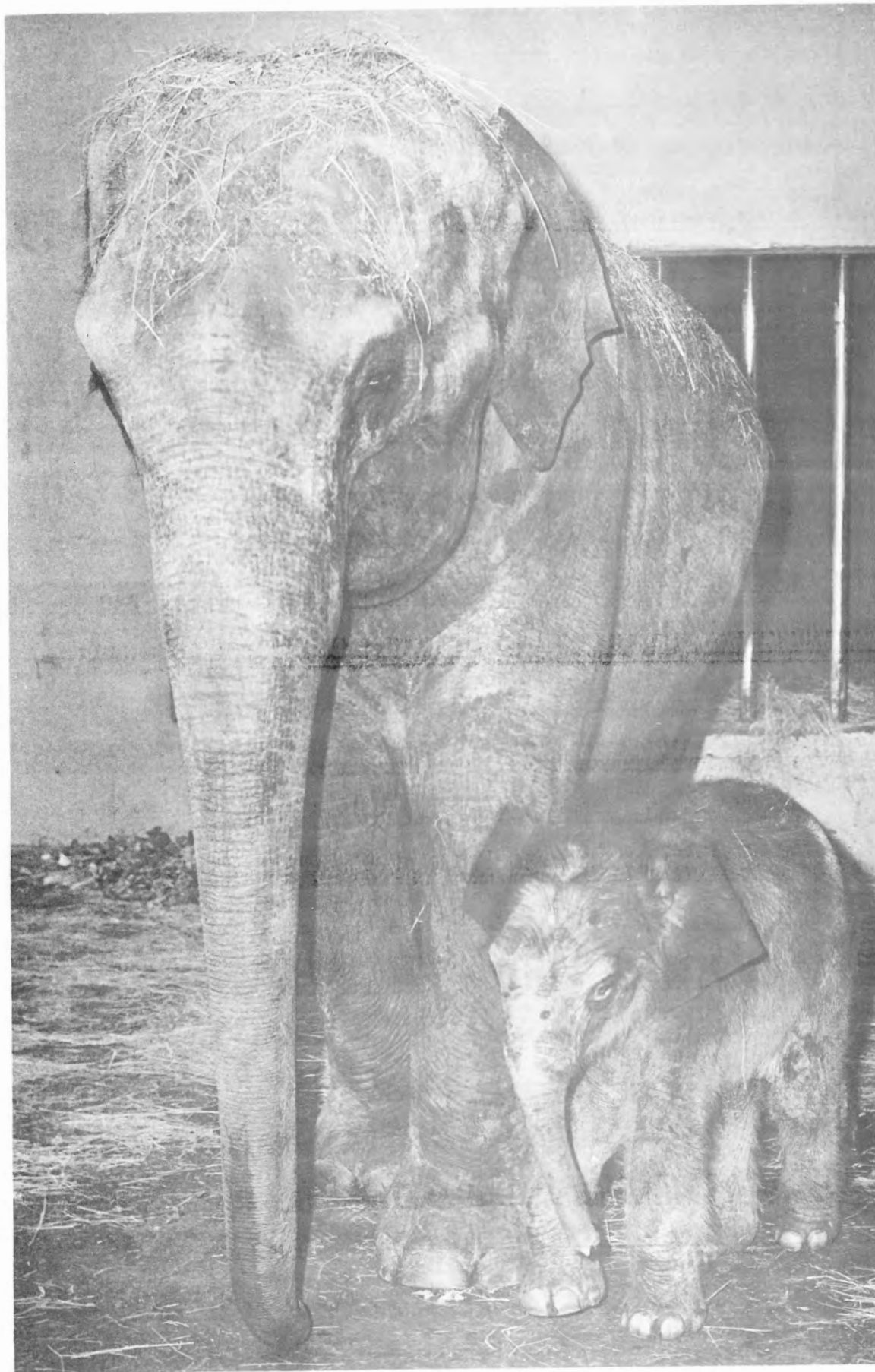
In the Orient, by a custom centuries old, each year is designated by the name of an animal. Nineteen sixty-one was the year of the cow, and 1962 was the year of the tiger. Should we here in this metropolitan area follow such a custom, surely 1962 would be designated as the year of The Elephant.

Belle's baby, Packy, was the first elephant born in captivity in the United States in over 44 years. Certainly, this one event, which occurred in mid-April, brought to the city and area millions of dollars worth of publicity in national and international publications and news media, as well as attracting to our city a large number of visitors from around the world. I received a copy of the Tanganyika Standard from Africa, where elephants are as common as deer in Oregon, in which was displayed on the front page a large picture and story reporting this birth of a baby elephant in the United States. Life Magazine did a feature story on this event, which was reprinted in the Reader's Digest. Other magazines also gave attention to this event. Actually, Belle, mother of Packy, together with his father, Thonglaw, were only "boarders" in the Portland Zoo and were allowed to winter there because of the fine facilities. The owner of the elephants, upon seeing the tremendous public interest of the people of Portland in this "blessed event", offered to sell Belle and baby Packy to the City of Portland for \$30,000. Unfortunately, city funds were not available for this purpose, but, learning of the possibility of losing Belle and her baby, various citizens offered contributions to make this purchase. Nickles, dimes and dollars poured in from school children, individual citizens, and organizations throughout the entire State of Oregon and from neighboring states. A citizens committee was organized, and it successfully deposited with the city for this specific purpose more than the \$30,000. The two elephants in question were purchased, and the owner donated to the city Thonglaw and another cow elephant, who all joined Portland's elephant herd at our beautiful new Zoo.

Additional history was made this fall when Rosy, our own elephant acquired from Thailand through the efforts of the late Senator Austin Flegal, gave birth to a baby elephant who was subsequently named Me-Tu in an area-wide competition. As this report to the people goes to press, we are eagerly awaiting the birth of a third baby elephant in the Portland Zoo. Wire services and cameramen from across the nation are standing by to report this event.

The elephant births in Portland rivaled, news-wise, the wonderful Century 21 World's Fair at Seattle, and competed favorably in some respects with Colonel Glenn's successful space flight around the world.

Nineteen sixty-two was a good year for the City of Portland. Much significant progress was made in development, shipping, industry, new construction, government, and in the arts, which will all add up to making our city and metropolitan area a better place in which to live. One has only to travel about



the city to see the wonderful changes taking place. The outstanding success of the Lloyd Center and the Memorial Coliseum are but two examples of that progress. The completion and official opening of many new motels in 1962 indicates our increasing capacity to handle major conventions and an expanding tourist business. The new Hilton Hotel is rapidly coming to completion, and it is expected it will officially open in April of 1963. The Standard Insurance Plaza daily attracts thousands of viewers. This fine new office building, which will be the Home Office of the Standard Insurance Company, is expected to be completed in August of 1963. A new, beautiful, functional research center has been officially dedicated at the University of Oregon Medical School. In July, we broke ground for the three and a half million dollar telephone building on Fourth Avenue in southwest Portland, the first new building to go into the South Auditorium Urban Renewal project. More recently, the Portland Development Commission announced the sales of additional parcels of property in this project, which will result in new construction for the next few years amounting to 6.6 million dollars. The new Home Office of the Portland First Federal Savings and Loan Company at S. W. Fifth and Washington, is rapidly taking shape. This beautiful building will give another boost to the rehabilitation of downtown Portland. The old Builders Exchange Building has been renovated inside and attractively finished on the exterior and renamed Oregon Pioneer Building. The pleasing use of color on this fine old building will, I hope, be an incentive for other building owners in downtown Portland to make their structures more attractive.

Through the efforts of the Junior Chamber of Commerce in cooperation with the city government, the historic Skidmore Fountain area has had a face lifting, and through the vacation of the street, a Plaza has been made. Building owners in the immediate area, who have formed an association, are working hard to upgrade their own particular buildings and restore this historic part of the City of Portland. During 1962, we officially dedicated the new Terwilliger Plaza in southwest Portland, a magnificent new structure conceived by a group of retired teachers who organized to provide a fine community facility for our senior citizens. So it has gone in the construction field, with many new warehouses, plants, office buildings, and service facilities constructed during this past year.

It is easy to overlook some significant events in 1962 in a report of this nature, and of course, it is not my intention to list all of the wonderful things that have happened in the City of Portland. I want to impress upon you that these are some of the things occurring in your city, while in many cities across the nation, the mayors probably could list on one hand everything new that has happened in the communities they represent.

I must specify some of the areas, some of the progress, and some of the problems, before I respectfully submit a few recommendations which I consider important for our continued growth and development for the consideration of not only the City Council and the State Legislature, but the people of the metropolitan area.

WINDSTORM

Early in the evening of October 12, 1962, Hurricane Frieda struck the State of Oregon. Millions of dollars worth of damage was done to our cities, many structures throughout the state, and to our forest lands and parks. Thousands of trees were uprooted, and innumerable homes suffered varying degrees of structural damage. Power facilities were disrupted and thousands of homes were without electricity and telephone communication. In spite of herculean efforts on the part of the utilities companies, many days elapsed before services were completely restored.

Acting Mayor Commissioner William A. Bowes immediately set up a command post at the Central Police Station and coordinated the efforts of police, fire, public works, civil defense, and other city and public agencies, to meet the needs of the community. Off-duty city personnel were recalled. The Auxiliary Police, a segment of our Disaster Relief and Civil Defense agency, were immediately called to duty. A limited number of National Guardsmen were provided by the Governor at the city's request. Regular communication with the Governor's Office was maintained by both emergency civil defense communications systems and regular telephone service lines. Various agencies such as the American Red Cross, Salvation Army, and others stood by to provide emergency housing, clothing and food for displaced people. Stand-by power units were provided by Civil Defense to assist some of our hospitals and nursing homes. The people of the area were most cooperative with governmental agencies and each other.

I wish to commend Commissioner William A. Bowes for the excellent work he did during this emergency, as well as our bureau heads and other employees of the city. This storm taught us many things. Over a period of years, we have been strengthening our stand-by power facilities for emergency communications and operations plans to meet both natural and war-caused disasters. The stand-by facilities of the police and fire radio systems functioned very well, and continuous communication was maintained with the police and fire stations and with units in the field. Our communications system was responsible to a great degree for the safety of this area. Fire Department operations were conducted either by radio or through alarms received on the recently up-dated Fire Alarm Telegraph System. Without the mobility provided by these two means of communication, the minor fires reported to the city could well have resulted in major conflagrations which could have wiped out large areas in our city.

It is most difficult to calculate the cost of the storm to this community. City equipment and man power were pulled from normal operations and thrown into the storm problems. In the city Public Works Department alone, the present out-of-pocket expense has been in excess of one-half million dollars. In the Bureau of Parks, the cost of damage has also been high. Thousands of trees in our parks throughout the city have been blown down, and funds are not

available to remove all this damage. The trees which constituted a hazard have been removed, and some timber has been sold. It will take months, and possibly even years, to remove all of the stumps and repair the damage. We will move forward on this as man power and funds are available.

As a result of this storm, we are now given the opportunity to evaluate more critically our plans for meeting a natural disaster; and, if additional funds become available, consideration should be given to strengthening our communications systems and power generation facilities for this equipment, along with possible emergency power generation equipment for water pumping and sewage disposal pumping.

I am sure that the public utilities companies are exploring their emergency operations plans, and will develop long-range plans for installation of many of their main feeder lines underground. I urge that all of our families will re-evaluate the self-sufficiency of their homes for cooking, lighting, heating, firefighting facilities, first aid equipment, and self-contained radio units for communication, in case of power failure caused by either natural or war-caused disasters.

MASS TRANSIT

You will recall that on December 1, 1961, temporary peace was obtained through the granting of a twenty-three month's operating permit to the Rose City Transit Company, after prolonged negotiations which almost resulted in a work stoppage for the transit employees. Many matters were involved in these negotiations. By a Memorandum on December 8, 1961, I created a Transit Study Committee, consisting of representatives of various interested segments of this community, to develop a realistic ballot proposal to be submitted at the Primary Election in 1962 to the people of the City of Portland. This committee, under the leadership of Commissioner William A. Bowes, worked diligently to provide a solution to this serious problem. The result of these deliberations was a proposal for stand-by authority which would give the City of Portland the right to take over the mass transit system, should that need arise. The proposed measure was placed on the ballot by the City Council, and a vigorous election campaign ensued. The voters rejected the measure. However, during the campaign, various statements were made by the leadership of the Rose City Transit Company and its holding company that they were interested in a long-term operating permit, and that they wanted to stay in business. They suggested to me that after the Primary Election, they would be happy to sit down with the City Council and negotiate for such a permit for a period of possibly ten years. I informed the officials of the transit company that if they were sincere, the members of the City Council would be happy to meet with them immediately, and not wait until

the election, as the issue on the ballot was only a stand-by authority, and it was my desire to see mass transit stay in private hands, if possible. As a result of these preliminary meetings, a special committee was established to negotiate on terms for a long-range franchise. After many meetings, recommendations were brought back to the City Council by the special committee. After extensive hearings, with some modifications, the franchise was adopted for a period of ten years.

The new operating permit provides for an orderly replacement program for the present equipment of the Rose City Transit Company. Twenty new buses are to be acquired in 1963. These are now on order. More new buses will be acquired each year for a total of 70 by 1967. The fare structure has been pegged to the cost of doing business by the company, plus a reasonable rate of return on their investment. Should that rate of return fall below the stipulated figures, a rate increase and/or service charges would be forthcoming.

While I was far from happy with the entire franchise, I did support it, because I believed it was the best solution possible, other than going into municipal ownership, with a possible tax subsidy to operate. This franchise should stabilize our mass transit problem and at least provide for a start on an orderly replacement of rolling stock. There still are many dangers in this situation, primarily because of the general attitude of so many of our people who insist on driving their cars to and from business, shopping, and social events. One important advantage of the new operating permit is that retired members or those soon to be retired from the employment of the Rose City Transit system will have their pension rights protected for at least the time of the operating permit. Had the city taken over the system, it would have been legally impossible to have provided for these elderly employees who worked so long for the present company and its predecessors. I hope that in the future management and the union will work toward the development of a realistic funded retirement system for their employees. I also hope that the company will work diligently with our City Transportation Bureau to develop better service for some of the areas of our city not presently being adequately served, such as, but certainly not limited to, the southwest section of our city, the Portland Zoo, the Museum of Science and Industry, and other growing areas.

