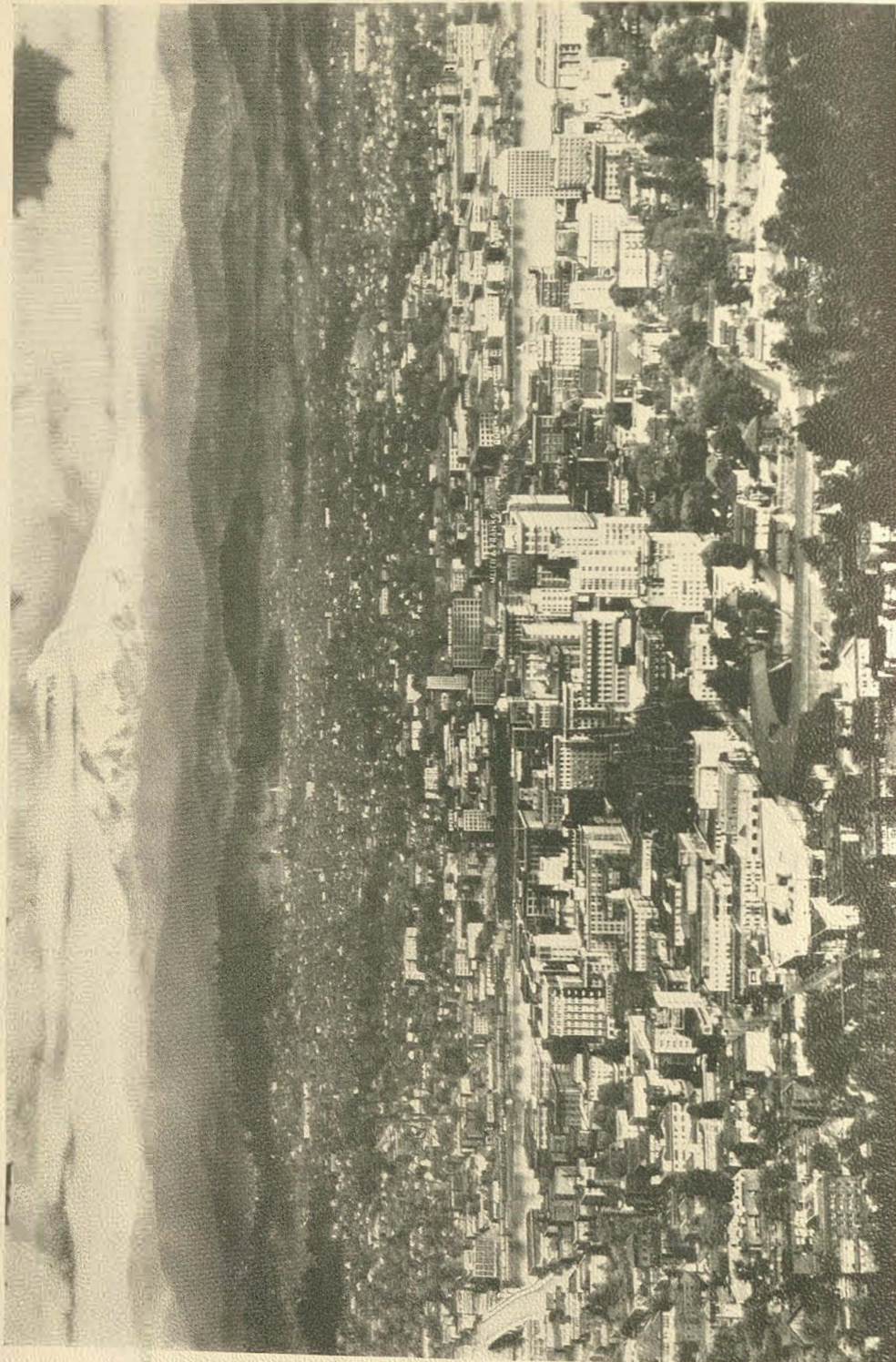




MAYOR'S MESSAGE
and SYNOPSIS of ANNUAL REPORTS
CITY of PORTLAND, OREGON
FISCAL YEAR ENDING NOVEMBER 30, 1929



CITY OF PORTLAND WITH MT. HOOD IN THE DISTANCE

MAYOR'S MESSAGE AND SYNOPSIS OF ANNUAL REPORTS

City of
Portland, Oregon



For the Fiscal Year Ending
November 30, 1929



AIR VIEW OF CITY SHOWING HARBOR WALL

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Condensed History of Portland

PORTLAND became a city through grant of the Territorial Legislature of Oregon. The petition for incorporation was headed by William M. King and signed by 114 others, and was presented to the Legislature December 30, 1850. The bill passed the House January 14, 1851, and the Council January 23, 1851. It was signed February 8, 1851, and April 6 of that year was the date set for it to go into effect.

The first city election was held April 7, 1851, at a location on Front street. There was a light vote of probably not more than 150 persons. Hugh D. O'Bryant, a native of Georgia, then 38 years of age, was elected Mayor by a majority of four votes over Joseph S. Smith.

At that time the taxable property in Portland was placed at \$580,960.

The first meeting of the City Council was held April 14, 1851, and the first ordinance passed created the office of City Marshal, and Hiram Wilbur was elected City Marshal on the seventh ballot. The Council rented the residence of Councilman Thomas G. Robinson as a place to hold meetings, at a rental of \$30 a month.

The first tax levy was $\frac{1}{4}$ of a cent on the dollar of assessed valuation. At a special election on May 26 the voters authorized a special tax to purchase a fire engine and on October 22 of the same year the Council levied a tax to complete the payment.

At the time of incorporation as a city, Portland was experiencing a period of "flush" times. Gold was coming in from California, many miners coming back from the gold fields there with their pockets full of gold nuggets.

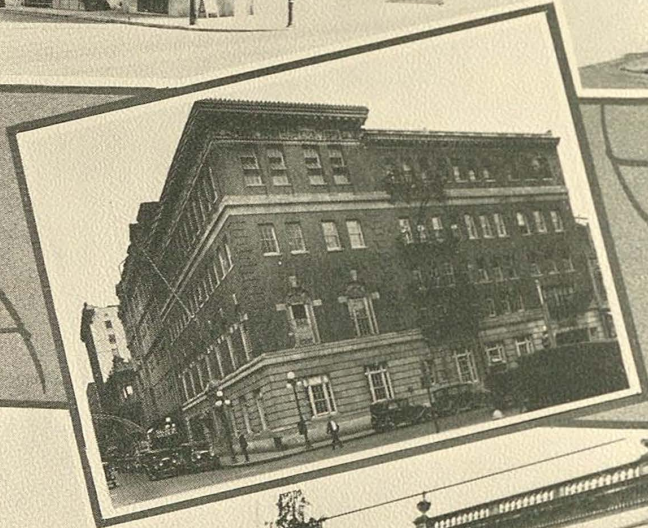
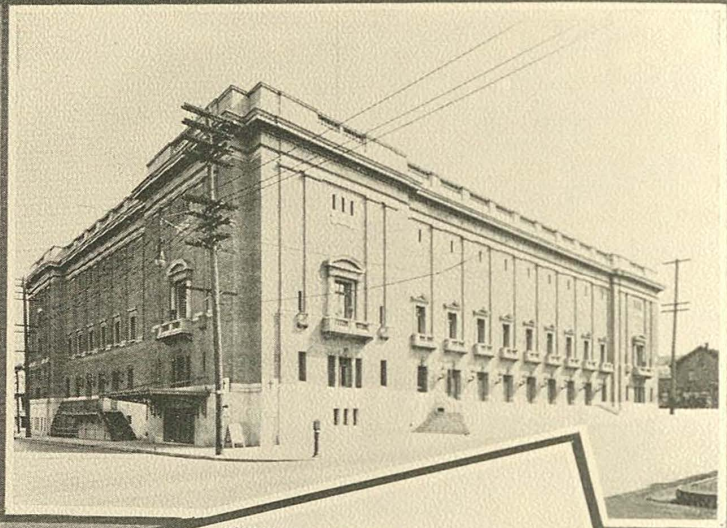
At that period the forest came down to the edge of the Willamette river, except that the trees were cut from Front street between Jefferson and Burnside streets; but the stumps remained in the streets and were whitewashed so that pedestrians would not collide with them at night, there being no street lamps. As a side light on the city at that time, it is said that 134 shingled roofs could be counted on the town site.

Portland's first water supply came from Balch and Carruthers creeks and in addition water was obtained from springs and wells. The Portland Water company was organized in 1887 and began the development of a general water system.

The outstanding steps in the growth and development of Portland may be summarized in the chronology of activities in decade periods, as follows:

1851 to 1861—Elections, local legislation, establishment of municipal taxation, creation of the positions of Marshal and City Treasurer, and establishment of public schools; establishment of a volunteer fire department, city jail, cemetery, street grading, ferries, street cleaning, water works and mains.

1861 to 1871—Establishment of a smallpox hospital, building of sewers, street improvements, police system, recorder's court, organization of the Portland Library association, building of court house, county hospital and high



PUBLIC AUDITORIUM, POLICE HEADQUARTERS AND CITY HALL

school, creation of Chapman and Lownsdale Squares, municipal court, establishment of Holladay park, city pound, library reading room; creation of Washington park.

1871 to 1881—Establishment of a pipe sewer system, night schools, Good Samaritan hospital, St. Vincent's hospital, public school library, trunk sewer of brick and stone, public scales, organization of the Oregon Humane society.

1881 to 1891—First high school building, first fire alarm telegraph, start of Bull Run water system, establishment of medical college, city zoo and refectory, harbor police, evening elementary schools, use of water meters, garbage and rubbish collections, adoption of a criminal identification system, acquirement of use of Bull Run Reserve.



1891 to 1901—Building of City Hall, art museum, first public library building, adoption of weights and measures and creation of city health department, building of first crematory, laying of first Bull Run conduit, donation of Macleay park to the city, park board established.

1901 to 1911—Free kindergarten, juvenile court, reference and juvenile departments established in the public library, mounted police, first fire boat, establishment of civil service, band concerts in the parks, establishment of food and sanitary inspection, Lewis and Clark Exposition hard-surface pavements, establishment of women's

protective division in the police bureau, women police, manual training in schools, hand street cleaning, building inspector, establishment of the Rose Festival, associated charities, domestic science introduced in the schools, public baths, adoption of a system of police and fire relief, branch libraries and reading rooms, playgrounds park and boulevard system, school nurse system, school for the deaf, street flushing and motor-driven sweeping equipment, trade school, free employment bureau, playground instructors, dairy inspection, acquirement of Mount Tabor park, testing laboratory for paving materials, new garbage incinerator, swimming pools, public dock commission, fingerprint system adopted, bacteriological laboratory.



1911 to 1921—Building of Terwilliger boulevard, high school libraries, school truant officer, school gardens, summer vacation schools, motor police, dental clinic, electrical inspection, traffic police, public comfort stations, street drinking fountains, street tree planting, community recreation buildings, property identification system, boulevard lighting system, commission form of government adopted, motion picture censorship, municipal garage and machine shops, creation of office of city purchasing agent, vice squad, erection of public library central building, police headquarters building, emergency hospital, establishment of meat inspection, public market, school for the blind, tuberculosis clinic, traffic survey, donation to the city of Multnomah Falls and of Benson park, fire prevention work and creation of office of fire marshal, municipal lodging house, motor bus inspection, sign inspection, building of the public auditorium, municipal fish market, municipal golf links, muni-

cipal paving plant, detention home for women, court of domestic relations, city planning commission established, fire department completely motorized.

1921 to 1929—Terminal No. 4 completed, starting of movement for united railway facilities, Foster road trunk sewer, building of Front street intercepting sewer and West Side harbor wall from Jefferson to Glisan streets, one-way traffic, arterial streets designated, third Bull Run pipe line built, completion of Bear Creek dam and reservoir; widening of arterial streets begun, system of annual lot cleaning established, swimming pool system extended, extensive ornamental lighting systems established, building of Burnside, Ross Island and Sellwood bridges across the Willamette river, start of construction of St. Johns bridge, opening of new arterial highways, and widening of streets.

The present City Hall, on the block bounded by Fourth, Fifth, Madison and Main streets, was occupied by the city offices January 1, 1895.

Consolidation of Portland, East Portland, Albina and St. Johns was effected in 1891. Since then there have been accretions to the city by annexation of Linnton and tracts in the northeastern territory, one including the Shriners' Hospital for Crippled Children and the latest annexation being the territory lying between East Forty-second, East Fifty-second, Prescott and Fremont streets.

List of Officials

Since the Adoption of Commission Government, 1913

1913—ELECTIVE OFFICERS

Mayor and Commissioner of Public Safety	H. R. ALBEE
Commissioner of Public Utilities	WILL H. DALY
Commissioner of Public Works	R. G. DIECK
Commissioner of Finance	C. A. BIGELOW
Commissioner of Public Affairs	WM. L. BREWSTER
Auditor	A. L. BARBUR

1913—APPOINTIVE OFFICERS

Treasurer	WM. ADAMS
Purchasing Agent	J. R. WOOD
City Attorney	W. P. LAROCHE
Municipal Judge	J. H. STEVENSON
Fire Chief	B. F. DOWELL
Chief of Police	JOHN CLARK
Acting City Engineer	J. R. HANSEN
Health Officer	DR. M. B. MARCELLUS
Park Superintendent	E. T. MISCHE

1914—No change except:

City Engineer	PHILIP DATER
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1915—ELECTIVE OFFICERS

Mayor and Commissioner of Public Safety	H. R. ALBEE
Commissioner of Public Utilities	WILL H. DALY
Commissioner of Public Works	R. G. DIECK
Commissioner of Finance	C. A. BIGELOW
Commissioner of Public Affairs	W. L. BREWSTER until July; GEO. L. BAKER from July

1915—APPOINTIVE OFFICERS

Same as in 1914.

1916—ELECTIVE OFFICERS

Same as 1915

1916—APPOINTIVE OFFICERS
 Health Officer (only changes) DR. JOHN G. ABELE
 Municipal Judge ARTHUR LANGGUTH

1917—ELECTIVE OFFICERS
 Mayor and Commissioner of Public Safety H. R. ALBEE until July; GEO. L. BAKER from July
 Commissioner of Public Utilities WILL H. DALY until July; JOHN M. MANN from July
 Commissioner of Public Works R. G. DIECK until July; A. L. BARBUR from July
 Commissioner of Public Affairs GEO. L. BAKER until July; C. A. BIGELOW from July
 Commissioner of Finance C. A. BIGELOW until July; DAN KELLAHER from July
 Auditor A. L. BARBUR until July; GEO. R. FUNK from July

1917—APPOINTIVE OFFICERS
 Treasurer WM. ADAMS
 City Attorney W. P. LAROCHE
 Fire Chief B. F. DOWELL
 Chief of Police N. F. JOHNSON
 City Engineer O. LAURGAARD
 Health Officer DR. GEO. PARRISH
 Park Superintendent C. P. KEYSER

1918—Same Elective and Appointive Officers as from July, 1917

1919—ELECTIVE OFFICERS
 Mayor and Commissioner of Public Safety GEO. L. BAKER
 Commissioner of Public Utilities JOHN M. MANN
 Commissioner of Public Works A. L. BARBUR
 Commissioner of Public Affairs C. A. BIGELOW
 Commissioner of Finance T. L. PERKINS until July; S. C. PIER from July
 Auditor GEO. R. FUNK

1919—APPOINTIVE OFFICERS (only change)
 Municipal Judge J. H. STEVENSON

1920—ELECTIVE OFFICERS
 Mayor and Commissioner of Public Safety GEO. L. BAKER
 Commissioner of Public Utilities JOHN M. MANN
 Commissioner of Public Works A. L. BARBUR
 Commissioner of Public Affairs C. A. BIGELOW
 Commissioner of Finance S. C. PIER
 Auditor GEO. R. FUNK

1920—APPOINTIVE OFFICERS
 Treasurer WM. ADAMS
 City Attorney W. P. LAROCHE
 Municipal Judge J. H. STEVENSON
 Fire Chief B. F. DOWELL until September; JOHN E. YOUNG from September
 Chief of Police L. V. JENKINS
 City Engineer O. LAURGAARD
 Health Officer DR. GEO. PARRISH
 Park Superintendent C. P. KEYSER

1921—ELECTIVE OFFICERS
 Same as in 1920

1921—APPOINTIVE OFFICERS
 Treasurer WM. ADAMS
 City Attorney FRANK S. GRANT
 Municipal Judge GEORGE ROSSMAN
 Fire Chief J. E. YOUNG
 Chief of Police L. V. JENKINS
 City Engineer O. LAURGAARD
 Health Officer DR. GEO. PARRISH
 Park Superintendent C. P. KEYSER

1922—Same Elective and Appointive Officers as in 1921

1923—ELECTIVE OFFICERS
 Mayor and Commissioner of Public Safety GEO. L. BAKER
 Commissioner of Public Utilities JOHN M. MANN
 Commissioner of Public Works A. L. BARBUR
 Commissioner of Public Affairs C. A. BIGELOW
 Commissioner of Finance S. C. PIER until July; S. S. PIER from July
 Auditor GEO. R. FUNK

1923—APPOINTIVE OFFICERS
 Same as in 1922 except
 Purchasing Agent FRANK COFFINBERRY
 Municipal Judge W. A. ECKWALL
 Fire Chief LEE HOLDEN from July

1924—Same Elective and Appointive Officers as in 1923

1925—ELECTIVE OFFICERS
 Mayor and Commissioner of Public Safety GEO. L. BAKER
 Commissioner of Public Utilities JOHN M. MANN
 Commissioner of Public Works A. L. BARBUR
 Commissioner of Public Affairs C. A. BIGELOW
 Commissioner of Finance S. S. PIER
 Auditor GEO. R. FUNK

1925—APPOINTIVE OFFICERS
 Treasurer WM. ADAMS
 Purchasing Agent FRANK COFFINBERRY
 City Attorney FRANK S. GRANT
 Municipal Judge W. A. ECKWALL
 Fire Chief LEE HOLDEN
 Chief of Police L. V. JENKINS
 City Engineer O. LAURGAARD
 Health Officer DR. JOHN ABELE
 Park Superintendent C. P. KEYSER

1926—ELECTIVE AND APPOINTIVE OFFICERS
 Same except:
 Municipal Judge F. W. STADTER
 Municipal Judge (additional Judge) H. M. TOMLINSON