Since the granting of the new franchise by the City Council, I have personally noted a much better attitude on the part of the management of the Rose City Transit Company and its controlling company towards our transportation problems. The city should, and as far as I am able to encourage it, will cooperate completely with Rose City Transit in insuring good, steady, efficient mass transit for this city. Someday, we will be wise enough to develop a more adequate mass transit system, whether privately or publicly owned, for this entire metropolitan area.

SISTER CITY PROGRAM

The Portland-Sapporo sister city program, started in November of 1959, has continued to grow on a broad base during 1962. Some thirty visitors from the Island of Hokkaido have visited our city during 1962, among them the Vice-Governor of Hokkaido, the Honorable Tadashi Saito, who spent several days in Portland and Oregon. Approximately the same number of citizens from Portland visited Sapporo during the year. Of course, the largest group was the Portland Trade Development delegation who visited Sapporo in April, following a business trip to other major cities in Japan. The Portland delegation's visit to Sapporo gave many Portland businessmen an opportunity to learn more about their sister city and to view first-hand the benefits of this program. During this visit, Miss Charlene Rickett, a student at Washington High School, who accompanied her parents on the trip, addressed the assembled students at Minami High School, sister-school of Washington High School here in Portland. Many of the Portland delegation also visited Minami High School. In addition, we journeyed to Asahigaoka High School, one of the new schools in Sapporo, where a sister school affiliation was formed with Jefferson High School of Portland.

This fall, three college students from Sapporo are enrolled in Portland colleges, two at Lewis and Clark, and one at Portland State. Last September, Mr. Noboru Kunimatsu, the President of the Hokkaido Artists Association, visited Portland and met with many of the artist groups of our city. As a result, it appears that an exchange of art exhibits will be initiated, in which Portland artists will display their art work in Sapporo, and a group of representative artists from Hokkaido and Sapporo will send to Portland a display of their art work.

During December, a sister-club relationship was formed between the Downtown Lions Club of Portland and the Central Lions Club of Sapporo. Although there are no Kiwanis Clubs in Sapporo, the Kiwanis Clubs of Portland are seeking to affiliate with a similar organization in our sister city. Throughout the past year, the sister-club program of North Portland Rotary and East Sapporo Rotary has continued and grown, as has the relationship between the Portland Junior Chamber of Commerce and the Sapporo Junior Chamber of Commerce. The relationship of the Portland Chamber of Commerce and the Sapporo Chamber of Commerce and Industry was greatly strengthened by the visit to Sapporo of President Rudie Wilhelm of the Portland Chamber and other businessmen of the Trade Delegation.

While in Sapporo, these men met with their counterparts in business and industry of that fast-growing city, and many projects were discussed which could be of mutual benefit to the sister city program and to the two cities. Mr. R. W. deWeese, Vice President of Electric Steel Foundry Company and a member of the Portland School Board, accompanied the Portland delegation to Sapporo, and met with many educators of that city.

The Girl Scouts of Portland have exchanged gifts with their sister scouts in Sapporo and are now in the process of collecting books and magazines to forward to Sapporo.

The City of Portland entered a float in the 1961 Pasadena Tournament of Roses Grand Floral Parade in honor of our sister city. This fine float not only won a prize in the Pasadena Parade, but also received wide news coverage throughout the United States. It was publicized in photograph and story in the People-to-People News Bulletin, and was reprinted in Japan.

On March 5, 1962, the champion amateur hockey team of Japan, en route to the World Amateur Championship Playoffs at Denver, Colorado, played our Portland Royals amateur hockey team at Memorial Coliseum.

The pen pal program has constantly been broadening, with an increasing number of people of all ages from both cities corresponding.

A new Japanese Formal Garden Commission has been formally set up by the City Council, and plans are rapidly taking place to develop a series of beautiful, formal Japanese gardens in the Washington Park area. The Commission, under the leadership of Mr. Philip Englehart, is composed of: Mr. C. B. Stephenson, Mrs. Morris Schnitzer, Mr. Thomas Kerr, Mr. Thomas C. Young, Mrs. Leith Abbott, Mr. Paul Hunt, Mr. Ray Vester, Mrs. M. J. Frey, Mrs. Henry F. Cabell, Mrs. Robert H. Shiomi, Mr. Roland Davis.

Automatic members: Mayor Schrunk, Commissioner in charge of Parks Ormond Bean; John Fulton, President, Japan Society of Oregon; Mr. Tom Tamiyasu, President of Japanese Ancestral Society; Japanese Consul, Honorable Takegoro Sato.

Professor Tono of Tokyo is developing the overall plans for these gardens. He has visited Portland on at least two occasions to view the property in question, and he has submitted to the Bureau of Parks various preliminary drawings of this project. The project is moving forward at no expense to the taxpayers. An offer of exchange of shrubs between the Tokyo Metropolitan Government and the Park Bureau has been made to the City of Portland. Other cities throughout Japan which have received roses from Portland for their gardens have offered various types of shrubs and trees for the new garden.

An Executive Board of interested citizens has been established to coordinate the entire sister city program. This Executive Board is under the leadership of John Fulton, Past President of the Portland Chamber of Commerce, and consists of the following members: Japanese Consul Takegoro Sato, Honorary Vice Chairman; R. W. deWeese; Rudie Wilhelm, Frank Womack, Howard P. Traver, Robert J. Rickett, Paul Nordstrom, Foye Troute, Paul D. Hunt, George Azumano,

Miss Ruth Halvorsen, Mrs. Elizabeth Hirsch, Mrs. John Fulton, Tom S. Tamiyasu, and Edmund G. Ellis.

The citizens of the City of Portland, through their participation in the sister city program, have contributed much to the understanding of the American way of life by the Japanese and all of Asia in general, and by the City of Sapporo in particular. We, in turn, have learned a great deal about the Orient. The image of the City of Portland has been greatly enhanced through this program, and economic benefits are already accruing to this important world harbor.

ANNEXATION

While eventual consolidation of the entire metropolitan area into one form of government should be our ultimate goal, we should continue to move forward with a realistic annexation program which will tie together the social and economic units wherever possible. Such action will provide a better opportunity for sound planning and better municipal services.

The annexation policy and program adopted by the City Council has worked very well and has been well coordinated by the City Planning Commission. The revision of Chapter One of the City Charter, approved in the May election, which eliminated the metes and bounds requirement, makes it possible for the City Council to accept petitions for annexation, after study by the Planning Commission, as an administrative matter, rather than having each parcel presented to the voters of the city on a lengthy ballot. In most of the annexation proposals, two-thirds of the property owners have petitioned for annexation. The following areas have been annexed this past year:

<u>Name</u>	<u>Date Annexed</u>	<u>Land Area</u>	<u>Population</u>
Forest Park #1	June 18, 1962	87.66 acres	0
Forest Park #2	" " "	80.00 "	0
Forest Park #3	" " "	323.64 "	0
Forest Park #4	" " "	224.11 "	0
S. W. Hewett Blvd.	" " "	104.58 "	262
S. W. Humphrey Blvd."	" " "	45.27 "	14
Garland-Lindamore	" " "	46.94 "	113
Portland Park	" " "	.46 "	4

<u>Name</u>	<u>Date Annexed</u>	<u>Land Area</u>	<u>Population</u>
Harker Acres	June 18, 1962	10.50 acres	76
Ella Heights	" " "	.17 "	5
Hayman	" " "	.97 "	11
S. W. Iowa & S. W. 41st	Nov. 14, 1962	.70* "	6
S. E. Long & S. E. 104th	" " "	1.15* "	7
Green Hills #1	" " "	21.00*'	144
Total in 1962		937.70 acres	642 people

CITY ANNEXATION EFFECTIVE IN JANUARY, 1963

Maplewood #1	Jan. 22, 1963	420.00* acres	1,950* people
Grand total by Jan., 1963		1,357.70 acres	2,592 people

*Estimate

Additional annexation proposals are being studied by the Planning Commission, and an election will be held in the very near future in at least two areas.

I wish to thank the Planning Commission staff and the City Annexation Coordinating Committee, which represents all the bureaus and departments of city government, and which considers each of the proposals for recommendation to the City Council. This Committee has rendered a very excellent service.

CHARTER REVISION

As has been mentioned, Chapter One of the City Charter was revised and updated. The most significant change was providing an administrative means, such as many other cities have, for annexing various areas desiring annexation.

In the fall election on November 6, 1962, the voters approved another partial Charter revision, involving Chapters 2, 3, 7, and 8. These revisions primarily were house cleaning items which eliminated much outdated material from the present Charter, which was adopted in 1913. It generally updated the Charter to meet the needs of a growing city.

During the coming year, additional studies of other sections of the Charter will be made with the thought in mind of submitting proposed changes to the electorate in the 1964 elections.

CENTURY TWENTY-ONE WORLD'S FAIR, SEATTLE

Probably the outstanding public attraction in the United States during 1962 was the Century 21 World's Fair at Seattle, Washington. The City of Portland, the Portland Chamber of Commerce, and the State of Oregon cooperated with the Fair authorities in every manner possible to advertise and to make this World's Fair the outstanding success it was. Certainly, able leadership in the City of Seattle, the State of Washington, and the Congress of the United States, was responsible for organizing and operating this highly successful Fair. City governments, chambers of commerce, state governments, and individual groups throughout the northwest, recognizing that the success of this Fair was important to the entire region, cooperated whole-heartedly. Both Portland Day and Oregon Day at the Fair were highly successful events. I was extremely proud of our Portland Junior Symphony Orchestra for their wonderful performance in Seattle's beautiful new Concert Hall, on Portland Day. I was also proud of the singing groups, the bands, and the citizens groups from our state who made such a successful turnout on the occasion of Oregon Day. The Portland Chamber of Commerce, under the able leadership of Rudie Wilhelm, Jr., chartered a special train to the Fair for Oregon Day, as did many other chambers of commerce and groups throughout the state. I am certain that all were most pleased with the Oregon exhibit at the Fair, with its cool running water and restful atmosphere, so typical of the beautiful Oregon air-conditioned climate.

Many major conventions were held in Portland in 1962, with side trips planned to the World's Fair after the conventions. Thousands of tourists traveled through Oregon en route to the Fair, and many stayed for a time in Portland. Often their visit was planned in order that they might see the Lloyd Center, Memorial Coliseum or our new baby elephant. Millions of new dollars were brought into our economy as a result of these visitors. The Fair gave thousands of citizens of the United States an opportunity to discover the northwest section of their country. Many of them will visit us again, and some will come here to live. Others have developed increased interest in investing in new businesses and building plants in this area. These will result in added job opportunities and increased assessed valuations. More national and international groups will look with favor towards holding their conventions in the northwest. Portland is having and will continue to have opportunity to bid for these conventions. However, we should recognize that as a result of the World's Fair, Seattle has some very fine

capital facilities which will be tough competition for such major conventions. They will have the Science Pavilion built by the Federal Government at a cost of some nine million dollars for an exhibit hall for trade fairs and industry shows as a permanent building. They have the arena, after it is converted, which will make a fine facility for major athletic events and convention meeting facilities. There is also a beautiful new Opera House and an outstanding Little Theatre, as well as a 1500-car parking garage.

If we are to compete successfully, we must think toward keeping our facilities on a competitive basis, in order to meet the challenges of Seattle's bids for many of these conventions and trade and industry shows.

MEMORIAL COLISEUM

The Memorial Coliseum has continued to be a tremendous asset to this entire metropolitan community. During 1962, we enjoyed a huge success in bringing conventions and outstanding trade and industry shows to this facility, as well as major athletic events. Many national and international conventions were held there. On May 25-30, the National Union Label Trade Show was held in our city. Because of its outstanding success, there is a definite possibility that we will be able to bring the International Convention of AFL-CIO Labor Unions to Portland in the near future. Various churches, professional groups, and civic organizations have enjoyed the use of the Coliseum.

When I was in Chicago in October with the Portland committee to bid for the 1968 Olympic Games for Portland, we found that the sports writers and coaches assembled on that occasion were familiar with our Memorial Coliseum facilities and with the fine track meets and basketball tournaments which have been held there, as well as the outstanding attendance record set by the Portland Buckaroo Ice Hockey team.

During the year, additional land was obtained for off-street parking, and the beautiful new Memorial Fountain was dedicated to the war dead of this metropolitan area.

A measure was submitted in the November election which would have made it possible to construct additional meeting rooms and convention facilities adjacent to the Memorial Coliseum and to double the exhibition space. This was defeated by the voters. While the present facility is filling a real need in our community, increased exhibition space and meeting facilities would make it possible to bring

even more and larger conventions and trade and industry shows to our area. This, in turn, puts many new dollars into our economic life stream.

CITY-COUNTY RELATIONSHIP

Modern means of communication and transportation make it imperative, in my opinion, that the people of the State of Oregon carefully evaluate the relevancy of many of our county boundary locations, the number of counties required to provide adequate service in the state, and the general relationship of city and county governments in metropolitan areas. Much study and attention has already been given to this problem, and the State Legislative Interim Committee on Local Government has done a considerable amount of work in this field. It is my understanding that the Interim Committee plans to make various recommendations to the 1963 legislative session concerning this subject.

I strongly believe in efficient local government, at whatever level. I do not feel that we can afford to maintain inefficient, overlapping, and sometimes competitive services. I have long believed that local government is the very foundation of our way of life in this country; but I also feel that government must be willing to make changes when needed for better government.

It is my belief that eventually the Portland Metropolitan area will consist of one primary governmental unit, in which the functions of city and county government will be consolidated. This governmental unit will probably encompass parts of the three counties of Multnomah, Clackamas, and Washington, and there will probably be a single school district for the same area. Such a unit of government will mean, in my opinion, better planning and better coordination of public services at a smaller per capita cost than is possible under the present system of overlapping and competing units of government, including special service districts.

We in Oregon can be proud of our state's leadership in the development of the Initiative, Referendum, and Recall, as well as the direct election of United States Senators. I hope that we will again be able to lead the way in the strengthening and consolidation of local governmental units. Unless we do, we can only expect a hodge-podge of overlapping units of government from which the home rule provisions will constantly be eroded away, and the authority of local governments to meet their own problems will be taken over by state legislatures and by national congresses.

In the meantime, as the above will not be accomplished in a short period of time, we should move forward wherever possible to consolidate services through joint

agreements between city and county. If the City of Portland and Multnomah County should lead the way in an efficient manner, I am certain that public support and interest in going even further would be forthcoming.

At the present time, the City of Portland pays over 78% of the total tax bill of Multnomah County. It is my feeling that the taxpayers within the City of Portland should pay their fair share of the county taxes, and then should be entitled to equal services for their tax dollars. This, in Portland and Multnomah County, has not been true, as it has not been true in several other city-county relationships throughout the country. Much of the tax money collected within the City of Portland is used to subsidize services in the unincorporated areas surrounding the city. In some fields, we receive equal services, but in many others we do not, as, for example, in public health, county hospital, jails, policing, civil defense, and disaster relief, road construction, and several other public services.

Those in which we do receive equal services include tax assessment, tax collection, county clerk, civil department of the Sheriff's office, the courts, public welfare, and others.

Some progress has been made. A Metropolitan Youth Commission has been established by joint action of the City of Portland and Multnomah County. The city and county have purchased the full block of property between the present City Hall and the Court House for the eventual construction of a new City-County Building. Joint study is now under way exploring the possibilities of combining some of our machine accounting. I hope that the new Board of County Commissioners and the City Council will be able to sit down together and fully explore this entire matter. Both of the new County Commissioners have assured me of their willingness and desire to do this. Some of the matters which should be discussed are the combination of at least some of our health services, the possibility of combining our radio shops, joint purchasing, possibility of combining the Disaster Relief and Civil Defense agencies of the city and county, providing equal county hospital care for indigents whether they come from outside or inside the city limits, creation of a city-county rehabilitation farm or camp for minimum security prisoners, and many other subjects. Discussion should be held with the newly-elected Sheriff and the County Commissioners to explore the possibilities of the combination of some police services, probably including records and crime laboratory. The city and county should move forward in developing planning and space studies for the eventual construction of the new City-County Building. Consideration should be given to combining recreational facilities on an area-wide basis wherever possible.

This metropolitan area badly needs major stadium facilities and a recreation complex; but it should be financed, if at all possible, on a metropolitan basis.

Much can be done in the field of city-county relationship during 1963. I hope that we will continue to progress in this field.

PORTLAND STATE COLLEGE

In the not too distant future, Portland State College will be the largest college in the State of Oregon. Unfortunately, as it is in the downtown area where there is very little room for expansion, it has been most difficult to develop a master plan for a facility that must, before long, serve some 20,000 students. However, through good, sound planning, the administration of Portland State College has come forth with an over-all development plan for the general area adjacent to the Foothills Freeway route. The City Council has been briefed on these development plans, as has the City Planning Commission, and both bodies will work closely with the Administration of Portland State College and the system of higher education of the State of Oregon for the fullest development possible for this facility. Studies are now being made regarding the possibility of some street vacations in the area, tying smaller blocks together for new structures and for off-street parking facilities.

The citizens of Portland are, I am sure, happy and proud to have Portland State College in our community. It is serving a need and will, as the years progress, be increasingly valuable not only to this metropolitan area, but to the entire state. I trust that the State Board of Control and the State Legislature will see that this growing college receives adequate financial support on the same per capita basis as any other state institution in Oregon. I hope that continued attention will be given to establishing graduate schools at Portland State College, and that serious attention will be given to providing off-street parking facilities to serve this school. I hope that the Multnomah County, Washington County, and Clackamas County delegations to the Oregon State Legislature will give serious consideration to the feasibility of acquiring Multnomah Stadium as an athletic plant for this college. This will not only insure facilities for the school's athletic program outdoors, but also will provide some revenue by being utilized by other state colleges for major games here in the Portland metropolitan area, until such time as more adequate facilities become available.

Research will have a tremendous effect upon the economic well-being of this state in the years ahead. The fine research facilities at the University of Oregon Medical School will be made available for graduate work at Portland State College. I hope that it will soon be possible to develop additional research facilities in the Portland area. A fine group of responsible citizens has been studying this need and has made certain recommendations. Research is fast becoming a key factor in attracting industry. Thus, if we are to keep pace in the industrial promotion field, we have to recognize this important fact.



RIVER AND HARBOR PROGRESS

Many significant events took place during 1962 which will have long range effects on the continued growth of our foreign trade and shipping. The most important was the Congressional approval of the Army Engineers report on the 40-foot channel from the Portland area to the sea. Funds have also been provided for immediate planning of this project. This improved channel to the sea will make it possible for larger ships visiting our harbor to depart fully loaded.

The newly completed Port of Portland \$6,000,000 dry dock facility at Swan Island will be available to all of the ship repair companies and lines in the area, and should bring additional job opportunities to our water front.

The Port of Portland is moving forward on its River Gate industrial development area, and has recently announced the first sale of some thirty acres to the Ash Grove Lime and Portland Cement Company. It is expected this plant will serve northwest needs and will attract around it other types of industry. Five thousand acres are involved in the total potential of this area. The city, the county, and the Dock Commission have all been cooperating closely with the Port of Portland for the full development of all of this land, for industrial and/or recreational use.

In April of 1962, a group of some twenty business leaders of this community journeyed to Japan to make person-to-person contact with industrial, financial, and governmental leaders of that nation. It was your Mayor's privilege, along with the President of the Portland Chamber of Commerce, Mr. Rudie Wilhelm, Jr., to lead the Portland Trade Development delegation. In Tokyo, and again in Osaka, the Portland delegation invited the leaders of those two metropolitan areas to receptions, where a film with Japanese sound track was presented on the State of Oregon. Our receptions were well attended by Japan's business leaders and officials, and certainly the prestige and the knowledge of Portland and the State of Oregon were greatly enhanced by this trip.

In Osaka, the delegation attended the International Trade Fair, then visited shipping and industrial facilities in Kobe Harbor.

Since the Portland Trade Development delegation's return, we have had frequent visitors from Japan who came to explore more fully trade possibilities in this area. Additional trade and commerce will flow through our harbor in the future, and more of our businessmen will look to the Orient as a market for Oregon products.

To enhance this increased trade, the Portland Commission of Public Docks has established a Tokyo office to serve this market better and to encourage shipments moving to or from the United States to move through the Columbia River in general, and Portland in particular.

During the past year, the Commission of Public Docks has continued to plan and develop modern, efficient facilities for fast cargo handling, and at the same time have carried on a constant educational program around the world aimed at developing more cargos for our port. This, of course, means new job opportunities.

In January, 1963, the nuclear ship Savannah visited our port. This world's first nuclear powered merchant ship is undoubtedly the forerunner of a new type of ship which eventually will replace our present steamships in much the same way as they replaced the sailing ships not very many years ago. It is important that Portland, as a major port, was host to this historic ship. Certainly all of our people should be proud that it was our nation which was willing to spend money experimenting on the use of atomic power for peaceful purposes. The visit of the Savannah to our port is recognition of our increasing prestige in the world of shipping.

URBAN RENEWAL AND REHABILITATION

One of Portland's success stories for 1962 has been the tremendous progress in the South Auditorium Urban Renewal site. After a long negotiation, ground was broken for the three and a half million dollar Northwest Bell Telephone building. This building is well under construction as this year closes, and has been designed so it can be enlarged into a ten million dollar structure.

Progress has been made in realigning sewers and other utilities in the area, and early in 1963 the entire street pattern will be changed to make larger blocks with fewer intersections. All utilities will be underground.

In October, the Portland Development Commission accepted the bid of the Portland Center Redevelopment Corporation for three large blocks after they had presented a 56.6 million dollar development program which will include high-rise apartments, a shopping center, office buildings, and other structures, according to the over-all development plan for the area. It is expected that ground will be broken for the first units of this development by mid-summer of 1963. Negotiations are well under way for a new Labor Temple in the site and a new IBM office building. Other developments are in various stages of negotiation.

It would appear that when this area is developed, it will return over ten times as much in tax revenue as it did prior to the start of the development. This increased assessed valuation will aid every taxpayer throughout the City of Portland and Multnomah County.

The Albina Rehabilitation program has been moving along very well, through the active cooperation of the citizens of the upper Albina area, who have been working together with the Development Commission and other city agencies.

An application for a planning grant for a community renewal program has been filed with the Federal Government. This program will mean that a comprehensive study and guide plan will be developed for the entire community. This plan will provide a good blueprint for sound community development.

DISASTER RELIEF AND CIVIL DEFENSE

The voters at the 1962 General Election rejected by a small majority a measure which would have provided a maximum of \$75,000 a year to match available Federal funds in developing a more adequate Disaster Relief and Civil Defense program. Therefore, this program will have to be curtailed to some degree.

I personally recommended this ballot measure and spoke in its behalf, because I sincerely believe that in view of the continuing tenseness of world problems we must maintain the strongest defense posture possible.

It is my hope and prayer that the people of the world will learn to live together in peace and understanding. This is one reason I have worked extremely hard, and shall continue to do so, through our sister city program, our Pan-American program, and others, to further world understanding. Another reason is that as the father of two sons who may be called upon to defend this nation should it become necessary, and as a combat-wounded veteran of World War II, I can do no less.

I strongly believe in a well trained, well equipped military, augmented by a dedicated citizen reserve force ready, willing, and able to defend this nation, if necessary. I am thoroughly convinced that the Khrushchevs, the Fidel Castros, the Mao Tse-Tungs and other would-be world conquerors recognize and appreciate this strength, and in my opinion, a strong, broad-based civil defense program is an integral part of our strength.

Additionally, and of equal importance, I feel we must have an organization to meet natural disasters, whether it be a Vanport Flood, an October windstorm, an earthquake, or other types of natural disasters. We must be prepared to meet these challenges of nature.

The City of Portland has one of the outstanding disaster relief and civil defense organizations in the country. One segment of this organization, the Auxiliary Police force, expended over 39,232 man hours of service to the city in 1962 without cost to the taxpayers. I compliment them for their contribution to our community.

PEOPLE ARE IMPORTANT

During the past year the tremendous evidence of new improvements in the City of Portland has, indeed, been heartwarming. However, we must not forget that people are important, too.

In a recent survey by the Portland Housing Authority, it was discovered that many of our senior citizens with very limited incomes are lacking decent, safe, and sanitary housing. In consultation with the Apartment House Owners Association, the Realty Board, and similar organizations, it was brought out that the needs of these senior citizens could not be met with existing structures. To fill the

need, construction was started on a public housing project known as the Northwest Towers, a high-rise apartment house at Northwest 19th and Everett. This new unit, which should be completed in the summer of 1963, will provide 180 units to house some of our senior citizens with lower incomes.

The Whitney Plan at the Carlton Hotel at 1405 S. W. Washington Street has served a very great need for senior citizens, some of whom are on welfare. This facility will be removed by the freeway construction program, and a replacement is greatly needed in the downtown Portland area.

In 1962, the beautiful new Terwilliger Plaza cooperative building was dedicated. The plan for this facility was originated by a few retired school teachers. This fine addition to our city provides a much-needed facility in our community. Just recently, the City Council approved the construction of a similar structure on the University of Portland campus. Other buildings of this type are in the planning and discussion stages for other locations in our city.

At the last session of Congress, amendments were made to the Federal Highway Act which permit states to give assistance to people displaced by highway construction. The city has for some time taken a very strong position that individuals displaced by freeway programs should be given assistance in relocation. This matter was discussed recently at some length in Portland by a sub-committee of the United States Senate.

The core area of our city has for many years contributed heavily to our tax base. In order to prevent this core from deteriorating from blight and decay, we have strengthened our code inspection program to bring such conditions to the attention of the building owners who have allowed substandard conditions to prevail. This inspection-enforcement program will cost some property owners money for renovation of their buildings. For others, it will take the form of having the owner evict tenants who use these substandard areas as living quarters. The city has been accused of attempting to persecute an ethnic group. This is not so. I am sure most of our citizens know that the city believes very strongly that all of our various codes and ordinances shall be enforced strictly and impartially. I hope that building owners will accept this effort of code enforcement for what it is--an effort to keep our core area strong, vital, and appealing.

I would like to compliment the various downtown organizations and associations which have interested themselves in the enhancement of the downtown area through the means of building renovation and improvement of some of the older, historic areas of Portland. Evidence of their progress and accomplishment is noteworthy.

The manner in which our community is failing to meet the needs of the single man, whether he is a permanent resident or a transient who comes to our area

seeking employment is of serious concern to me. Recently, I directed a letter to the United Good Neighbors President, suggesting that he and his Board of Directors, together with the Community Council, explore this entire problem and suggest ways for this community to cope with it. I am not the least bit interested in furthering a professional welfare class in our community. However, I do believe that any nation as rich as ours should provide opportunities for temporary assistance for these people in need. If we turn our backs on this problem, we are only building up a segment of our population which could become professional have-nots and pawns for those interested in destroying our way of life. I trust this study will be made and that it will give us an opportunity to marshal the resources of the metropolitan area in meeting this need.

This community, while not having the youth problems of many other communities across the nation, must give more attention to the problems of our younger generation. There must be additional opportunities for our young people for part-time employment. Cooperation of labor and management is necessary to work out such a program. The Portland Metropolitan Youth Commission, whose membership represents many segments of our community, is one of the organizations working in this field.

Our special Committee on Decent Literature and Films is an important factor in the improvement of the moral climate of this community. We must be aware that there is a relationship between the dissemination of obscene literature, films, and other media in our community and the problems of increasing venereal disease, juvenile delinquency, sex crime rate, and the high rate of illegitimate births in our area. These are not problems which can be solved by laws alone. They are the problems which must be solved by responsible, dedicated citizens working through the family unit, churches, schools, and local government. A community sets its own standards of morality. The Bureau of Police, the schools, the churches, the City Council, or the Mayor cannot solve these problems by themselves. There must be community cooperation and dedication to the principles that our young people are important, and that each of us has a stewardship in reaching this goal.