1927—Same Elective and Appointive Officers

1928—Same Elective Officials

1928—Only change in Appointive Officials
 Fire Chief EDWARD GRENFELL

1929—Same Elective and Appointive Officers

Mayors of Portland

from 1851 to 1929

Name	Elected
HUGH D. O'BRYANT	April 7, 1851
A. C. BONNELL	April 5, 1852
SIMON B. MARYE	November 13, 1852
JOSIAH FAILING	April 4, 1853
W. S. LADD	March 15, 1854
GEORGE W. VAUGHN	April 2, 1855
JAMES O'NEILL	April 7, 1856
JAMES O'NEILL	April 6, 1857
W. S. LADD	November 4, 1857
A. M. STARR	April 5, 1858
S. J. MCCORMICK	April 4, 1859
G. COLLIER ROBBINS	April 2, 1860
J. M. BRECK	April 1, 1861
W. H. FARRAR	April 7, 1862
DAVID LOGAN	April 6, 1863
HENRY FAILING	April 4, 1864
HENRY FAILING	June 19, 1865
T. J. HOLMES	November 26, 1866
T. J. HOLMES	June 18, 1867
AARON E. WAIT	July 24, 1867
J. A. CHAPMAN	July 31, 1867
HAMILTON BOYD	June 16, 1868
B. GOLDSMITH	June 21, 1869
P. WASSERMAN	June 20, 1871
HENRY FAILING	June 16, 1873
J. A. CHAPMAN	June 21, 1875
W. S. NEWBURY	June 18, 1877
D. P. THOMPSON	June 16, 1879
D. P. THOMPSON	June 20, 1881
J. A. CHAPMAN	June 19, 1882
JOHN GATES	June 15, 1885
VAN B. DELASHMUTT	May 2, 1888
VAN B. DELASHMUTT	June 18, 1888
W. S. MASON	June 15, 1891
GEORGE P. FRANK	June 4, 1894
SYLVESTER PENNOYER	June 1, 1896
W. S. MASON	June 6, 1898
W. A. STOREY	May 16, 1899
HENRY S. ROWE	June 4, 1900
GEORGE H. WILLIAMS	June 2, 1902
HARRY LANE	June 5, 1905
HARRY LANE	June 3, 1907
JOSEPH SIMON	June 7, 1909
A. G. RUSHLIGHT	June 5, 1911
H. R. ALBEE	June 2, 1913
GEORGE L. BAKER	June 4, 1917
GEORGE L. BAKER	November 2, 1920
GEORGE L. BAKER	November 4, 1924
GEORGE L. BAKER	November 6, 1928



STANHOPE S. PIER
JOHN M. MANN

Mayor and Commissioners
GEORGE L. BAKER
MAYOR

C. A. BIGELOW
A. L. BARBUR

Commission Form of Government

PORTLAND has the commission form of government. This form was adopted by the people of Portland as a charter amendment in 1913. It provides for five commissioners, one of whom shall be mayor, and who is elected as such official. The mayor has the authority to assign the four other commissioners to such departments as he may determine, and he may remove any of them from the department to which he has been assigned, or may re-allocate the various departments on his own initiative at any time.

The departments include Public Safety, Public Affairs, Public Works, Public Utilities and Finance.

The mayor is the head of the Department of Public Safety; C. A. Bigelow is head of the Department of Public Affairs; A. L. Barbur is head of the Department of Public Works; John M. Mann is head of the Department of Public Utilities and Stanhope S. Pier is head of the Department of Finance.

The mayor and commissioners are elected to office for terms of four years:

Under the city charter provisions, matters which are to be acted upon by the council must be listed in a printed calendar ready for distribution at least 24 hours before the council meeting when action on such matters is to be considered. However, a member may introduce matters that are not on the printed calendar and they may be considered if he has the consent of four-fifths of the council.

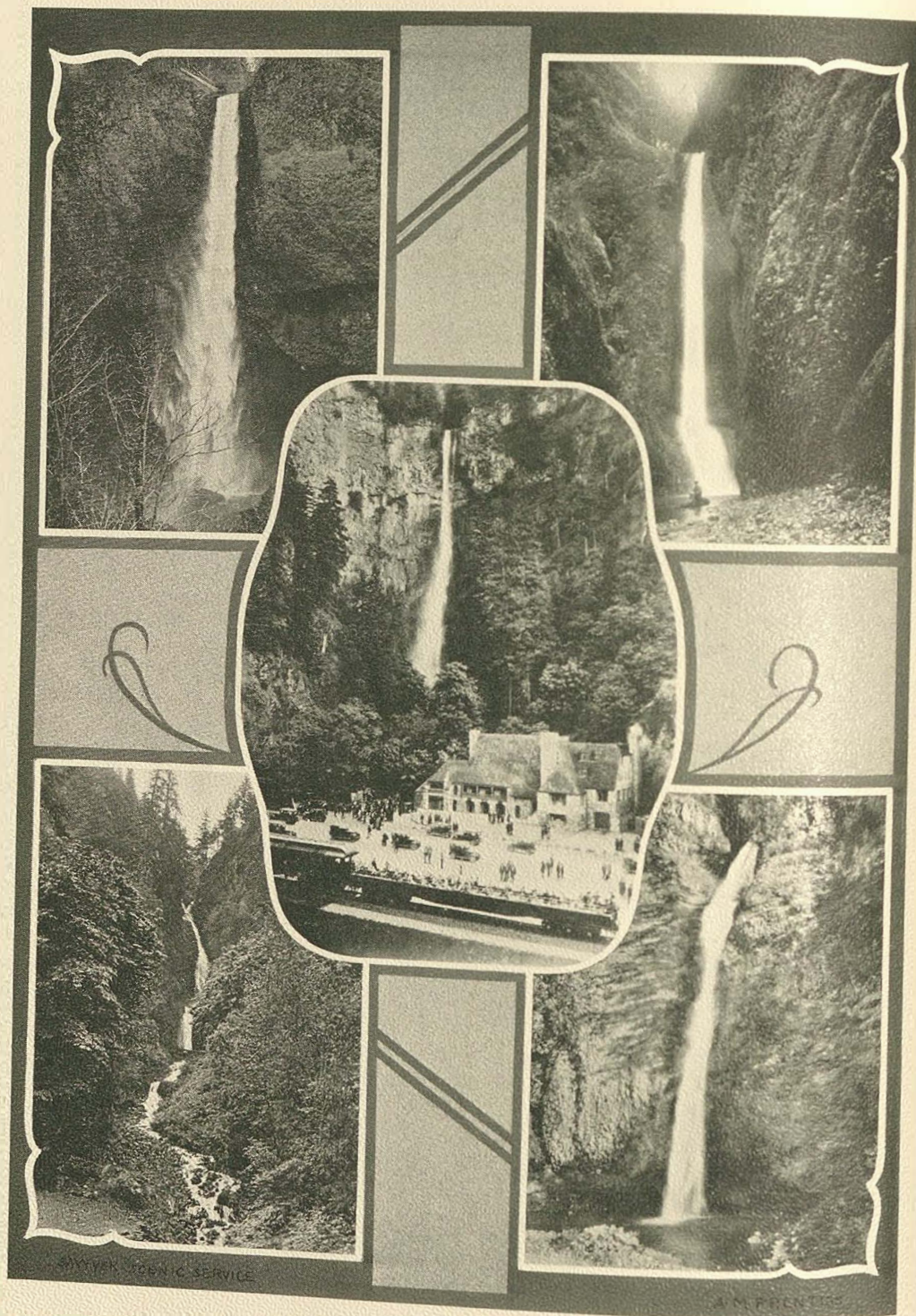
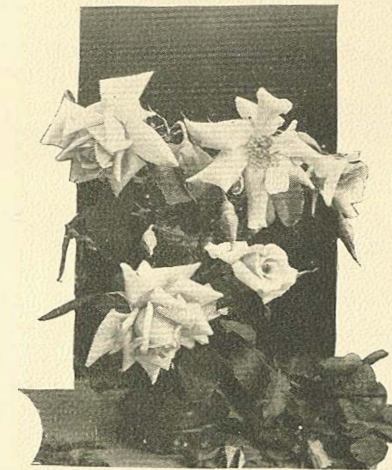
Under the commission form of government, the only elective offices in the municipal government are the mayor and the city commissioners and the city auditor.

Practically all the departments of the city are under civil service regulations. The exceptions are the bureau of health, the Public Auditorium, the city attorney and his deputies, the city treasurer, superintendent of water works, secretary to the mayor, chief of police, city engineer and secretary of the civil service board.

The council, sitting as a budget committee, prepares the annual city budgets. Such budgets must be filed with the Multnomah county tax supervising and conservation commission on or before October 1st of each year, the budgets containing a detailed estimate of the amounts of money required for operation of the municipal government for the next fiscal year. The budget as approved by the commission must be returned to the council on or before December 10th of each year.

Ordinances bearing the emergency clause may be given three readings and may be passed at one session of the council. Ordinances not bearing the emergency clause do not become effective until 30 days after their passage by the council, except that ordinances making appropriations and the annual tax levy, ordinances relative to local improvements and assessments therefor shall take effect immediately upon their passage. All ordinances must be signed by the mayor, or in his absence the president of the council, and attested by the city auditor.

At any time within 10 days after the passage of any ordinance which shall not take effect immediately, any member of the council may file in writing objections to said ordinance which shall be considered and voted upon by the council at its next regular



FALLS ALONG COLUMBIA RIVER HIGHWAY

meeting. If a majority vote shall sustain such objection, the ordinance shall be deemed repealed.

All proposed bond issues must be submitted to a vote of the people, except in the case of improvement and water bonds, which are provided for by the general laws.

Three members of the council constitute a quorum, but a less number may adjourn from time to time and may compel attendance of absent members.

The charter of the City of Portland grants it corporate power to sue, and it can be sued; it may purchase or acquire by exercise of the right of eminent domain, receive and hold property, both real and personal, within or without the city, for municipal purposes; it has the right of possession and control of public parks and levees, buildings and property, and may receive bequests, gifts and donations of all kinds of property in fee simple, in trust or otherwise, for charitable purposes or other purposes.

The charter gives a grant of general powers with authority to perform all public and private services, including those of an educational or recreative character as well as others, and it has all governmental powers except such as are expressly conferred by law upon other public corporations within such limits and subject to the limitations prescribed by the constitution and laws of the State, and to acquire by purchase or otherwise property without its limits.

The city has power to annex territory and to make amendment of its boundaries, and it has power in the case of annexed territory to apportion to such territory the costs of any public improvement made by the Council which shall benefit such territory.

There is provision for use of the initiative, referendum and recall. No purchase in excess of \$250 may be made without bids and written contract, and contracts are to go to the lowest responsible bidder. It gives the council the right to favor home industries even at a slight increase in cost over the bid of an outside concern and this power has been invoked by the council in many instances for the benefit of Portland concerns and Portland labor.