The unfortunates in our jails are another area of concern. Because of the lack of funds and adequate facilities, we have not done a very good job in our City Jail program. The overcrowded conditions in the City Jail are shameful, and I hope that in the next year, through the cooperation of the city and county governments, we will be able to develop a new program which would enable many of these inmates of the City Jail to work in city parks, farm programs, or other programs which would give them an opportunity to develop and to prepare themselves better to take a useful place in society upon their release. This matter will be discussed with the Board of County Commissioners and with the State Legislature in 1963. I know from many years of experience, both as Sheriff of Multnomah

County for over seven years, and how important it is to have useful work for men detained in jail. Without work, men detained in institutions,

Physical fitness and recreation programs are important for mental and physical health. Within the city of Portland are many agencies in the Portland area such as the Girl Scouts, Campfire Girls, Junior League, and others. These agencies provide athletic, social, and educational programs for children and youth. Schools, and others add material to the Parks' recreation program which adds to its strength. To all of the people who have helped me to express my appreciation for the work done in this field. There is more to be done in this field. Thank you for our young citizens to participate in these programs.

Portland is rapidly becoming a cosmopolitan city and expansion brings with it the need for more services. Our community have added to the city's growth and is the appreciation we all have for the work done to eliminate discrimination and provide equal opportunity for all in education, employment, and participation in community affairs, regardless of race. That there are problem individuals in our community is the same standards of public conduct that we expect of all of the citizens who conduct themselves in a responsible manner. We are entitled to our recognition and appreciation.

In October of 1962, as a member of the Oregon State Games for 1968, I pointed out the need for more acceptance in accepting peoples of all races and ethnic groups as demonstrated in amateur and professional sports and general activities. While I am confident in this respect, I feel there are still some barriers to the image of democracy throughout the city. We must make even more progress in preparing for the 1972 Olympic Games to Portland, Oregon, and convince the world about the outstanding progress being made in this area of social and national development.

The dedication of the new two and a half story University of Oregon Medical School Sanitarium, and the opening of the new

County for over seven years, and as Mayor of the City of Portland for six years, how important it is to have useful work for people to perform while serving time in jail. Without work, men deteriorate both physically and mentally when confined in institutions.

Physical fitness and recreation programs in a community are often a strong source of mental and physical health. We can all be proud of the capable leadership of many agencies in the Portland area. The Boys Clubs, YMCA, YWCA, Boy and Girl Scouts, Campfire Girls, Junior Achievement, 4-H, and a multitude of other athletic, social, and educational programs conducted by service clubs, churches, schools, and others add materially to our community strength. The City Bureau of Parks' recreation program is also designed to complement and maintain this strength. To all of the people who are engaged in these programs, I would like to express my appreciation for their untiring efforts. There is, however, much more to be done in this field. There is the increasing need for more opportunity for our young citizens to participate in various youth activities.

Portland is rapidly becoming a cosmopolitan community, and this development and expansion brings with it the need for adjustment. The minority groups in our community have added to the culture and total welfare. A mark of growth is the appreciation we all have for one another, and we must do all in our power to eliminate discrimination and prejudice. We must work for equal opportunities for all in education, employment, and enjoyment of public facilities and participation in community affairs, regardless of race or creed. We must recognize that there are problem individuals in all groups, and we have every right to expect the same standards of public conduct of all of our citizens. By the same token, all of the citizens who conduct themselves in a lawful and orderly manner are entitled to our recognition and acceptance for what they are as individuals.

In October of 1962, as a member of the Portland Committee to bid on the Olympic Games for 1968, I pointed out the maturity of the people of the City of Portland in accepting peoples of all races and creeds for what they are. This has been demonstrated in amateur and professional athletics and, to a large degree, in general activities. While I am confident we are far ahead most of the nation in this respect, I feel there are still areas in which we can improve and strengthen the image of democracy throughout America and the world. I trust and hope that we will make even more progress in 1963, so that when we bid to bring the 1972 Olympic Games to Portland, our representatives can speak even more convincingly about the outstanding progress the people of the City of Portland are making in this area of social and moral responsibility.

The dedication of the new two and a half million dollar Research Center at the University of Oregon Medical School, the start of the new wing at Portland Sanitarium, and the opening of the new medical-history-making rehabilitation

center at Emanuel Hospital all indicate the significant progress that the medical profession is making for the health of the local community.

Increased industry and business alone does not indicate the true cosmopolitan growth of a community. It is a composite of all facets of human living that is the total picture which points up our advances. The cultural aspects of Portland are evident in the growth of community interest in the highly successful Portland Symphony Orchestra, Junior Symphony Orchestra, the Symphonic Choir, Art Museum, Oregon Museum of Science and Industry, and a host of other musical and artistic groups.

The renovation and restoration of the Skidmore Plaza, formally opened by the Junior Chamber of Commerce, clearly heralded the beginning of rededication to beautification by the businessmen in the surrounding blocks who banded together to make their area one of significant beauty. This project is illustrative of the inscription on the Skidmore Fountain, itself: "Good citizens are the riches of a city."

All over the city garden and community clubs and organizations are planning beautification projects to maintain the charm of Portland's luxuriant growth of flowers, shrubs, and trees. Pride of home ownership is evidenced by the interest and work given to the cultivation of roses and other flowers--and is responsible for our fame as a city of homes.

During the recent windstorm, Portland suffered the loss of many of our loveliest trees in the parks and on private property. Trees add so much to the beauty of the city, and I hope that new ones will be planted this year to replace them.

During the Christmas season, the increased number of residents who participated in home lighting displays added to the gala and festive aspect of the holiday celebration.

CONCLUSIONS

In viewing the year 1962 in retrospect, we find that it has been a year of progress in many areas, and there are many indications that we will see new successes and developments in the future. However, the soft lumber market, in a once strong lumber state, is changing the form of our economy and employment rates in all of Oregon. Costly labor strikes in the construction industry have cut into our payrolls and slowed the progress planned on many major projects.

It is essential, in order to insure the stability of the important building industry, that labor and management, during the coming years, arrive at bargaining procedures whereby an overall master contract will be signed for all building crafts.

The transportation industry has shown confidence in our area through the dedication of the new \$750,000 office building and terminal for Pacific Intermountain Express Company in Mock's Bottom. Almost daily we hear of new plans for construction for industries, businesses and housing. These trends indicate the confidence that capital has in the stability and growth of our community and encourages more people to invest in Portland's future.

Conventions are new, big business and bring new money into our economy. Many distinguished organizations held state, regional, national, and international conventions in Portland this past year, and many more are planned for 1963.

There are many fine things to look forward to in 1963, and many opportunities for our city to advance to take its rightful place as one of the great cities of the United States. To do this we must tie together the metropolitan area into one major governmental unit, we must continue to diversify our industry, and we must support our educational institutions, and give cognizance to the very important need for additional graduate work and research centers. We must be continually striving to beautify our city.

I take this opportunity to express my appreciation to the members of the City Council, the Auditor, the bureau heads, and all city employees for their fine cooperation and assistance during 1962.

I would especially like to thank the hundreds of dedicated citizens of this community who have freely given of their time to serve on boards and commissions for the betterment of our community. These unpaid officials of our city truly represent democracy in action, and on behalf of all the people of the City of Portland, I would like to express our thanks.

During this past year, one of my office staff members, Mr. John Slayton, was appointed City Manager of Vancouver, Washington. While we regretted losing him, we were proud that one of our staff was selected for this important position. To all of my office staff, I would like to express publicly my appreciation for their wonderful cooperation, understanding, and help during this past year.

In 1963, I am looking forward to the completion of many wonderful developments, such as the dedication of the new Standard Insurance office building, the new Hilton Hotel, and many other fine edifices. Nineteen sixty-three will be a good year for the City of Portland!

The past six years that I have served as your Mayor have been a great challenge and source of personal satisfaction. I believe firmly that local government is the very foundation of the house of government in the United States. Often, I refer to

a poem from an unknown source which I found during my high school days:

Isn't it strange that princes and kings,
 And clowns that caper in sawdust rings,
 And common people like you and me,
 Are builders for eternity?

Each is given his bag of tools,
 His day to work and his book of rules,
 And each must build 'ere life has flown,
 A stumbling block or a stepping stone.

RECOMMENDATIONS

I RESPECTFULLY RECOMMEND:

1. That the City of Portland join with other cities throughout the State of Oregon to urge the 1963 session of the Oregon Legislature to increase the cities' share of the funds allocated from the profits of the sale of alcoholic beverages by not less than 2 1/2%. This amount should be increased if some of the other sources of liquor revenue are discontinued by the Legislature.
2. That if a cigarette tax is proposed in the 1963 session of the Oregon Legislature, the City of Portland urge that not less than one cent per package revert to the cities of Oregon on a per capita basis for general fund usage.
3. That if a sales tax is proposed in the 1963 session of the Oregon Legislature, the City of Portland urge that a portion of that tax revert to the cities of the state on a per capita basis, either as an offset against real property taxes or as a capital improvement fund.
4. That the City of Portland urge the 1963 session of the Oregon State Legislature to provide the City of Portland with its full per capita share of the gasoline tax. At the present time, Portland receives on a per capita basis only 70% as much as is received by other cities in Oregon. This increase should be gradual so that the budgets of other cities will not be disrupted. The corollary cost of freeway development in this city will become increasingly high to city taxpayers as the

program advances. Some examples of these costs are additional signalization, street widening, paving, channelization of traffic, and additional power costs for lighting. Motor vehicles should not be subsidized by the property tax payers, but should pay their own way. Funds derived from equalization of the gasoline tax fund distribution would make it possible for the City of Portland to provide additional general traffic signalization, lighting, and street maintenance and cleaning.

5. That the city, during 1963, continue to review its various permit, license, and other fee schedules, in order to lessen the load on the General Fund of the City of Portland. The cost of special services should be carried by those receiving the benefits. During 1962, significant changes were made in various fee schedules, but there is much work yet to be done.

6. That the City of Portland not only continue to urge the Oregon State Highway Commission to give more consideration and financial assistance to people displaced by freeway programs, but also to assist the Oregon State Highway Commission to obtain whatever legislation might be necessary to make it possible to give such people the same assistance as is given to those displaced by urban renewal.

7. That the City Council work with the various private and public social agencies which are working to develop a better means of handling transient and unemployed people in our city. We should do all in our power to insure that these individuals receive humane and fair consideration and are given an opportunity to find their way back into gainful employment whenever possible.

8. That the City Council continue and expand its code inspection activities, in order to eliminate in our community blight and unsafe and unsanitary conditions which tend to endanger the safety of some of our citizens while destroying property values.

9. That the City Council urge State legislation which would require all new automobiles, trucks, and buses sold in the State of Oregon to be equipped with up-to-date exhaust systems designed for the control of fuel pollutants in the atmosphere. Also, further consideration should be given our laws concerning air pollution to eliminate many of the conditions that tend to destroy the fresh, clean air in this community.

10. That we continue to cooperate with Downtown Portland, Inc., and work with businessmen of the other areas of the city in plans to develop adequate off-street parking. This, of course, would include public institutions, as well as private industry and business.

11. That the City of Portland continue our present annexation program of welcoming adjacent areas and providing them with realistic, factual information which will aid them in their plans for the future.

12. That the City Council seriously consider the possibilities of, and economies that would result from, the consolidation of most if not all of the services of the city and county governments. Discussion between the Council and the Board of County Commissioners should cover such matters as, for example:

- (a) formulating an application to the Community Facilities Administration of the Federal Government for planning funds for a new city-county building to be built on the property now jointly owned by the city and county and located between the present City Hall and County Court House.
- (b) equal treatment for indigent transients who are in need of medical attention, whether they are inside or outside of the city. At the present time, the county is doing a good job in the field of public welfare, but the indigent ill from inside the City of Portland should be allowed the same use of the Multnomah County Hospital facilities now given to those who become ill outside of the city limits.
- (c) the possibility of consolidating the city and county purchasing bureaus.
- (d) the possibility of consolidating city and county communications shops and facilities.
- (e) the consolidation of city and county Disaster Relief and Civil Defense.
- (f) the possibility of combining city and county public health nursing facilities and possibly other health facilities.
- (g) the possibilities of combined machine accounting system for the city and county governments.
- (h) the possibility of establishing a minimum security work farm or facility to handle alcoholics and other minimum security prisoners from both city and county.
- (i) the possibility of the consolidation of the Record Bureau Crime Labs of the Portland Bureau of Police and the Multnomah County Sheriff's Office.
- (j) the possibility of combining city parks and recreation with the county's program.

- (k) the possibility of jointly financing a major stadium complex for this metropolitan area.

All these problems should be approached not with the feeling of what is going to be best for us as individuals or public office holders, but of what makes the best sense for the taxpayers of both the city and county.

13. That the residents of the City of Portland firmly take the position that they feel entitled to receive from Multnomah County services equal to those received by residents in the unincorporated areas of the county. In return for the taxes they pay, city residents should expect no special favors, but should not be denied services supported by these taxes. It is economically and politically wrong for the taxpayers of the city to subsidize residents outside the city limits.
14. That the City Council continue to cooperate with Portland State College in its development program in order that it might meet the needs of this metropolitan community. This cooperation will involve street closures, traffic control, and many other problems. We must recognize that Portland State College will soon be the largest college in the State of Oregon. We must expect the State Board of Higher Education to give the same consideration to this institution as that given to the University of Oregon and Oregon State University. As an official body, we should do all in our power to urge and assist the establishment of adequate research facilities and graduate schools at Portland State College.
15. That the legislature and the State Board of Control investigate the feasibility and give serious thought to the possibility of acquiring Multnomah Stadium as a home sports facility for Portland State College and as a facility for major sports attractions.
16. That the City Council, at the Primary Election in 1964, submit to the voters a measure to continue and enlarge the street lighting program now in operation in the City of Portland.
17. That the City Council submit to the voters at the Primary Election in 1964, a measure that will continue the former four-tenths mill levy for parks and recreation in our city. Not more than 25% of such levy should be available for operation and maintenance of facilities. The remaining 75% should be available for the enlargement of the Portland Zoo, the development of Delta and Pioneer Parks, the development of water recreational facilities on the Willamette River, the construction of new swimming facilities and recreational centers, and the covering of existing swimming pools so that they would be in use throughout the year.
18. That a measure be prepared and submitted to the electorate in 1964 providing funds for construction and planning and matching funds for developments

such as the 28th Avenue overpass, the 17th and Powell underpass, the 12th and Burnside traffic interchange, the 39th and Sandy interchange, and others.