The city also has the right to acquire, develop and expand utility plants and has the right to condemn or otherwise acquire any franchise granted for the operation of any utility.

The council also has power to issue and sell interest bearing public utility certificates for the construction or acquisition by purchase, condemnation or otherwise of any public utility to be operated within the city.

Authority also is granted by the charter for the creation of special street lighting districts by which 50 per cent of the property owners may petition for the installation of ornamental systems of illumination for periods not exceeding five years. The cost of the systems and their maintenance for the five year period is paid for by assessment against the property benefited.

Facts About Portland, Oregon

Compiled by

GEORGE L. BAKER, Mayor

THE greatest asset a city can have is a citizenship fully acquainted with that city. Such knowledge encourages interest in civic affairs and civic improvement and development. Portland and surrounding territory has more charms and more assets than we perhaps realize and appreciate. If we know these facts we are able to talk Portland. Talking Portland in an intelligent and truthful manner will help to build Portland.

We have really something to talk about and if we talk we interest people in less favored districts.

We encourage investigation. Investigation begets new citizens and new industries and these beget greater prosperity for every man, woman and child in Portland and vicinity.

The following authentic tabulation of facts should form the basis of an energetic campaign of exploitation of Portland by our citizenship.

Population in Portland in 1929, 301,311.

Area, 66.6 square miles.

Portland's metropolitan district, 1929, 360,000.

Commission form of government:—Mayor and four Commissioners.

Assessed valuation, 1929, \$347,391,735.

Tax rate for city, \$16.40 per \$1000 of assessed valuation.

Twenty-three banks with

Deposits in 1929	\$ 161,434,156.16
Resources	188,856,811.97
Clearings	2,074,370,046.77
Postal receipts	3,108,494.97
Postal receipts, 1928	3,066,040.86
Postal receipts gain in 1929	42,254.11

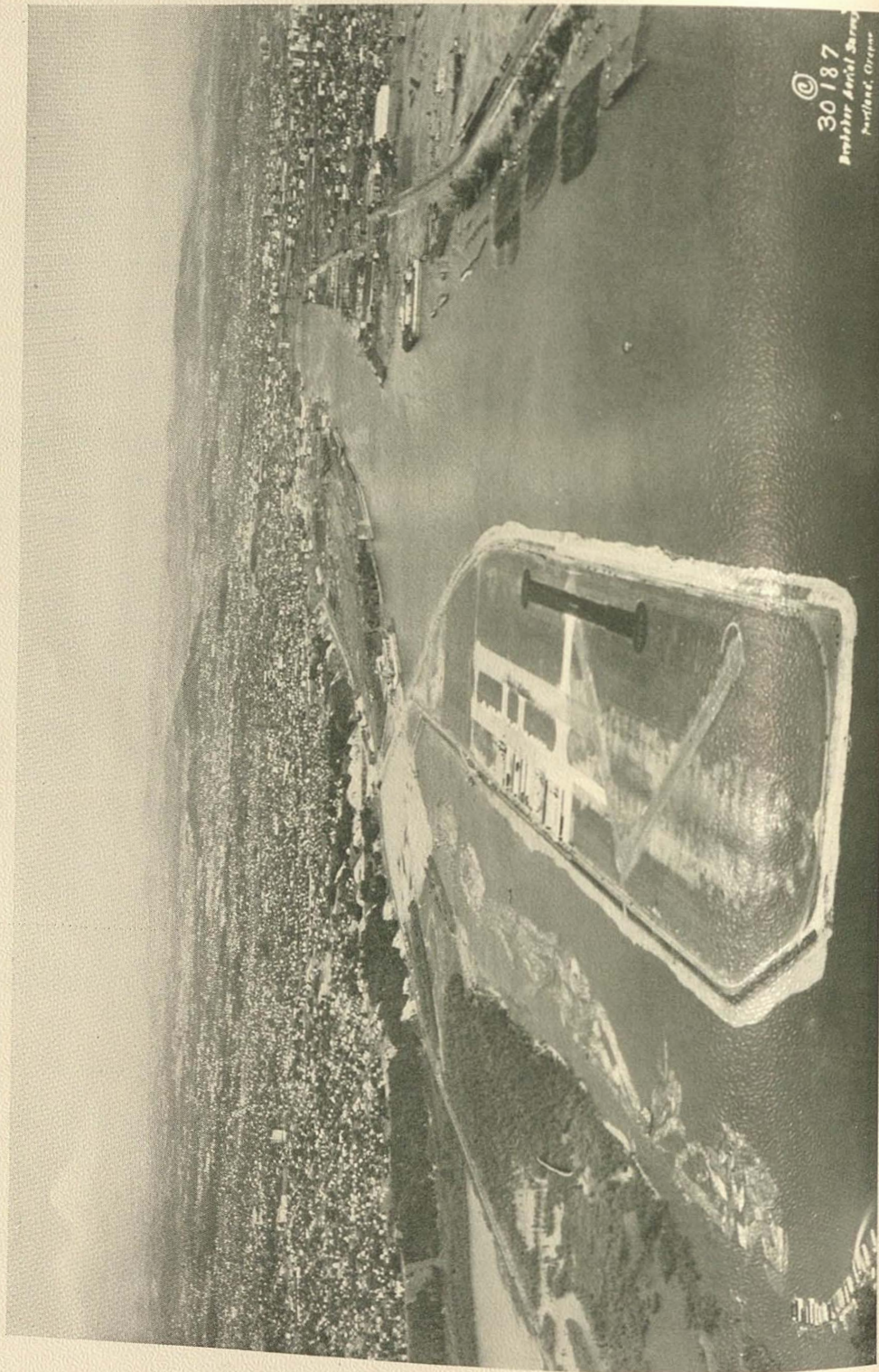
Sixteen Savings and Loan associations; five daily newspapers; 57 theaters; 43 hospitals and sanitariums; 398 churches and missions; 55 public parks (2270 acres); 24 supervised playgrounds (200 acres); 14 bathing pools; two bathing beaches; three municipal golf courses (45 holes); nine public golf courses (144 holes); eight private golf courses (216 holes); civic stadium seating 25,000; public auditorium seating 5500; 37 fire stations; three fire boats; four police stations; 498 firemen and 420 policemen; 625 hotels and rooming houses; 98,911 telephones; 1690 apartments; 78,280 homes.

In 1929 issued 7700 building permits, involving \$15,493,310.

Has water 99 per cent pure—need not be distilled for use in prescriptions or for use in chemicals or in batteries. Water system municipally owned.

Water supply adequate for city of 2,000,000. Total water connections in the city, 85,303. Bull Run Reserve, 220 square miles with watershed of 110 square miles, all closed to the public.

Climate with mean temperature, 1929	53.2
Mean temperature, January	34.2
Mean temperature, July	68.3
Precipitation, 1929	26.11



AIRPORT FROM AIR

© 30187
 Portland, Oregon
 Portland Aerial Survey

Seventy-two public schools with ten high schools and nine special schools—1701 teachers and 56,584 pupils.

Death rate per 1000 in 1929 only 10.7.

Has a large art gallery.

Has one of the finest museums in the Northwest, located in the City Hall.

Has a main public library with 18 branches, 17 stations and four reading rooms and the highest per capita circulation in the United States.

Is recognized medical center of the Northwest. University of Oregon Medical School only one north of San Francisco and west of Denver.

Is the musical center of the Pacific Northwest. Has one of the finest symphony orchestras in the world.

Is one of America's wealthiest cities per capita.

Is an ideal convention city, with ample housing accommodations.

Is center of the great paved and scenic highway system of the Pacific Coast and the hub of a country noted for its marvelous scenery, fishing and recreational attractions.

Retail stores are among the largest and finest on the Pacific Coast.

Is the City of Roses, with miles of shaded streets with hedges of beautiful roses.

Washington Park, on the western hills, contains trees and shrubbery from all parts of the world.

The International Rose Test Gardens are in Washington Park.

A beautiful Rose Festival is held in June of each year.

Has 200 miles of electric street railway, with 37 miles of cross-town connecting bus lines.

Is first city in the United States in manufacture and export of lumber and wheat.

Is second city in the United States in export of apples.

Is fourth city in the United States in export of flour.

Is first primary wool export port; also second largest wool market in the United States.

Leads the Pacific Coast as a live stock market.

Leads the Pacific Coast in manufacture of wool textiles, flour, automatic hoists, locomotives, furniture and pulp and paper.

Natural export outlet for canned and dried fruit industry.

Is leading jobbing center of the Northwest.

Has water level grade from the Columbia country or Inland Empire to the steamship terminals.

Has four transcontinental railroads and is served by 10 roads which connect with every important transportation system in the United States.

Has the only fresh water harbor on the Pacific Coast.

Has 20½ miles of water front; berthing space for 100 ships; 65 acres of cargo space.

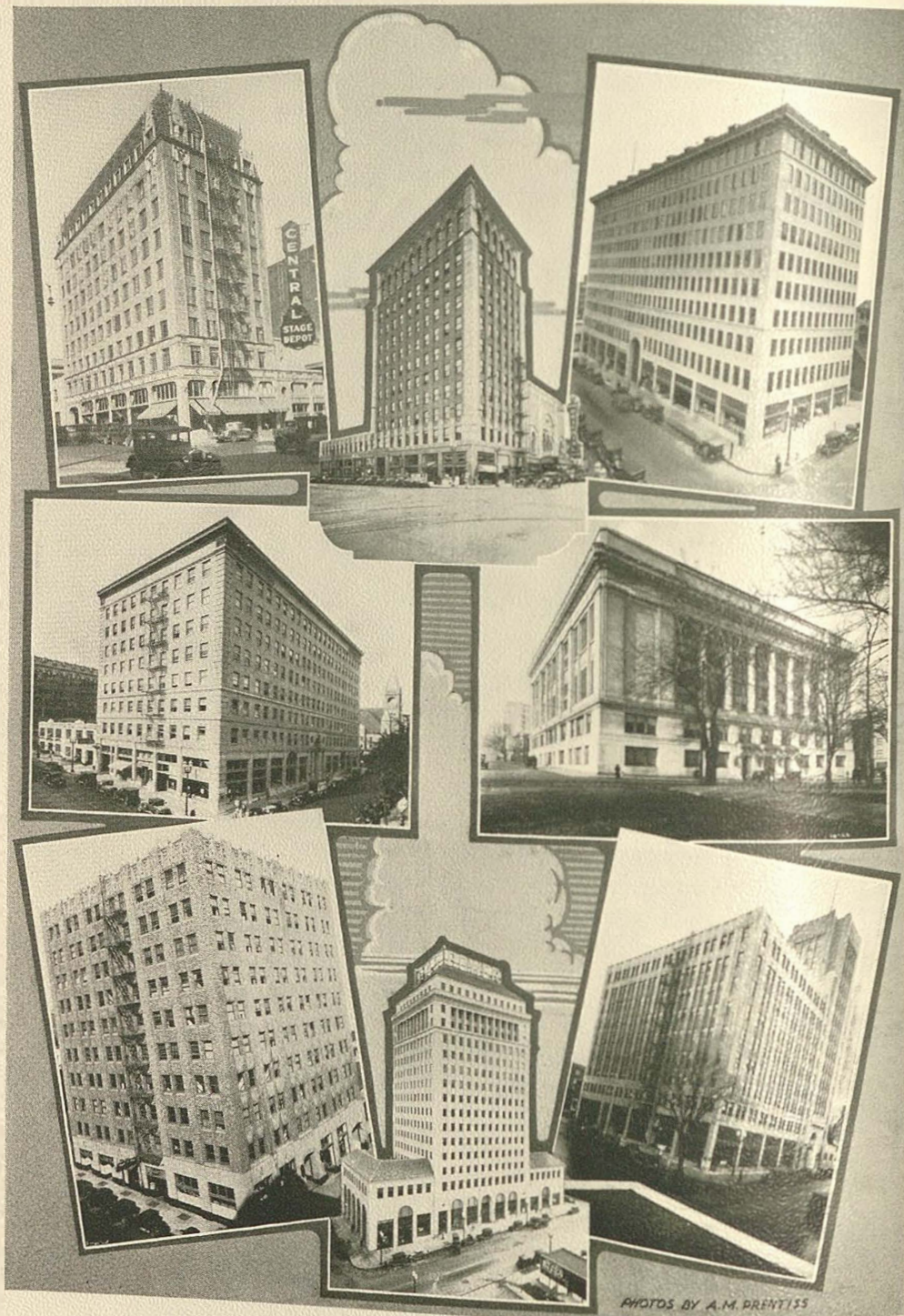
Has four modern municipal terminals, with municipal grain elevator of 1,000,000 bushels capacity.

Has three private grain elevators.

Has tanks for liquid cargoes and modern handling equipment.

Has 35 private docks; eight general cargo docks; eight oil docks; 10 flour and grain docks; and nine lumber docks.

In 1929 there were 1929 vessels of 5,554,709 tons registry entered and cleared this Port.



A FEW OF PORTLAND'S OFFICE BUILDINGS

Has more than \$40,000,000 invested in harbor and channel improvements and in Port facilities.

Has 57 steamship lines giving regular service.

9,828,141 tons of cargo handled in 1929; value, \$354,552,462.

Wheat exports in 1929, 20,871,000 bushels.

Has largest cooperage plant in the world.

Has largest woolen mills west of Cleveland.

Has the largest meat packing plant west of Omaha.

Oregon is the keystone state of the Pacific Coast.

Oregon land area is 96,699 square miles; it is 275 miles north and south and 375 miles east and west.

Oregon Historical Society has a fine large museum in the Public Auditorium.

There are 395,000,000 feet of standing timber in the state.

Eight hundred sawmills; 36,000 employes; \$51,400,000 in wages per year; 5,000,000,000 feet cut per year.

Twenty furniture plants with 2100 employes and \$3,150,000 annual payroll.

One hundred planing mills with 4422 employes and \$5,189,000 payroll per year.

Three pulp and eight paper mills, producing 266,000 tons of pulp and 197,000 tons of paper, with 2900 employes and \$3,850,000 pay roll per year.

Lumbering is considered the chief single industry of the state, yet farming, livestock, sheep raising, wool and fruits of all kinds rank very high, with Hood River Valley unequalled for apples, Medford and vicinity for pears, The Dalles for peaches, Willamette Valley for berries of all kinds.

Willamette Valley is one of the richest and most fertile in the United States.

There is more and better fibre flax grown in Oregon than in any other state of the Union.

Commercial fishing is one of the leading industries.

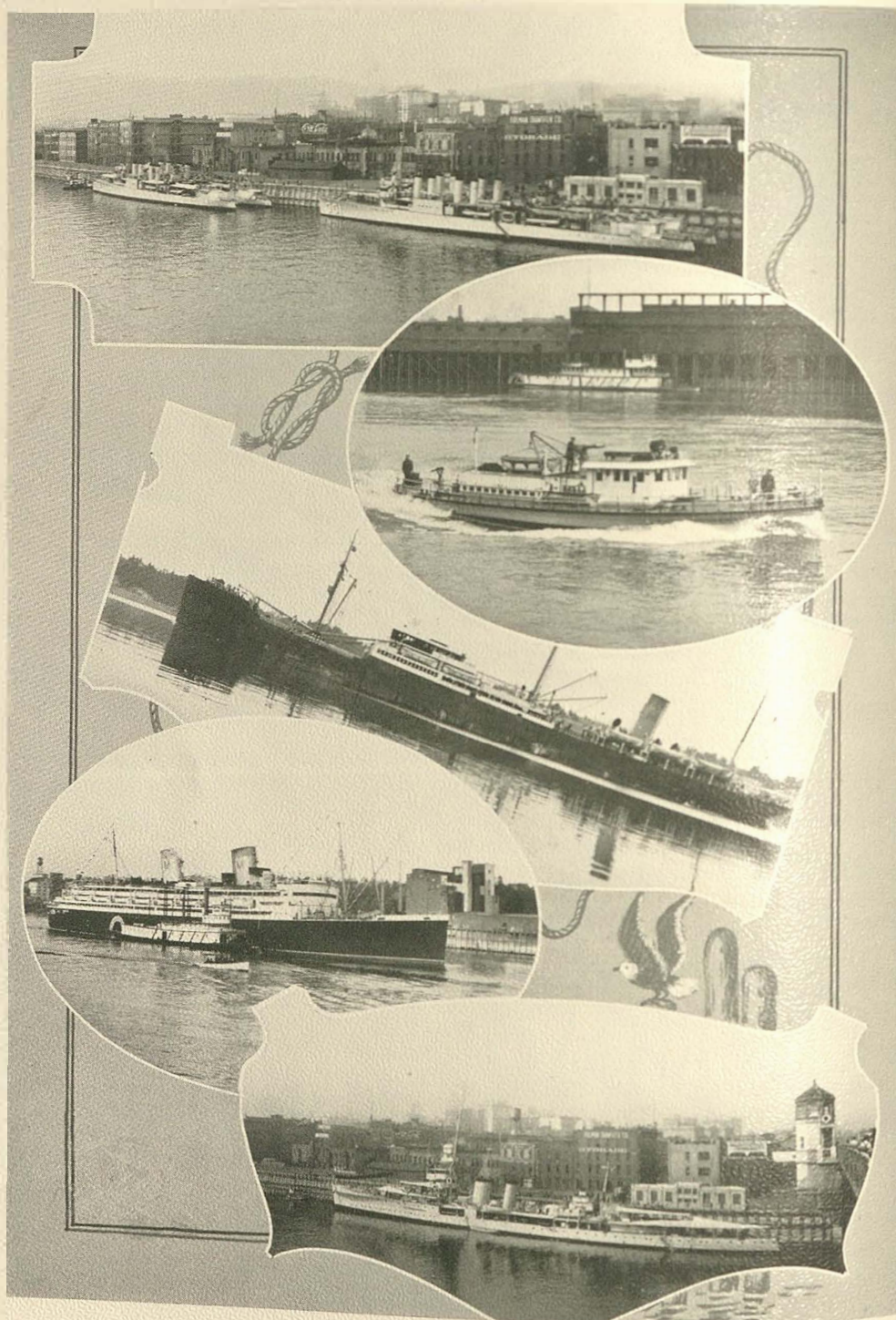
State Highways: Concrete, 616.6 miles; bituminous, 682.6 miles; bituminous-macadam, 166.5 miles; oiled surface, 1304.9 miles; rock, 1178.1 miles; graded, 306.8 miles; unimproved, 572.4 miles. Total, 4367.9 miles.

The United States Government has a \$1,500,000 Veterans' Hospital with 300 bed capacity in Sam Jackson Park, Portland.

Portland has one of the finest Class A airports in the United States; 258 acres 12 minutes from the Post Office; water basin, 700 feet wide, 1½ miles long for hydro-planes.

The Oregon State Motor Association, No. 438 Morrison street, Terminal Sales Building, will at all times furnish free information about road conditions throughout Oregon, Washington and California.

For any further information about Oregon, Washington, California or the Pacific Northwest, call on the Portland Chamber of Commerce, Multnomah Hotel, Portland, Oregon.