19. That the city apply for Community Facilities Administration Planning Funds from the Federal Government, in order that we may develop sound plans for improving Jail facilities, Emergency Hospital facilities, Municipal Court facilities, and relocation of the East Side Precinct Police Station, with the plan in mind of submitting to the voters at the 1964 Primary Election a levy to implement these needed improvements.

20. That the City of Portland re-examine the possibilities of producing hydro-electric power at the two major dams in the Bull Run water reserve. It has always appeared to me that letting all this hydro-electric energy go to waste is a tremendous economic loss. If private utilities companies are not interested in negotiating for this power, then we should seriously consider transmitting it to the City of Portland and utilizing it for street lighting purposes. I recognize that our power generating potential would not be constant throughout the year, but I also recognize that as a city we have certain priority rights to augment our supply of power from the Bonneville Power Administration. I am not interested in developing an issue on public or private power with the utilities companies. I am most willing to cooperate and work with them to solve this problem; but I cannot justify, as Mayor of the City of Portland, the wasting of power potentials of Bull Run Dams Nos. 1 and 2. To me, this is an economic loss to our taxpayers.

21. That the citizens of Portland and the City Council cooperate with those interested individuals trying to keep professional baseball in Portland. It is difficult to imagine a major city like Portland without a professional baseball team and facilities. New facilities for baseball could be located in the Delta Park area or could be part of a major stadium complex in the same area or some other place in metropolitan Portland. We should also encourage professional football to come to our city.

22. That the City of Portland continue to cooperate and work with the Commission of Public Docks, the Port of Portland, and the Portland Freight Traffic Association in aggressively developing our harbor and industrial facilities and seeking new business and promoting industrial growth. We also must continue to work with the Port of Portland in the development of new industrial lands.

23. That the public utilities companies of this community, especially in light of experience of the October 12 storm, establish a long-range program for placing their major transmission facilities underground wherever possible. The unattractive maze of utilities poles and wires certainly does not enhance the beauty of our city.

24. That the City Council immediately establish the opening hour for the City Hall no earlier than 8:30 a. m. , and preferably 9:00 a. m. , in order that our employees will be placed on a comparable basis with those in Multnomah County Court House.
25. That the City Council do all in its power, through the enactment of ordinances and public information programs, to oppose the prevalent breakdown of the moral standards of our community.
26. That the City of Portland continue its very highly successful sister city relationship with Sapporo, Japan, and urge more of our citizens to become more aware of what is happening around the world, and to participate in people-to-people programs.
27. That the City of Portland and Multnomah County continue their programs of Disaster Relief and Civil Defense to insure that all of our people will be better prepared to meet any natural or war-caused disaster.
28. That the City Council review the report of the Public Administration Service and fully consider the recommendations made therein on the efficiency of the public service of our community, and then take whatever action is indicated to put these recommendations into operation.
29. That the city retain an architect to develop plans for remodeling the City Hall Council Chamber, and that funds be made available in the next budget year to accomplish the work.
30. That through the Park Bureau, we provide information to those interested in tree planting in Portland and urge the replacement of trees destroyed by the storm, and that we cooperate with those interested in keeping the trees in downtown Portland.
31. That the Council and the Budget Committee strive to allocate not less than one percent per year of our General Fund budget for capital improvements and establish a Capital Improvement budget for which, after reports by the Planning Commission, the Council will establish priorities.
32. That from time to time, the City Council submit special levies to the voters to accomplish specific capital improvement programs which cannot be accomplished with our Capital Improvement budget.
33. That the city's plans for the development of an East Bank Esplanade along the Willamette River in conjunction with the East Bank Freeway be completed, in order to insure to our citizens the use of this very important river frontage.

34. That the Portland Development Commission and the City Planning Commission determine in the near future, areas for the development of urban renewal projects consistent with objectives of our community renewal program, and upon determination of areas, apply for survey planning funds from the Federal Government.

DEPARTMENT OF PUBLIC SAFETY

BUREAU OF POLICE

To date, 1962 in terms of police bureau activity, has been characterized as a year of reorienting both forces and resources to meet the changing complexion of law enforcement demands.

At the management level, a fourth basic command was created. Known as the Administrative Branch, this unit directs the Intelligence, Planning and research, Personnel and Inspections Divisions.

At the level of operations, two units have been devised. The first, still on an experimental status, is the Warrant Service Detail. It is designed to relieve Precincts of the crucial manpower drain incurred by duplication of filing, processing and service of warrants--10, 683 of which have been issued since January 1962.

The second unit is a product of the difficult law enforcement role engendered by major civil disturbances or large scale disaster situations. Designated as the Tactical Operations Platoon (TOP), this force numbers approximately forty 2 and 3-wheel motorcycle officers. Its primary characteristics are rapid and flexible mobility combined with special knowledge and equipment to cope with emergency situations in the early, amenable phases. Thus far, TOP officers have received 80 hours of instruction; half of which was conducted by United States Army Military Police Corps personnel at Fort Lewis, Washington. To our knowledge, this is the first instance of this type of military-civil police training, and the city and people of Portland owe a debt of gratitude to the Army officers and men whose initiative and cooperation made it possible.

Considering that, despite climbing crime rates and the expanding scope of police service, this Bureau has six fewer officers than it did a dozen years ago; it is apparent that full utilization of existing manpower is mandatory. Toward this end, a series of studies and inspections have been inaugurated. To enumerate, Overtime Causation, Personnel Leave Status, Manpower Utilization and Property Accounting were all subjected to extensive and continuing examination. Systems too were scrutinized to guarantee against wasteful expenditure of effort. Crime clearance procedures, radio dispatch files and personnel records received sweeping alterations with resultant heightened efficiency.

This year a series of psychological examinations, conducted under the auspices of the School of Police Science and Administration, Washington State University reflected that the intelligence of the average officer of this Bureau is considerably above the norm; he is well adjusted to his occupational classification; and possesses qualities of personality essential to a successful law enforcement

career. These findings reaffirm our conviction that the "police image" held by some is subject to revision; a revision encouraging greater public confidence and cooperation. Thus, the area of public relations still plays a vital role in Bureau policy. Such programs as the "Police Week Open House," the law enforcement display at the Union Industries Show, Demolay Day, County-City 4-H Club panel, UGN fund drive films and the "Think Oregon" television presentation have accelerated police-public relations contacts.

Perhaps the most significant advancement during 1962, in terms of projected Bureau stability, is the new Civil Service policy of open patrolman examinations. This innovation, long advocated by Portland Police administrators, has for the first time in a decade, provided an adequate source of qualified patrolman candidates. The benefits are emphasized by the calibre of probationary officers now engaged in the training cycle.

It is an ill wind that blows no good and the Columbus Day storm, while causing massive destruction, proved a valuable test of Police Bureau facilities in extreme situations. According to after-action studies, both regular and auxiliary police personnel responded with dispatch. Shortly after the onset of the storm, 80 per cent of the regular officers were on duty - a fact no doubt partially accounting for the low injury and death rate and the absence of looting in Portland. Certain power, communications and equipmental deficiencies were emphasized and steps to rectify these have been initiated.

The traffic safety picture for 1962 is most encouraging. Traffic education, engineering and enforcement consolidated forces to such good effect that the City of Portland received the "Certificate of Achievement," the "Pedestrian Program" and the "Gold Bar" awards. As of December 15, 1962, total traffic fatalities were 5 per cent less than the same period of the previous year (42 to 44) and pedestrian fatalities were 22 per cent lower (11 to 14).

A matter of concern is the increase in crimes of violence. This, however, should not be interpreted as indicative of a trend, for total major crimes actually decreased in Portland during the first three quarters of this annum.

Such offenses as murder and forcible rape are generally crimes committed when the perpetrator has allowed reason to give way to violent emotion. A recent study reflects that, of the criminal homicides occurring during the first nine months of 1962, 78 per cent were crimes of passion, 17 per cent were classed as pre-meditated, and 5 per cent unknown. Under these circumstances, police preventive measures or even a 95 per cent 1962 criminal homicide clearance rate, seem of limited deterrent value.

It should be noted that non-violent offenses such as burglary and larceny that are conceivably affected by crime prevention efforts show little variance from the previous year; an indication that the local major offense trend is not following in the wake of a 6 per cent national increase.

BUREAU OF MUNICIPAL COURT

Based on the 90,428 cases heard by the three divisions of the court during the first eleven months of 1962, there is every indication that the case load for the year will be well over 100,000. First eleven month total revenues from these cases were \$450,553.00 from parking tags, \$116,107.31 from 19,047 criminal cases, and \$568,207.65 from 71,451 traffic cases. Carried forward, this indicates an estimated total of \$1,238,467.00 for the year.

This increase in the case load represents a great pressure on the already inadequate physical facilities of the courts. It applies with particular emphasis to the traffic court room where three to four crowded sessions of court are held each day. This condition will continue to become more serious as traffic increases.

BUREAU OF HEALTH

During 1962 the mental health program continued to provide certain treatment and follow-up for special cases, as well as for those patients discharged from state hospitals.

The Bureau of Health has again provided consultation and diagnostic services for communicable diseases in Portland's public schools and a service facility for special underprivileged groups. Also developed in this division was a new orientation program for teachers.

The Public Health Nursing Division has provided service to the schools and Division of Mental Health, as well as in the control of communicable diseases. This division has participated in a large variety of other activities requiring nursing services of some type.

The city has an average of 16 new cases of tuberculosis reported each month. The names of 3,000 residents who have had active tuberculosis are on file. An intensive program has been maintained in an attempt to control this communicable disease. A total of 119,000 chest x-ray films were taken during the first ten months of this year, 97,000 of them through the facilities of the Portland Bureau of Health, the City-County Survey Center, the Mobile Unit and the Emergency Hospital.

The Milk Sanitation and Meat Divisions continued to provide adequate safeguards to the purity of foods which are sold in Portland. Restaurants and institutional homes have been closely checked. An active rodent control program as well as a sanitary survey for sewage disposals have been continued.

The mosquito control operations were essentially the same as in previous years and resulted in good control in the Portland-Multnomah County hatching area through the use of pre-larvaciding applications of granular insecticides and the proper timing of later larvaciding with oil sprays. The elm leaf beetle infection was similar to the past several years in appearance and extent, with the greatest infection being in the fringe areas. There were no badly defoliated trees and control was satisfactory.

In answer to 131 complaints regarding air pollution, 1,436 inspections were conducted. Abatements were made in 102 cases with various control measures being recommended. The city Air Pollution Committee is studying possible legislative changes relative to city ordinances in the field of air pollution in order that a more effective program can be carried out.

The Venereal Disease program, the Emergency Hospital, the Civil Defense self-help program and the Food Handlers' Course are other activities of the Bureau of Health which were carried out during the first ten months of the year, all of them reporting satisfactory progress.

OFFICE OF CITY ATTORNEY

During the calendar year of 1962, the City Attorney's office has had more than the usual number of civil cases involving the city as either plaintiff or defendant. In two court actions which were decided by the Supreme Court, the city was successful in both cases. The city was also successful in a number of cases in the Circuit Court including the \$62,500.00 received from the Highway Commission for the slide at the zoo. Claims collected by the city against others amounted to \$10,352.42.

Through close supervision and organization and the benefit of an additional deputy, the Municipal Court has reduced the backlog of appeals to the Circuit Court. The start of the year showed a backlog of 205 appeal cases which was reduced by December 1st to a backlog of 25.

Close liaison was maintained throughout the year with the Legislative Interim Committee on Local Government, the Constitutional Revision Commission and other legislative groups, and as a result, a number of bills have been prepared by the office of the City Attorney for the benefit of those committees and they will be submitted at the upcoming session of the State Legislation.

OFFICE OF DISASTER RELIEF AND CIVIL DEFENSE

The Columbus Day storm and the Cuban incident provided an opportunity for this office and its staff to demonstrate its effectiveness and readiness for any type of emergency. In general, comments from the viewing public have been highly complimentary towards the operations center. The City of Portland Civil Defense Operations Plan was approved by the State and Federal agencies. Because of this approval, the Portland Office of Disaster Relief and Civil Defense participated in the personnel and administrative matching funds under Public Law 606 for Federal allocation to help meet the 1962-63 local expenses, totaling \$43,617. Federal and State matching funds for projects have been or are being approved for a total of \$10,000.

The City of Portland program paper for civil defense for 1962-63 was approved and adopted by the City Council authorizing this office to initiate, develop, license and stock fallout shelters with the approval of managers and/or owners of approved buildings.

The Civil Defense Adult Education courses titled "Individual and Family Survival" and "Medical Self-Help" are continually being conducted throughout the city. Additional instruction has been provided for over 1050 individuals from universities, high schools, military units, Federal agencies and private citizens in radiation fallout protection and radiological instrument operations. Three members of the Bureau of Fire have successfully graduated from the Radiological Instructors School in Alameda, California.

Since January 1, 1962 the Auxiliary Police, operating within the framework of civil defense programming have contributed over 39,232 manhours for the benefit of the City of Portland.

The Office of Disaster Relief and Civil Defense has continued to work closely with the Bureau of Fire, Bureau of Police, Bureau of Health, and with civilian organizations and military units in an effort to coordinate the overall ability of the city services in case of emergency.

DEPARTMENT OF FINANCE

BUDGET OFFICE

City business is big business. The total budget of the City of Portland for 1962-63 is \$62,865,947, including the budgets of the three autonomous commissions, and the autonomous Fire and Police Disability and Retirement Board.