WILLAMETTE RIVER SCENES

"The Beautiful Willamette"

By SAM L. SIMPSON

From the Cascade's frozen gorges,
 Leaping like a child at play,
 Winding, widening through the valley,
 Bright Willamette glides away.
 Onward ever,
 Lovely river,
 Softly calling to the sea;
 Time, that scars us,
 Maims and mars us,
 Leaves no track or trench on thee!

Spring's green witchery is weaving
 Braid and border for thy side;
 Grace forever haunts thy journey,
 Beauty dimples on thy tide;
 Through the purple gates of morning,
 Now thy roscate ripples dance,
 Golden, then, when day, departing:
 On thy waters trails his lance.
 Waltzing, flashing,
 Tinkling, splashing,
 Limpid, volatile and free
 Always hurried
 To be buried
 In the bitter, moon-mad sea.

In thy crystal deeps, inverted,
 Swings a picture of the sky,
 Like those wavering hopes of Aiden
 Dimly in our dreams that lie;
 Clouded often, drowned in turmoil,
 Faint and lovely, far away—
 Wreathing sunshine on the morrow,
 Breathing fragrance 'round today.
 Love would wander
 Here and ponder—
 Hither poetry would dream;
 Life's old questions—
 Sad suggestions—
 "Whence and whither?" through thy stream.

On the roaring wastes of ocean,
 Soon thy scattered waves shall toss;
 'Mid the surges' rhythmic thunder,
 Shall thy silver tongues be lost.
 Oh! thy glimmering rush of gladness
 Mocks this turbid life of mine—
 Racing to the wild Forever,
 Down the sloping paths of Time.
 Onward ever,
 Lovely river—
 Softly calling to the sea;
 Time, that scars us,
 Maims and mars us,
 Leaves no track or trench on thee!

In Memoriam
To the Members of the
BUREAU OF POLICE
Who Lost Their Lives in the Line of Duty

JACOB HOESLEY	October 15, 1912
A. BLACKMAN	June 18, 1912
F. G. HOLTERMAN	February 6, 1913
F. B. LITHERLAND	May 11, 1913
H. C. WILSON	September 4, 1913
R. W. BARTER	January 3, 1914
C. H. KING	March 10, 1914
JAMES R. SMITH	November 17, 1914
R. H. STAHL	January 27, 1915
C. E. BATY	January 13, 1918
J. M. THOMPSON	June 3, 1918
P. W. JOST	October 22, 1918
ELLSWORTH ADAMS	December 25, 1918
GLENN L. LITZENBERG	April 19, 1918
T. V. MATSON	January 17, 1919
G. L. RICHARDS	December 26, 1919
J. W. INSKEEP	February 3, 1920
W. A. BURCHELL	August 13, 1920
JOHN H. RUSSELL	February 24, 1920
JEROME PALMER	November 17, 1920
CARL REKDAHL	March 30, 1921
GEORGE HUNTINGTON	November 13, 1921
WILLIAM G. MOORE	September 24, 1922
JAY D. WRIGHT	January 21, 1923
E. D. PARK	September 24, 1923
A. O. SORENSON	August 1, 1923
D. J. SULLIVAN	April 10, 1924
C. E. KLINGENSMITH	July 31, 1924
FRANK VANATTA	December 8, 1925
WILLIAM P. COURTNEY	January 5, 1927
E. H. CRANDALL	July 11, 1927
R. L. PHILLIPS	October 18, 1929

In Memoriam
To the Members of the
BUREAU OF FIRE
Who Lost Their Lives in the Line of Duty

FRED WAGNER	February 28, 1890
TOM O'KEEFE	August 21, 1891
J. HOUSTON	August 3, 1892
DAVID CAMPBELL	June 26, 1911
WILLIAM HIGDON	June 6, 1912
F. M. McCORMICK	August 15, 1915
A. G. GUSTAFSON	March 16, 1916
KARL GUNSTER	June 15, 1921
O. L. LEHMAN	October 3, 1921
JAMES S. BALDWIN	June 19, 1922
O. B. GABRIEL	October 25, 1922
F. H. RITTENOUR	February 1, 1923
A. W. WEFEL	June 1, 1923
C. A. Ryan	May 20, 1928
W. J. McCREERY	May 20, 1928

Boards and Commissions

BOARD OF APPEAL, BUILDING CODE
J. V. BENNES, ROBERT WALLACE, E. H. WHITE

BOARD OF APPEAL, ELECTRICAL CODE
F. H. MURPHY, S. C. JAGGAR, V. H. HAYBARKER

BOARD OF APPEAL, ELECTRIC SIGNS
C. A. CANFIELD, T. E. LIENNARD, EARL G. CASH

BOARD OF APPEAL, PLUMBING CODE
CHARLES T. GIBSON, J. R. WIDMER, S. A. MURHARD

ADVISORY BOARD, HOUSING CODE
C. M. STEBINGER, ORMAND BEAN, MRS. W. L. BRUNSTER

BOARD OF EXAMINERS FOR BUILDING CONTRACTORS
MORRIS H. WHITEHOUSE, MILES K. COOPER, ROY C. POWERS, ROBERT WALLACE,
ERIC HAUSER, JR.

BOARD OF EXAMINERS FOR ELECTRICAL DIVISION
E. W. PIERCE, W. H. BRUST, F. D. WIEBER

BOARD OF EXAMINERS FOR PLUMBING DIVISION
R. D. RENNIE, G. A. GANTENBEIN, ROBERT SIMPSON

SMOKE PREVENTION COMMITTEE
H. W. BRUCK, J. W. PETTIT, CAMERON SQUIER, A. J. BROWNING, LEO LANGE

BOARD OF MOTION PICTURE CENSORS
ROBERT M. MOUNT, FLOYD MAXWELL, MRS. PAT ALLIN; MRS. E. T. COLWELL, *Secretary*

TRAFFIC COMMITTEE
STANHOPE S. PIER, *Commissioner of Finance, Chairman*; L. V. JENKINS, *Chief of Police*; FRANK
E. ERVIN, *Captain of Traffic*; FRANK S. GRANT, *City Attorney*; O. LAURGAARD, *City Engineer*

CITY PLANNING COMMISSION
J. C. AINSWORTH, *President*; C. W. NORTON, COL. A. MCKENNA, JOHN A. LAING, HENRY
REED, B. W. SLEEMAN, GEORGE L. BAKER, *Mayor*; FRANK S. GRANT, *City Attorney*;
O. LAURGAARD, *City Engineer*; E. T. LAWRENCE, C. A. McCLURE, *Secretary*

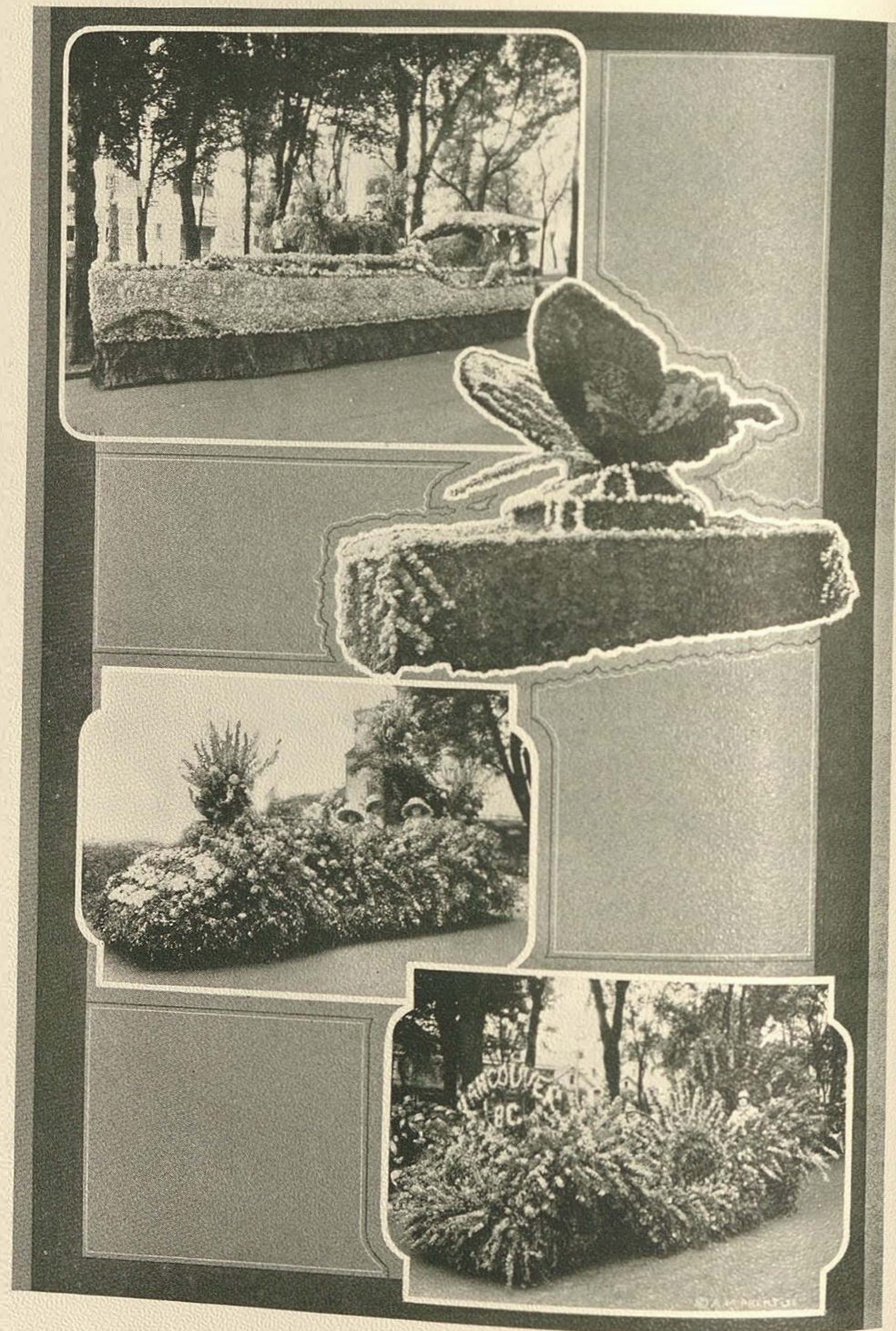
BOARD OF APPEAL—ZONING ORDINANCE
MORRIS H. WHITEHOUSE, ROBERT G. DIECK, FRED W. GERMAN,
DAVID L. HOGGARD, DEAN VINCENT

MUNICIPAL BOXING COMMISSION
FRANK LONERGAN, *Chairman*; FRED BAY, *Secretary*; HARRY DORMAN,
DR. W. G. SCOTT, ROBERT SAWYER

WATER FRONT COMMISSION
O. LAURGAARD, *City Engineer, Chairman*; H. E. PLUMMER, *Secretary*; F. SELEY,
EDWARD GRENFELL, *Chief of Fire Bureau*; FRANK S. GRANT, *City Attorney*

MUNICIPAL ART COMMISSION
MRS. FLETCHER LINN, MRS. JULIA MARQUAM, JOHN LAING, EDWARD O. SISSON, ROBERT G.
DIECK, COLONEL PIERRE R. HINES, J. B. PARKER, MRS. FLORENCE HOLMES GERKE,
C. P. KEYSER, *Superintendent of Parks*, representing the Mayor and City

DELINQUENT TAX COMMITTEE
S. S. PIER, *Commissioner of Finance, Chairman*; C. A. BIGELOW, *Commissioner of Public Affairs*;
GEORGE R. FUNK, *City Auditor*; JOHN A. YORK, *Secretary*



ROSE FESTIVAL FLOATS

Mayor's Message

To the Council:

Gentlemen:

Reports of municipal activities during the year 1929 indicate a healthy growth for the City of Portland during that period. The steady growth that has been experienced for a number of years continued without noticeable cessation and when compared with the growth of other cities on the Pacific Coast indicated that Portland enjoyed development considerably above the average. A comparison between the building and general improvement figures of Portland and other coast cities for the year indicate beyond question that this city enjoyed a more rapid growth on a basis of population than any other city with the possible exception of Los Angeles.

In a municipal way Portland instituted or completed an unusually large program of development. Long strides were taken in the way of street improvements, street widening, sewer construction, new building and general improvements in the various phases of municipal service and activity to meet the rapidly changing traffic conditions and the additional demands for service due to the expansion of the city.

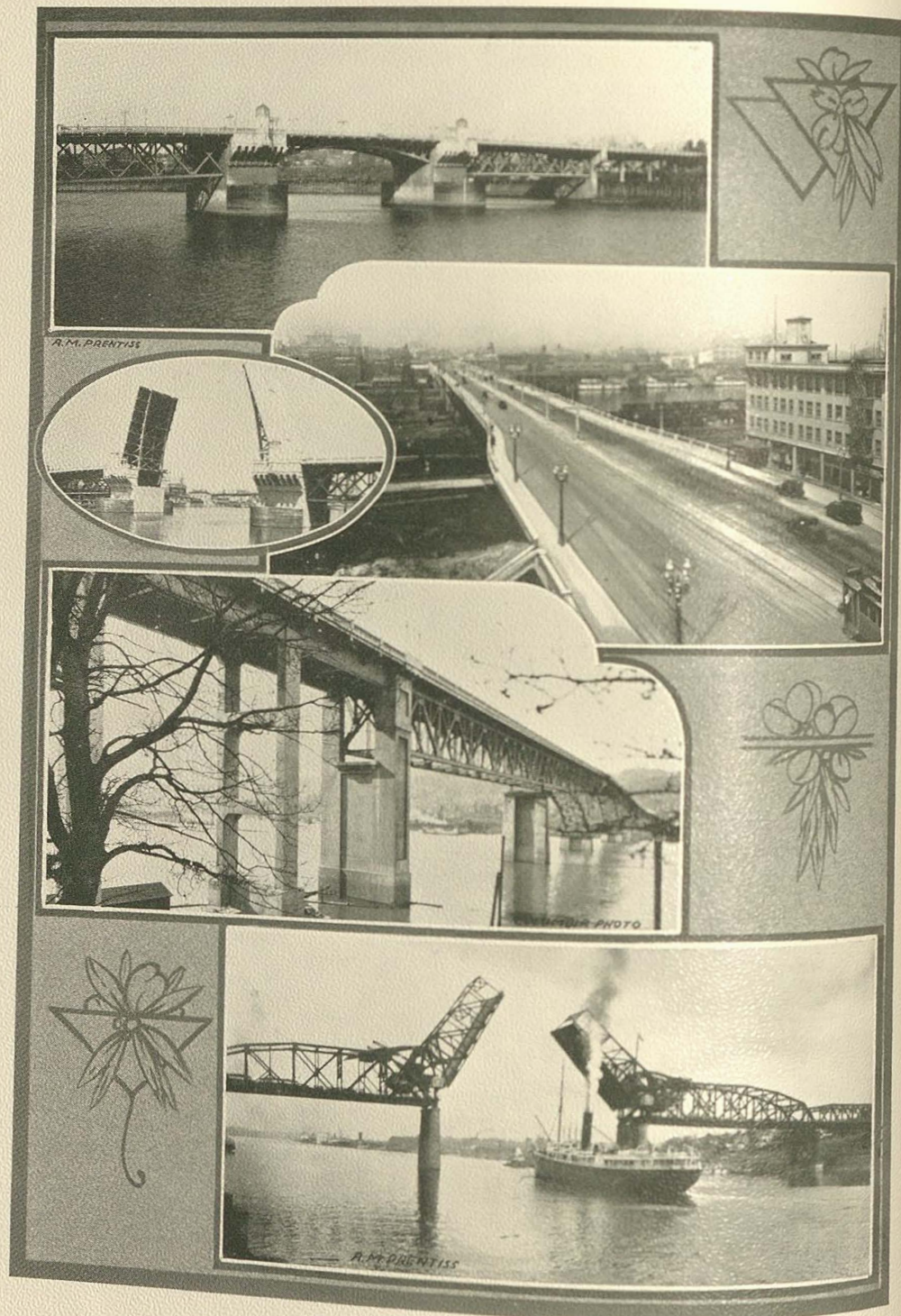
The reports of all departments having to do directly with city growth indicate that Portland maintained the even, steady stride which was struck several years ago and which has continued year after year within conservative bounds without the element so noticeable in some cities of development beyond local demand. In a building line the city experienced a good year. Building permits for both residence and commercial purposes were high and as compared with those of other cities indicated that Portland was much healthier than the majority of cities on the Pacific Coast as well as in other parts of the country. In view of these facts Portland people should consider themselves fortunate and the record made should be an incentive to continue pushing ahead along the same conservative lines that have made this city one of the bright spots in a more or less depressed nation.

There appears to be no question about Portland continuing on its even keel through the forthcoming year. There has been outlined an exceedingly large program of improvements during 1930 which indicate that at the end of that year there will have been little, if any, cessation of growth and development. Not only has the City an elaborate program of improvements as called for by the public, but private companies and organizations have announced plans for improvements meaning the expenditure of many millions of dollars. These operations should continue to keep Portland in an enviable position among cities.

Among the outstanding achievements of the city during the year were:

The completion of the more than \$2,000,000 Bull Run dam by which the city added 11,000,000,000 gallons of storage capacity to its water system and provided an adequate supply of water of the highest quality for a city several times the present size of Portland. The value of this reserve of wonderful water has been demonstrated during a prolonged dry weather period when every householder had all of the water he could use without restriction to maintain the lawns and flowers that make Portland attractive as a city of homes.

The completion of the \$2,756,091 harbor wall, intercepting sewer and pumping plant project by which the west side waterfront was reconstructed and the way opened to further development. This wall not only has made the waterfront an attractive part of the city, but it has, together with the other elements of the project, prevented the



BRIDGES ACROSS WILLAMETTE RIVER

flooding of basements in the downtown district, an annual event that was highly expensive to the merchants and property owners in the district.

The development of plans for a \$200,000 approach to the Port of Portland airport by which traffic congestion on main arteries leading to the airport might be relieved and the airport be made more accessible for the general public and for the development of its growing business.