The city's portion of the annual real estate tax will be only 54.1 per cent of the entire 1962-63 General Fund Budget. The balance must come from business licenses, franchises, taxes, permits, service charges, State Liquor Allocations, reimbursement from other funds, together with a possible 2 per cent balance from the previous year.

EMPLOYEE RELATIONS OFFICE

The most significant program undertaken by the Employee Relations Office during the calendar year 1962 was the inauguration of the medical-life insurance program. The program applies to all employees with three years of service and specifically provides a \$5 monthly contribution by the city. During November 1962 and each November hereafter employees may elect to apply the \$4 towards a health plan and \$1 towards life insurance of \$1,250 coverage with double indemnity in the event of accidental death or with approved medical examination they may apply the entire \$5 toward \$6,250 worth of life insurance coverage. In 1962, 2,463 employees had the combination coverage of health and life insurance, and 540 with \$6,250 life insurance alone.

LICENSE BUREAU

License fee receipts for the fiscal year ending June 30, 1962 were about 5 per cent less than during the preceding fiscal year. The greatest percentage of decrease occurred in the manufacturing licenses group which probably indicates the movement of manufacturing businesses to locations beyond the city limits. Dog license renewals were handled more efficiently this year due to the use of a punched card system. However, the number of licenses sold was less probably because of the leash law.

BUREAU OF PARKS

The recreation program of this bureau is a busy one and offers something of interest to almost everyone who takes the trouble to check the schedule of activities. Most classes are very well attended.

The Columbus Day storm increased the work load of the Operations and Maintenance Division. An astounding number of trees were uprooted and this division is attempting to assimilate this extra work with the regular crews and without the expenditure of extra funds. It will undoubtedly be several months before our beautiful park areas will have their usual groomed look. Approximately 2,000,000 board feet of timber is on the ground in Forest Park. Salvage operations of this down timber are under way.

Golf courses continue to maintain their popularity. The new clubhouse and tees at the Eastmoreland Course have been a welcome improvement to that area and the modernization of the interior of Rose City Golf Course is soon to be completed.

The improvement at the Campbell Fountain and Skidmore Fountain has focused much interest in these areas, and the arrival of the baby elephants and the colony of penguins has sharpened the pride of the citizens of Portland in being the owners of the best zoo of its size in the country.

PROPERTY CONTROL BUREAU

A survey of valuations of city-owned buildings was completed by an outside appraiser last April. Forms designed by this bureau now show the replacement cost of each building, depreciation and present value, and a valuation for insurance purposes showing replacement costs, exclusions, depreciation and insurable value. This will be of great assistance in setting up a uniform insurance program. As of June 30, 1962, the real property inventory was valued at \$8,046,226.21.

For the fiscal year ending June 30, 1962, there were 52,343 pieces of inventoried equipment at an original cost of \$8,844,384.66. During the year, the city purchased 2,061 items of equipment at a cost of \$398,701.23 and disposed of 1,750 items; 1,527 items transferred to other bureaus in lieu of new purchases.

Eight sales were held of 3,151 pieces of obsolete and unneeded city equipment and property turned over by the Police Property Room. Over 100 desks, chairs and cabinets and other miscellaneous items of equipment were repaired and refinished by this bureau and put back into service.

RIGHT OF WAY AGENT

Approximately 16 real property transactions involving fee title and having a fair market value of \$150,350 have been processed to completion since January 1, 1961. At the present time this office is managing the renting and leasing of 13 income producing properties with a gross annual income of approximately \$15,900, and supervising two contracts of sale with annual payments amounting to \$4,000 per year.

BUREAU OF SHOPS

This bureau consists of four divisions: Powell Shops, Stanton Yard, Police Garage and the Municipal Garage. Ninety people are employed, 75 of which are production workers and 15 are supervisory or clerical help. All divisions with the exception of the Municipal Garage have facilities for miscellaneous and major repairs to automotive and other equipment.

During the first six months of the 1962-63 fiscal year, 4,000 job orders have been processed of which approximately 1,500 were for the Department of Public Works and the equipment pool.

STREET LIGHTING

The operation of the Street Lighting Fund is now in its eighth year of the ten year program as provided for by the special street lighting levy. The operational and maintenance budget for the 1962-63 fiscal year is \$1,183,920. Street light installations have primarily been confined to petition requests for lights in residential neighborhoods. One hundred forty new installations were made in 1962 and there are 255 miles of arterial lighting.

TREASURER

During the current year, as in years past, the city borrowed \$3,100,000 as a tax-anticipated loan, from local banks at the rate of 3 per cent. This amount was repaid as taxes were received. Interest received from investments, both short and long-term during the period from January 1, 1962 through October 30, 1962 amounted to \$411,511.75 for all funds.

DEPARTMENT OF PUBLIC AFFAIRS

BUREAU OF FIRE

In the last four or five years much has been said about the three million dollar modernization program of the Portland Fire Bureau. On Columbus day, 1962, this modernized bureau faced a supreme test. Its nearly completed Fire Alarm system handled fifteen hundred emergency calls in a five hour period, while its fire fighting forces responded to nearly two hundred alarms of fire. At the height of storm "Frieda" the entire northeast section of the city was imperiled by a fire which could have been controlled by nothing less than competent use of modern fire fighting equipment supported and directed through a thoroughly dependable fire dispatching system.

Reporting on the final phases of this modernization program during 1962, Commissioner Stanley W. Earl notes the installation of one thousand of the new "three-fold," non-interfering type of fire alarm box, installation of the completely new receiving and transmission console at Fire Alarm Headquarters where thirty of sixty-eight fire alarm box circuits originate, and completion of Sub-stations at Engines No. 3, 10, 25 and 26, providing for origination of the thirty-eight remaining circuits. Signal wires and equipment were installed to and at each of four new fire stations, including the new fireboat location at Terminal No. 4. Overhead cables were removed from the South Auditorium Urban Renewal area, Minnesota Freeway crossings were re-routed, and plans for re-installation of signal wires and cable along the West Hills Freeway and the Columbia River (Linnton Area) Highway are being studied.

New Squad Co. No. 1 was placed in service with heavy duty salvage and rescue equipment. A carbon dioxide extinguisher charging system was installed to provide for less costly servicing and better maintenance. Proper operation and care of apparatus was engendered by training courses for drivers and operators and through carefully scheduled inspection and maintenance programs. Training activities also included a rigorous twelve month program for thirty-four men, 14,000 man hours of rank and file drill ground work with company officers as instructors, 70,000 man hours of participation in scheduled drills in or at company quarters, more than thirty multiple company drills conducted by Assistant and Battalion Chiefs, company officers briefing classes totaling 810 man hours of instruction.

New fire stations completed and placed in service during the year were Engine Co. No. 2 located on Southwest Gaines street in the Medical Center area of Marquam Hill, Engine Co. No. 4 and Truck Co. No. 2 at Southwest 5th and College, and Engine Co. No. 23 and Truck Co. No. 4 at Southeast 13th Place and Gideon Street where the Training Staff is also housed adjacent to Drill

Tower grounds. Fireboat 3 was moved from its St. Johns Bridge location to Terminal No. 4 where moorage was provided and service facilities were installed.

Estimated fire losses for the calendar year are \$1,692,000. This figure should not be confused with fiscal year reporting, but it is little more than half of the loss reported for the fiscal year 1960-61 and it is well below the average of the preceding ten year period.

Other reports of the Fire Bureau show concern for both efficiency and economy of operation. Administrative and training positions were strengthened and a \$54,222 saving of budgeted funds was accomplished by removing Compressor Companies No. 1 and No. 2 from first line service.

BUREAU OF BUILDINGS

1962 was considered an average year by the Bureau of Buildings, yet they issued 34,417 permits for a valuation of \$61,761,423. Fifty-one apartment dwellings, with a valuation of \$7,802,000, showed a considerable increase over last year, and all indications point to a very active year for 1963.

BUREAU OF CITY HALL

The Bureau of City Hall was pleased to report that the windstorm and earthquake caused no major damage to the building itself. A complete remodeling of the Mayor's Office and the overhauling of the electrical system highlighted the many improvements made during the year.

BUREAU OF COMMUNICATIONS AND ELECTRONICS

During 1962, the Bureau of Communications and Electronics redesigned and integrated the city-wide police intercom network connecting all the Central Police Station with the outlying precincts. All the past planning for emergencies was well tested during the Columbus day windstorm and the ensuing earthquake. The new dispatching facilities made it possible to handle the tremendous load placed upon them during these emergencies.

DEPARTMENT OF PUBLIC UTILITIES

BUREAU OF WATER WORKS

Expansion and improvement of the city's water system continues as the fundamental objective of Commissioner Mark A. Grayson, who heads the Department of Public Utilities.

In the spring and summer of 1962 finishing touches were put on Bull Run Dam No. 2. This earth-fill structure will give Portlanders another 6 billion gallons of water to draw on each summer, bringing the total reserve to 20 billion gallons.

An odor-taste problem in Bull Run water in July came unexpectedly and suddenly. In an effort to avoid as much as possible a repetition of this circumstance in future years, Commissioner Grayson ordered the Bureau of Water Works Engineering Division to undertake a comprehensive water control study and formulate a definitive program for action to cope with future "algae blooms". The control program has been worked out.

The 36" Southeast-Southwest Supply Line was extended from Southeast 15th Avenue and Nehalem Street across the Willamette River at a point just north of the Sellwood Bridge to Southwest Virginia Avenue at Nevada Street. This major installation will supplement the water supply to southwest Portland.

The 5.5 million gallon combination standpipe and elevated tank located at Northeast 19th Avenue and Prescott Street was completed and placed in service. This is the largest known water storage of its type in the world. This installation will provide storage for the Intermediate and Vernon districts of North and Northeast Portland.

The 1 million gallon Westwood reservoir on Southwest Westwood Drive was completed in 1962 as was the Carolina Pumping Station at Southwest Carolina Street and Corbett Avenue. Pumping units will be installed and the supply main completed by the summer of 1963. This station will be fully automatic and remotely controlled from the Washington Park Pumping Station by the use of telemetering equipment.

The Arlington Heights 3 million gallon reservoir is about one-third completed. This reservoir, a 24" supply main, and two additional 300 horsepower pumping units at the Washington Park standby station will be completed by the spring of 1963 to supplement the presently inadequate supply and storage facilities serving the Arlington and Kings Heights areas.

Construction of the 870,000 gallon Bertha Reservoir has been started with completion anticipated in the early spring of 1963. This reservoir has been sorely

needed for many years, but a suitable construction site was not secured until 1962. This storage will serve areas from Healy Heights to North Burlingame.

A water distribution network necessary for the Port of Portland development of Swan Island as a commerce and manufacturing center is over 50 per cent complete with the remaining work scheduled for completion in 1963.

The National Board of Fire Underwriters thoroughly reviewed the water system of the city of Portland for the purpose of grading the city on its fire defenses. The results of that study have not yet been released.

The total number of water meters in service on June 30, 1962, was 117,990 - an increase for the year of 471.

Revenue for the year was \$6,012,555 compared to \$5,621,056 for the preceding year - an increase of 6.96 per cent.

Expense for the year was \$3,468,658 compared to \$3,373,220 for the preceding year - an increase of 2.83 per cent.

Commissioner Grayson represented the city's interest in hearings scheduled by the State Public Utilities Commissioner in connection with a petition for exclusive allocation of service sought by Portland General Electric Company. The City of Portland objected to the original application for service in seven counties as sought by PGE on the basis that the boundaries were contiguous to the city and in some cases overlapped the city, thus impairing the city's rights to grant franchises to electric companies.

PGE altered the boundaries of its proposed service area in the strength of the city's objection and Commissioner Grayson then introduced a resolution to the Council withdrawing the city's objections to the application. The resolution was adopted.

AUDITORIUM

During the calendar year the Auditorium was used for approximately 250 events with a total participation of approximately 500,000 people. One interesting note: The single box office window sale record was broken this year as one event sold single tickets to 2400 persons.

DEPARTMENT OF PUBLIC WORKS

DIRECTOR OF TRANSPORTATION

On January 1, 1962, the Rose City Transit Company effected the first fare increase since February, 1958. Because of this and a slow-down in the rate of declining patronage, the company will conclude a successful year of operation. In March, 1962, the Rose City Transit Company indicated its desire to negotiate a long term franchise. After several months of negotiation on the part of the Director of Transportation, the City Attorney, and officials of the company, an agreement was reached and approved by the City Council and accepted by the Board of Directors of the company. Under this franchise the company agreed to replace 70 busses with new ones during the first five years of the franchise.

Taxicab operations in the city benefited from added tourist travel and increased convention activity in Portland.

CITY PLANNING COMMISSION

During the year the Commission completed several major studies as follows: Stadium recommendation; ramp systems and traffic studies in connection with the Stadium Freeway; a downtown plan for Downtown Portland, Inc.; a design control zone for the Skidmore Fountain area; the Central Albina study; the Albina Neighborhood Rehabilitation Project plan; the Community Renewal Program which was submitted to the U. S. Housing and Home Finance Agency; the Minnesota Freeway "S" signboard control zone; annexation studies in connection with 11 areas annexed to the city; zoning studies for annexed areas; Zoning Code amendments; the Pittock Estate Study; and plans for the East Bank Freeway Beautification.

MUNICIPAL PAVING PLANT

The paving plant made repairs totaling 665,851 square feet in small repairs, and 320,202 square yards of major repairs, of which 283,708 square yards were made under our resurfacing program. To carry out this program, the manufacture of 43,852 tons of material was necessary.

STREET DESIGN DIVISION

Permits for a total of \$12,093 in engineering fees were issued. Included in this was the relocation and construction of N. Ida Avenue from N. Lombard Street to N. Willamette Boulevard, improvements on Swan Island, and plans for the reconstruction of all streets within the Urban Renewal area.

STREET EXTENSION DIVISION

The most important of the projects processed by this division were the vacation and replat of the streets and blocks in the South Auditorium Urban Renewal Project area, and the acquisition of easements for the construction of the Tryon Creek Intercepting Sewer Projects.

SEWER DESIGN DIVISION

This division was occupied with the design of sewers in the recently annexed southwest areas, and in the relocation of the Marquam Gulch sewer made necessary by the Urban Renewal Project.

RESEARCH AND PLANNING DIVISION

This division has been engaged in the design of units of the Tryon Creek Intercepting Sewer. Contracts amounting to \$494,662 have been awarded for units No. 1 and 2. These will complete the last link of the sewer between S. W. 31st Avenue, Multnomah Boulevard and the Tryon Creek Treatment Plant to be located in Oswego. Preliminary study and designs have been made of the Willamette Interceptor Sewer and the Guild's Lake--Linnton Interceptor and Treatment Plant, as well as sewers in the Maplewood District and Tryon Creek trunk areas. In areas which have indicated desire for annexation to the city, studies are being made to determine the best means of providing sanitary services. In most cases the topography of the area makes pumping of sewage a necessity. By the end of the year there will be more than \$1,500,000 worth of sewer projects under construction.

BUREAU OF CONSTRUCTION

Inspection services for city, street, sewer and structural improvements have been continued. During the year, among the many projects handled were the Tryon Creek No. 1 project, \$290,000; Tryon Creek No. 2 project, \$218,000; and the South Auditorium project, \$277,000. During the winter when construction activities are at a minimum, a series of weekly training conferences were conducted for the personnel of the Bureau. The objective of this was to secure uniform interpretation and enforcement of contract requirements and specifications. Some recommendations for changes in the newly revised specifications in the Department of Public Works resulted from these discussions.

SEWER REPAIR DIVISION

For the first time, inside repairs were made to a sewer by use of the gunnite process. This was done in the sewer beneath S. E. Stark Street which had deteriorated to the extent that reinforcing steel was visible, and leaking was occurring because of cracks. Crews from the Maintenance Division entered this sewer, and by spraying concrete from the interior effected repairs to 250 feet of sewer with satisfactory results.

STREET REPAIR DIVISION

The summer oiling program that had been interrupted was resumed, and approximately 36 days of oiling successfully completed.

TRAFFIC MAINTENANCE DIVISION

The replacement street sign program begun last year by this division has been continued, and the new reflective street name signs are being installed as rapidly as funds become available. Comments so far on these new signs have been only complimentary.

BUREAU OF MAINTENANCE

The major trouble encountered by the Bureau of Maintenance was, of course, the Columbus Day wind storm. All departments were involved, and many of our people are still at work trying to clear away the remaining stumps and debris left from this storm. The estimated total cost to the Department of Public Works of this disaster was approximately \$512,103.66.

STRUCTURAL DESIGN DIVISION

Handrails are continuing to be replaced on the N. W. Lovejoy and 10th Avenue ramps. Two wooden structures were replaced and one was eliminated by a culvert and earth fill. Wooden guard rails throughout the city are being replaced by flexible beams mounted on concrete posts, thus eliminating considerable maintenance and providing a greater safety factor.

SEWAGE DISPOSAL DIVISION

The most significant change in the Sewage Disposal Division was the installation of the chlorination facilities at the Treatment Plant, which involves the laying of

a spur track so that tank cars of liquid chlorine can be switched into the area adjacent to the plant. There is also a building where the handling and mixing equipment for the chlorine injects this active material into the treated sewage effluent; thereby reducing the bacterial count to the level required by the State Sanitary Authority. The average daily flow through the plant has been 63.18 million gallons per day. This is below the usual average, mostly as a result of reduced rainfall.

REFUSE DISPOSAL DIVISION

An estimated total of 1,502,000 cubic yards of mixed refuse was handled at the St. Johns Fill and Incinerator site. An unusual part of the operation of this division was the disposal of approximately 14,000 loads of debris originating from the October storm, most of which was burned on the fill site.

BUREAU OF TRAFFIC ENGINEERING

In cooperation with the Commission of Public Docks, the Bureau of Traffic Engineering made a preliminary study of traffic conditions on N. W. Front Avenue. This study resulted in the retention by the Dock Commission of Wilbur Smith & Associates, consulting engineers, to complete a comprehensive study of traffic needs for that area.

The bureau also cooperated in the Portland-Vancouver Area Metropolitan Transportation Study, and during the year computed capacities for all signalized intersections on the major street system. Later during the study, these capacities will be used to determine what portion of the 1980 traffic assignments can be accommodated on the existing street system, thereby showing the location and type of additional facilities that will be needed for 1980 traffic.

Last May, the City Council entered into a contract with the Dual Parking Meter Company, providing for the replacement of some 5,500 existing meters and the installation of 2500 additional meters. Work under this contract has been delayed by court proceedings. The issue was, however, settled in November, and installation of the new meter program will be completed during the current fiscal year. This installation should eliminate the major problem of meter thefts, which have become serious. Approximately 3700 meters were opened with keys, and 105 meters were jimmed, at an estimated loss through damage and revenue of \$9,900.

METER MAID DIVISION

Our meter maids have continued in the enforcement of non-moving violations in the downtown area. The division issued approximately 184,100 parking citations of all types, and approximately 5,000 visitors' notices.

TRAFFIC SAFETY COMMISSION

A diversified traffic accident program was conducted during 1962. Public Traffic Safety education and pertinent publicity emphasis conformed to standards specified in the "Action Program" of the President's Committee for Traffic Safety, and met the Commission's responsibility as a chapter of the National Safety Council.

ANNEXATIONS

During the year there were fourteen annexations to the city which totaled 937.7 acres, with an estimated population of 642. In addition to these is the Maplewood annexation which will be effective on January 22, 1963, totaling 420 acres with an estimated 1,950 people.

OFFICE OF CITY AUDITOR

The Auditor of the City of Portland is the accounting and clerical officer of the city and supervises the installation and operation of the accounting system controlled by a general ledger, the principal accounting record, and 260 subsidiary ledgers, into which journal entries, prepared in connection with all financial transactions are posted.

Cash receipts totalling over \$83,000,000 were verified and allocated to proper funds and accounts in accordance with standard principles of municipal accounting. Payments to the state and federal governments for state income and federal income withholding, state industrial accident insurance, employees pension, and social security were calculated and remitted totalling over \$4,000,000.

A payroll for approximately 4000 employees is prepared and checks distributed every two weeks, totalling approximately \$860,000. An important function of the Auditor's Office is the Machine Accounting Division in which such equipment as card punch, verifiers, collator, sorters, accounting machines, alphabetic interpreter, reproducing punch and calculating punch makes possible a large volume of detailed work at a minimum cost and with a minimum staff.

Financial statements and special reports as required, including debt statements were prepared and mailed to several hundred investment and financial firms, to acquaint them with the city's excellent credit rating. Three million five hundred thousand dollars in Water Bonds were issued at an effective interest rate of 3 per cent which, at the time of sale, October 31, 1961, was 39/100 of one per cent below national average for municipals. While 39/100 of 1 per cent seems small nevertheless, on a twenty-three year issue of \$3,500,000, it amounts to a saving of \$152,100 in interest.

Another important phase of the Auditor's Office is the internal auditing of various city departments and bureaus. During the year, continued examinations of several inventory accounts were made and changes were recommended to correct discovered errors in procedure. Cash accounts were periodically audited and prenumbered receipts for cash collections were installed in the Park Bureau office and the Planning Commission for better cash control. Other routine examinations included Municipal Court procedures, police property and Oregon Humane Society reports. Special examinations were conducted on auction sales of abandoned automobiles and bicycles, and on ambulance charges for the transportation of indigent patients. These resulted in the recovery, by the city, of over \$13,000.

A calendar was prepared for each Council meeting. This represented over 4600 filed documents, as well as the accounting for, processing, numbering,

indexing, and microfilming of over 1600 ordinances and 249 resolutions. In addition, oaths of office were administered to over 450 persons. There were 110 meetings of the City Council requiring 1446 pages of verbatim minutes.

The Auditor notifies people in affected areas of public hearings on all zone changes, variances, conditional uses, revocable permits and appeals where there is a divergence or departure from the requirements of the city code. During the last year, 19,950 mimeo letters were individually addressed and mailed in addition to 2160 original letters. The Council Calendar required writing 2600 original letters making the total for the year of 4700.

Payments of the city's bills required the processing of 13,000 purchase orders encumbering \$7,000,000 of appropriations. Prices on invoices were apportioned to over 1200 parcels of land according to special and peculiar benefits received. In addition, 60 preliminary improvements were processed involving 2100 parcels of property.

Primary and General elections were conducted for 15 candidates, 10 measures and 16 annexations, all within the corporate limits of Portland. In addition, three separate annexation elections were conducted. The annexation of a portion of Capitol Highway Water District comprising approximately four square miles was defeated in the territory. The Southwest Hewitt Boulevard area of approximately 92 acres was approved and the Garland-Lindamore area of approximately 45 acres was also approved. This involved checking area descriptions, preparing of notices for publication and posting notices in the territory as well as appointing and instructing election board officials, receiving election returns and preparing the official count.

The Auditor is the Secretary of the Fire and Police Disability and Retirement Fund affecting 1390 active members. There are, at present, approximately 550 pensioners representing an annual outlay of \$1,600,000. He is also Chairman of the Sewer Charge Equalization Board and is a member of the Committee on Doubtful Claims and the Committee on Proposed Improvements.

Records are kept of the ownership of all real property in the city. This requires daily corrections as title changes occur. Approximately 150,000 ownerships are on file in the Auditor's Office.

Nearly 8,000,000 documents are preserved in this office on microfilm. These records are available to interested persons in a matter of minutes. Much space formerly used for storage of old records is now released for other purposes.

PORTLAND DEVELOPMENT COMMISSION

In 1962, the outstanding achievements in carrying forward the plan for the development of the South Auditorium Renewal Project area have been noted with great pride by all Portlanders.

The plan for the development of the renewal area, which provides for attractive, modern high-rise apartment buildings, commercial buildings, motel and service-commercial development, has been enthusiastically accepted by developers. During the final six months of 1962, approximately 92 per cent of all the land in this area was committed to developers for new commercial-residential and motel development.

The South Auditorium Renewal area, often referred to as "a city within a city", will be a beautiful and convenient area for working and living. The fine architecture, the landscaping of all building sites as well as public malls and parks, together with underground utilities and attractive off-street parking facilities, will make it one of the most unique developments in the country. The Portland Development Commission, in charge of Portland's urban renewal and development activities, is now assured of the successful completion of this project in the next four to six years.

With underground utility installations almost complete at the beginning of the year, the spring of 1963 will see the beginning of construction on the streets in the project area. These will consist of double-lane boulevards with trees and shrubs planted in the center strip. All overhead wiring will be eliminated within the project area and all street lighting will be installed on ornamental standards.

The entire project is expected to be completed by 1969 or earlier. At that time, it is expected that approximately 4,500 persons will be living in the apartments, and another 3,000 or more persons will be working within office buildings on the project. The construction cost of all buildings will be in excess of \$70,000,000 it is anticipated, resulting in an annual tax contribution of \$1,500,000 to \$1,800,000. This compares to the \$145,000 collected in taxes annually before redevelopment. In addition, a great saving is expected in the number of costly city services to the area.

As the pilot effort of urban renewal conservation and rehabilitation in Portland, the Albina Neighborhood Improvement Project is in the final steps of planning. With the aid of technical staff at the Neighborhood Information Center and the leadership of the Albina Neighborhood Improvement Committee, the citizens and property owners have sponsored street light petitions for new street lights, trimmed trees, organized and undertaken block clean-up campaigns to control rodents, considered proposed zoning changes, gained off-street parking for staff parking at Boise School, studied park needs and recommended location and

facilities for a new park, made an inventory of existing trees and prepared a Tree Program Plan, and continued to hold regular meetings where discussion and new ideas are encouraged.

The outstanding accomplishment of this program has been the participation of the Albina Neighborhood citizens in working out solutions for neighborhood problems. The solutions have been developed with cooperation of personnel from many city departments and governmental agencies, support from local utility companies and civic organizations and advice from professional people who have given time to make a success of this first coordinated effort to improve one of the old declining neighborhoods in Portland.

Another project under consideration is the Linnton Project. The widening of St. Helens Road (Route 30) has caused the elimination of about half of the Linnton Shopping District. Businessmen remaining in the area have formed Linnton Shopping Center Inc. and sold stock to their neighbors to qualify for a Small Business Loan to build a new shopping center. The Federal Government has been asked to advance planning funds to determine the feasibility of using urban renewal to obtain and clear the land needed for a new shopping center. The practical economics of this project have not as yet been determined.

CIVIL SERVICE BOARD

RECRUITMENT

The City of Portland continued in 1962 to attract job applicants interested in employment and career opportunities with the city service. More than 4,500 applications were filed for the examinations held this year and an equal number of applicants registered for future examinations. Interest in police work and fire fighting and in a career with Portland's Police and Fire Bureaus was especially high -- 1,400 young men applied for the Police Patrolman and Fire Fighter examinations.

EXAMINATION PROGRAM

Prominent in this year's examinations program were the promotional examinations held for the selection of a new Fire Chief, Deputy Fire Chief and Fire Marshal. Examinations were also completed for the staff and supervisory positions for Public Information Representative, City Paving Superintendent, Assistant Purchasing Agent, Assistant License Director, Assessment Analyst, Chief Electrical Inspector, and Chief Operating Engineer. An examination for Police Patrolman that enabled candidates to apply for and complete the examination in the same week was opened for continuous recruitment in June. Chief

Johnson has reported that the new recruitment and selection program has produced a greater number of superior candidates. For secretarial, engineering, planning, and other positions that presented a recruitment and selection problem, examinations were also open continuously for application and scheduled daily. As a result of the examination program, 1,100 successful candidates were placed on employment lists for consideration for appointment in the city service.

CLASSIFICATION PROGRAM

Preliminary work was completed for a descriptive inventory of all positions in the classified service. This inventory will be used as a guide for planned surveys to review and study classified positions. Up-to-date, complete and accurate job descriptions are essential in the program evaluation of an employee's work for job classification, salary determination, and other personnel actions. New positions created by the Council were classified, classifications were recommended for proposed positions, and requests for reclassifications of existing positions were considered by the staff and officially acted upon by the Board as a regular function during the year.

ADMINISTRATION

In addition to considering examination requirements and results, the status of employment lists, recommended transfers, job classifications, etc., the Civil Service Board, in regular meetings and special sessions, dealt with other matters concerning employee grievance procedures, promotional policies, the application and interpretation of personnel rules, and the investigation of appealed dismissals from the city service.

METROPOLITAN YOUTH COMMISSION

As a direct result of our expansive efforts during 1961, the Youth Division of the Oregon State Employment Service officially opened its doors to youth in need of employment on February 28, 1962. Under this full-time, professionally-staffed service, employment service for youth was instituted to provide placement and vocational counseling service. More than 8,000 young people have now received job training help from this service since its beginning.

POLK SURVEY

A research study on delinquency patterns in each area of Portland and Multnomah County was developed by Dr. Kenneth Polk. As a result of this preliminary study, the Metropolitan Youth Commission learned that there is no geographic or economic pattern in delinquency, but rather that delinquency is related to total social adjustment of youth to family, school and community. This study provided for the re-evaluation of youth programs and as evidenced in the Polk survey, areas of high delinquency immediately brought about the establishment of a program for examining of youth activities in these areas and undertook to create new youth programs designed to meet the needs in those areas.

ADULT ADVISORY COUNCIL

This council, made up of 35 members, all professional leaders from all fields allied in youth interest, were given questionnaires to determine where expert knowledge and counsel is available and the amount of time and type of activity the Metropolitan Youth Commission can expect from those queried. Through their suggestions and willingness to assist the Metropolitan Youth Commission, it was decided that the Adult Advisory Council services would be the most helpful in the follow-up study of the Polk Survey of delinquency.

EXPANSION OF THE YOUTH ADVISORY COUNCIL

The council, effective this past September, now has a total of 46 members, representing 24 schools, both public and private in the metropolitan area. This increase comprises both juniors and seniors, providing a continuing nucleus for the group, maintaining concerned, informed representatives to carry on from year to year. Meeting every two weeks during the school year, the group acts as the liaison between youth and adults and provides a "listening post" for knowing the real concerns of young people throughout the community.

SELLWOOD WORKSHOP

The initial step of attempting to establish a youth workshop in the Sellwood area during 1961 and the continued efforts on the part of the members of the Metropolitan Youth Commission, along with the coordinated help from energetic citizens in the Sellwood area, finally saw this picture being framed. The workshop is now in its beginning stages, having experienced personnel, that of the Youth Adventures, Inc., to run and operate it. Though it will take a little time to put the building in shape along with a few organizational "bugs" to iron out, this project will finally see its official operation early in 1963.

YOUTH CAMP CONFERENCE

Legislators, County Judges, Juvenile Court Directors and workers, Camp directors and numerous others were invited to this conference with a tremendous turn out and interest. From this conference, it was learned that of the three camps established during 1962, all were rated imminently successful, providing healthful activity, productive work and job-training for boys from 14 to 18 years of age. The State Forestry Department is so enthusiastic about the success of the camp operation that they have submitted a budget of \$350,000 for an additional six camps. Plans are already under way for expanding and enlarging this very successful program.

DROP-OUT STUDY

A continued study of the drop-out problem among our youth has produced one very conclusive and analytic observation--that the drop-out rate in Portland is one-third that of the National average, which indicates that the problem here is not as great as it might be. However, the Metropolitan Youth Commission, along with other youth work agencies and the youth themselves, have this year stimulated such a vast interest and concern over this problem, that a large number of students in the schools are taking the initiative, as part of their school activity, in an effort to encourage some of the potential drop-outs to stay in school.

The Metropolitan Youth Commission will continue to pursue its long-range goals and will begin a series of interviews concerning the handling of juveniles through the cycle of police, detention, probation and juvenile courts.

PORTLAND ART COMMISSION

Generally the year manifested progress for the Art Commission. Discussion and recommendations were made in retaining the Pioneer Post Office as a site for the Oregon Historical Society, the improvement of the Goose Hollow Fountain area at Jefferson and 18th, the esplanade between the East Bank Freeway and the river extending between the Hawthorne and Burnside Bridges. Other subjects covered were color recommendations for water front facilities, and a stronger code enforcement on obsolete painted and electric signs.

CITATIONS AND COMMENDATIONS

An award of merit was presented in May to Dr. David Campbell by the Commission for his long and sincere contribution to the musical life of this community. A letter of commendation was sent to the Doric Motor Hotel for good taste and planning in signing and landscaping its property. Likewise, a letter of appreciation and thanks was sent to the Oregon Journal for its contribution in publicizing the urgency for voluntary funds for maintenance of the downtown trees.

A much discussed subject by the commission has been its purpose, responsibility and usefulness. With an eye toward a more effective Art Commission, it is hoped that a definitive clarification of duty and role can eventually be reached. In so doing, this group, with resultant public interest and support, could become a much stronger arm in serving the Mayor's Office, the Council and the people of Portland as a whole.

COMMISSION OF PUBLIC DOCKS

During the fiscal year ending June 30, 1962, tonnage across the Commission's terminals continued its steady rise, totaling 1,231,402 short tons, an increase of 4.09 per cent over the previous year.

A principal effort of the Commission during the year was the opening of a trade development office in Tokyo. This followed extensive investigation of trade potential with that nation and the Dock Commission's participation in the mission to Japan in the spring of 1962.

Expanded solicitation efforts in the northern half of the United States and through the Commission's New York office have accounted for new and increased tonnages in several cargo categories. In addition, the Commission again took an active role in the annual Export-Import Conference which it originated four years ago. Cooperation has been extended to the President's Export Expansion Council, and staff members have made numerous talks before banking and chamber of commerce groups in the state to stimulate interest in foreign markets for local products.

Full cooperation has been extended to such organizations as the Inland Empire Waterways Association, Portland Freight Traffic Association, Northwest Rivers and Harbors Congress, National Rivers and Harbors Congress, American Association of Port Authorities and Pacific Coast Association of Port Authorities to protect and maintain our rate advantages and to obtain vital river and harbor projects.

Of importance was the Dock Commission's effective support of the successful effort by the community to obtain authorization for the Columbia River 40-foot channel.

The Commission continued to enjoy excellent relations with waterfront labor organizations. This cooperative attitude contributed markedly to the improvements in service to shippers and shipping companies which have long marked Portland as the leading dry cargo tonnage port of the U. S. Pacific Coast.

Through its program of dock and harbor tours, public service advertising, news articles, national paid advertising campaigns, and participation in such programs as the AIESEC, the Commission has continued to impress upon the public consciousness the importance of this harbor to the community and the state.

For the fiscal year 1961-62, the Commission of Public Docks earned \$360,575 over and above expenses, and reinvested this sum in its facilities. The Commission creates employment and payrolls which provide a substantial economic impetus to the community. In this, the Commission's activities and accomplishments contribute substantially to the city's image as a major trade and distribution center.

Following the establishment of a Japanese office, and without diminution of this aspect of its activities, the Commission suggests that it now would be appropriate to turn attention upon the European Economic Community and the impact that this will have upon the established trade patterns familiar to Portland and its hinterland.

MEMORIAL COLISEUM

MEMORIAL COURT

This impressive memorial to the area's war dead was dedicated on September 30, 1962 in stirring ceremonies sponsored by the Federated Veterans Council in cooperation with the Commission. There can be little doubt that this memorial is a fitting tribute to the men and women of the area who paid the supreme sacrifice while serving their Country. The Honor Wall of Bonnacord granite bears the names of 1677 men and women, all of them etched in gold lettering. We are indebted to the dedicated persons who undertook the tremendous task of obtaining the names for the Honor Wall and double-checking all of them for the proper spelling. We are also grateful to the Blaesing Granite Co. for their substantial contribution of time and materials that made it possible to erect the wall at great saving.

ATTENDANCE

Total attendance during the second year of operation was slightly under the first 12 months of operation, but much higher than had been anticipated. During the first year, . . . from opening night November 3, 1960, to October 31, 1961, 1,372,200 persons passed through Coliseum doors. This, of course, was far in excess of the anticipated attendance of 750,000 for the initial year. The second year, . . . from November 3, 1961, to October 31, 1962, saw attendance pass the million mark for a second straight time, totaling 1,265,035. Few, if any similar structures in the United States, can boast of such attendance records. There was every reason to believe that the second year would see a sharp falling off in attendance, but this obviously has not been the case.

PROPERTY ACQUISITIONS

The Commission has continued its policy of acquiring additional property for parking. Utilizing earnings from the previous year, the Commission during the past year has acquired property on the north and south sides of the Coliseum. These newly acquired properties will provide parking for approximately 175 more automobiles. The cost of acquiring the property and preparing it for parking was in excess of \$250,000. The Commission is ever mindful of the need for expanded parking facilities and will exert every effort to provide additional space within the limits of sound fiscal practices. It is interesting to note that the Commission has expended virtually 100 per cent of its profits from the 1960-61 fiscal year in improvements that were not included in the original construction because of lack of funds at that time.

COLUMBUS DAY STORM

The great wind that hit the Portland area on October 12, 1962, did approximately \$72,500 worth of damage to the Coliseum, principally to the roof, although an accurate cost has not been determined as yet. For those who were concerned about the glass features under such conditions, it should be pointed out that only 12 panes of glass were lost. The damage has been repaired. The building suffered no structural damage in the tremendous winds, a tribute to the engineers, architects and the construction firm.

BIG EVENTS

There were several exceptionally large gatherings during the year, including the Association of Western Hospitals, the National Council, Boy Scouts of America; Lutheran Laymen's League and the AFL-CIO Union-Industries Show. The

Coliseum's attendance record for a "sit down" type of event was broken on July 18 when 11,366 persons filed through the turnstiles to see and hear Lawrence Welk and his orchestra. A new record for a walk-around type of event was set on November 24 when 17,474 persons attended the annual Automobile Show.

OFFICE OF PROBATION AND PAROLE

Statistics for the first eleven months of 1962 reveal a continuing increase in the number of cases handled by the Office of Probation and Parole. The number of probations and paroles processed during the period is 31 per cent over that of 1961. The total number of cases investigated shows an increase of 27 per cent. In view of our increasing crime problem, there is a definite need of additional professional personnel in order to maintain the quality of service which has been rendered.

A new program of day probation and parole was established during the past year. A total of 31 parolees were successfully processed during the period of April through October, 1962. This has been a pilot program to date, but the record shows that with proper implementation of staff and facilities its coverage can be effectively increased. The program has the following advantages:

1. It allows for the offender to maintain his employment and provide for the needs of his family.
2. It relieves the taxpayers of the burden of supporting the individual and his family.

A new program of group education by attending evening instruction is in the planning stages for probationers and parolees at the present time. We hope to enlist the services of public spirited professional persons in the community to voluntarily help in the instruction of the program. We feel that this program will have much to give in regard to rehabilitating certain offenders as well as provide community support for Probation and Parole program as a whole.

INTER-GROUP RELATIONS COMMISSION

1962 has been a busy year for the Inter-Group Relations Commission although no tensions or conflicts of major proportions have developed. Much of the Commission's efforts has been devoted to prevention rather than cure.

Following discussions with top officials in the Police Bureau, a meeting was held at the Knott Street Community Center regarding the inter-group aspect of law enforcement in the Williams Avenue area. Community leaders were present to discuss the community's problems from various vantage points. A committee comprised of Fred Rosenbaum, chairman; Mrs. Ruth Rose Richardson; and Dr. William Richter has been appointed to analyze and evaluate the information which was presented to the Commission at the Knott Street Center, and to make recommendations for further action.

Complaints of discrimination in housing and in employment practices have come to the attention of the Commission, and the Commission has worked with and through the Civil Rights Division of the Bureau of Labor.

A committee composed of Dr. Cloyd Gustafson and Mr. Kenneth Evans has been appointed to cooperate with the Mayor's Office in working toward the solution of the Gypsy problem. The Commission is concerned about problems that might develop as a result of the relocation of the bulk of the Gypsy community, and especially regarding the educational needs of the Gypsy community.

PORTLAND MUNICIPAL BOXING COMMISSION

During the year of 1962, the Portland Municipal Boxing Commission has received nationwide recognition through the appointment of members to several important national boxing committees and commissions.

During the year, Mr. Vearl Sherman, promotor for Portland boxing attractions, was licensed as an additional matchmaker for the Commission. This organization has been staging regular monthly shows at the Armory, hoping through its regular program to revive an interest in boxing locally.

National recognition came to Portland again with the signing of a World's Championship Junior Middleweight bout between Portland's Denny Moyer and Joey Giambra of Los Angeles. This bout was held at the Memorial Coliseum under the auspices of the Coast Counties Enterprises. Portland's Denny Moyer emerged the victor by a unanimous decision and as of now is the World's Junior Middleweight Champion.

Don Owen has had a very successful year in the field of wrestling. He has been staging his regular shows twice a week and has brought to Portland some of the nation's top wrestlers. Mr. Owen has had a series of shows at the Memorial Coliseum which were highlighted by the appearance of World's Champion Buddy Rogers who successfully defended his title against Billie Whitewolf of Portland.

PORTLAND HOUSING AUTHORITY

One of the prime concerns of the Portland Housing Authority during 1962 has been the problem of providing decent housing for Portland's increasing population of low-income senior citizens. The Board of Commissioners of the Housing Authority has given this situation extensive attention. With the construction of Northwest Tower, the first high-rise, low-rent, public housing project on the Pacific Coast for senior citizens of low income, not even completed, more than 500 applications from bona fide applicants are registered. To relieve, at least in part, the need for adequate low-cost housing for these people, the Housing Authority of Portland purchased the 36-unit Royal Rose Court Apartments and adapted it to serve as a "stop gap" in providing immediate relief for hardship cases.

Completion of Northwest Tower is scheduled for the fall of 1963, and still will meet only a part of the demonstrated need for low-rent housing.

The Housing Authority of Portland is continuing to study local needs for more adequate housing for low-income groups.