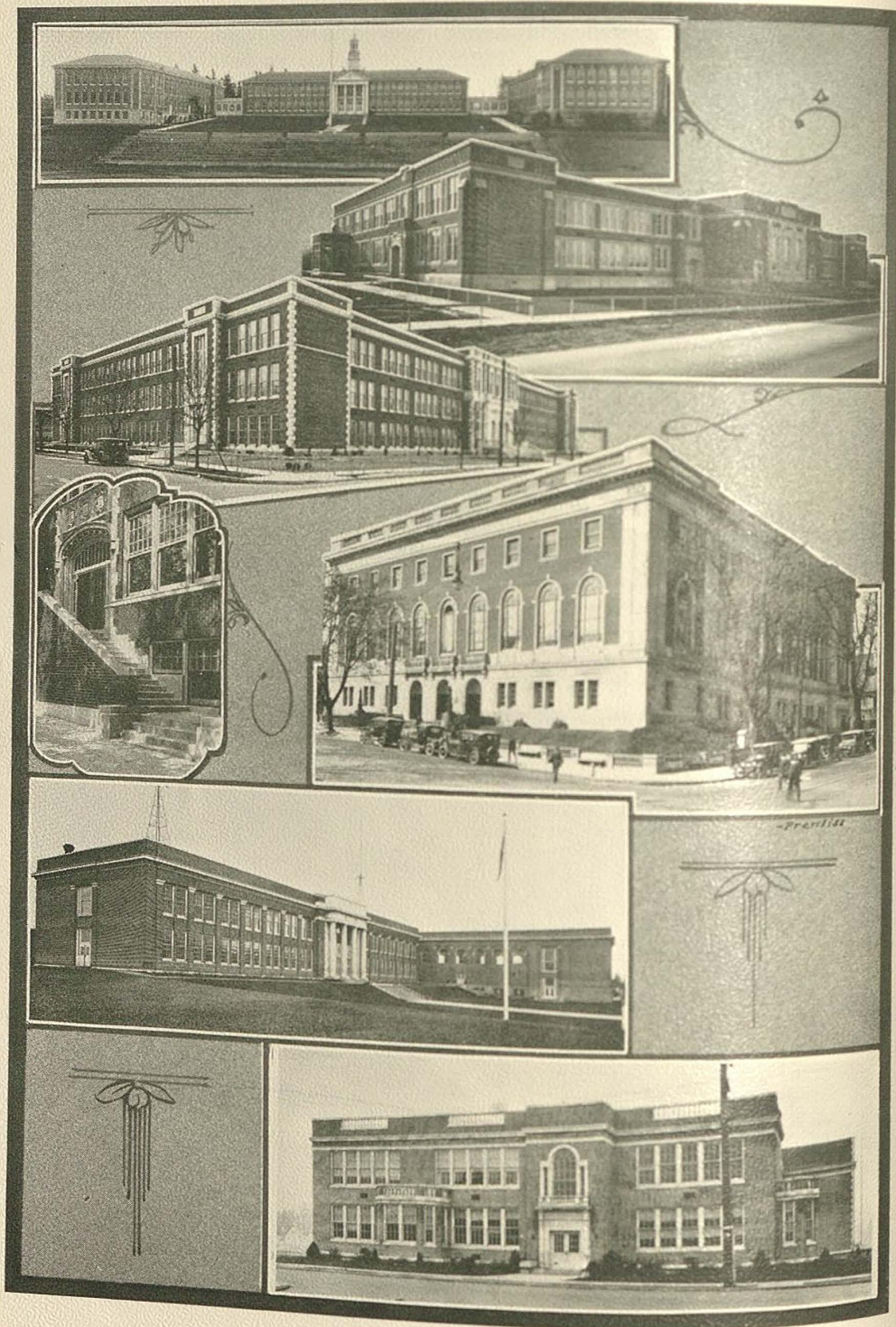
The reduction of the mortality rate, both for the city as a whole and for the infant population. Portland tied with Washington, D. C., for the lowest infant mortality rate in the United States, having a rate of 41.9 to the 1000 births as compared with 43 in 1928. For the city as a whole the death rate was reduced from 10.9 to the 1000 of population in 1928 to 10.7 in 1929.

Plans were prepared for the development of wide arteries through the Guild's lake industrial district, paving the way for the opening up of that important section of the city, and reports were made by the city engineer on the street widening projects which had been approved by the voters, getting those projects started so that they might be completed the following year, at least to a large extent.

The city, through the employment of experts, launched an attack on the power rates of the two utility companies operating in the city in the effort to bring about reductions not only in the price of power for factories and other commercial uses, but for the average user of electrical current.

Action was brought before the state public service commission to gain these reductions and shortly thereafter the city also took steps to prevent, if possible, an increase in the fares of the streetcar company. The company contended that because of the increase in automobile traffic and other causes, the 8 cent fare which had been in effect for several years was not producing sufficient revenue and that a 10 cent fare would be required. This the city made every effort to prevent and employed rate experts to determine what fare the company reasonably could expect and to present those facts to the state commission.

GEORGE L. BAKER, *Mayor*.



SOME OF PORTLAND'S SCHOOLS AND CENTRAL LIBRARY

SYNOPSIS OF REPORTS
OF
Departments,
Bureaus and Commissions

For the Fiscal Year of
1929

Department of Public Safety

GEORGE L. BAKER, *Mayor and Commissioner*

BUREAU OF POLICE
MUNICIPAL COURT
OFFICE OF CITY ATTORNEY
MUNICIPAL AUDITORIUM
BOARD OF MOTION PICTURE CENSORS

LOUIS K. REESE
Assistant to the Commissioner

FRED W. STADTER
Municipal Judge

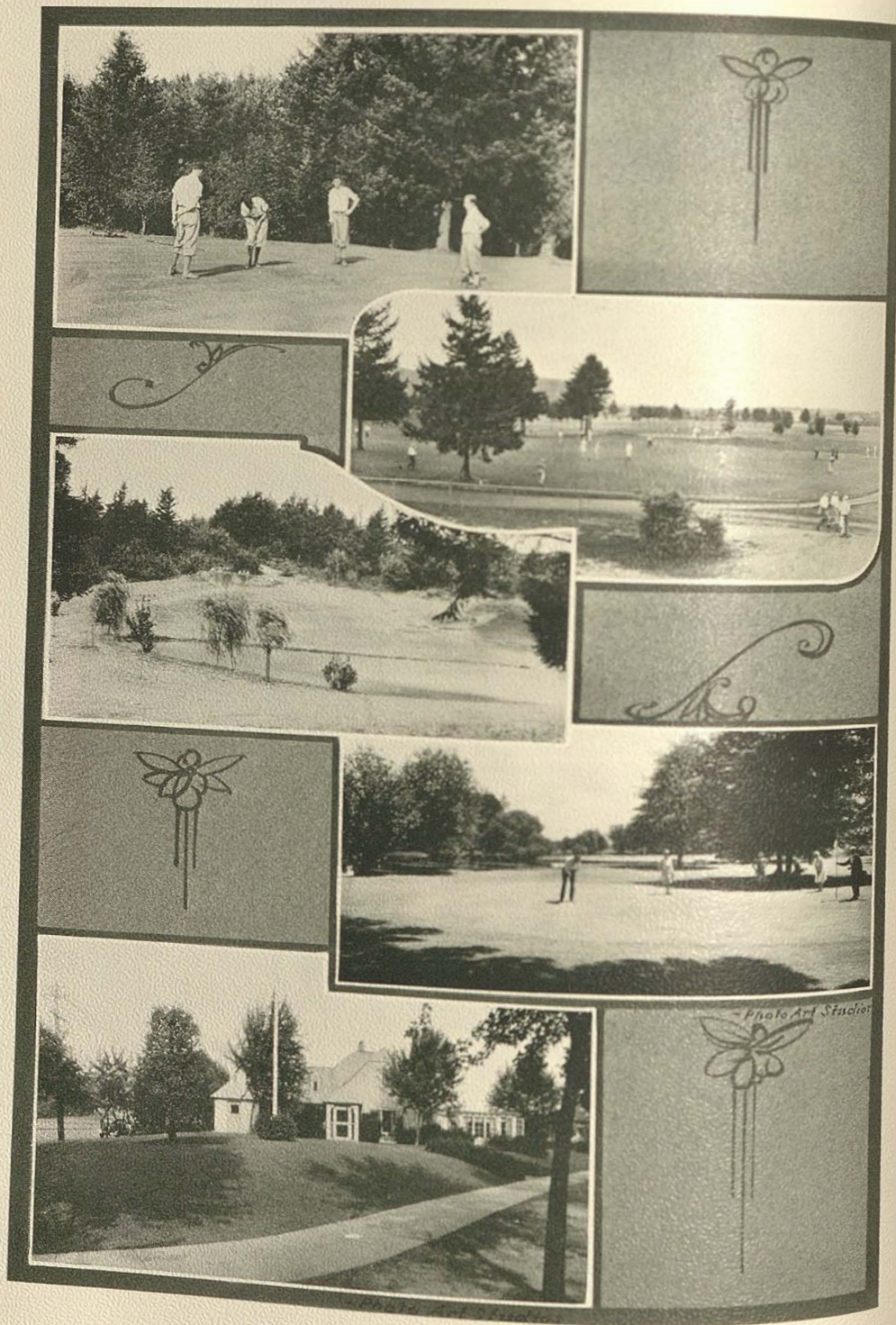
H. M. WHITE
Manager Municipal Auditorium

H. M. TOMLINSON
Municipal Judge

FRANK S. GRANT
City Attorney

L. V. JENKINS
Chief of Police

ELEANOR T. COLWELL
Secretary Board of Motion Picture Censors



MUNICIPAL GOLF LINKS AND CLUB HOUSE

Department of Public Safety Bureau of Police

THE total number of arrests made by the Portland Bureau of Police in the fiscal year of 1929 was 39,336. In the Detectives' Division there were 4597 cases reported; the total investigations made numbered 3870 and the total number of cases cleared was 998. Cases referred back to precincts numbered 553.

The Check and Bank Detail had 1140 cases and arrests made by it totaled 215.

Activities of the Vice Division resulted in 3372 arrests, of which there were: Gambling, 507; liquor, 1741; morals, 533; narcotics, 77; miscellaneous, 524.

Confiscations included: Moonshine, 32,295 pints; wine, 8887 quarts; beer, 29,965 quarts; mash, 16,614 gallons; alcohol, 2221 pints; bonded whiskey, 1144 quarts; gin, 1836 pints; stills, 38; automobiles, 125; punch boards, 159; slot machines, 20; "hypo" outfits, 14; opium pipes, 13; opium, 4680 grains; yen-shec, 2560 grains; morphine, 1151 grains; cocaine, 345 grains.

In the Auto Theft Division 1639 stolen autos were recovered and 39 reported stolen were unrecovered. The autos stolen outside Portland and recovered here numbered 132. Autos embezzled and recovered, 31, and unrecovered, 7; motorcycles stolen and recovered, 15; unrecovered, 1.

The Fingerprint Files Department filed 9726 prints; fingerprints rolled, 12,504; copies for United States government, 1009; photographed for United States government, 115; copies printed, 613; photos sent to exchanges, 8313; fingerprints sent to exchanges, 7816; fingerprint cards received, 9133.

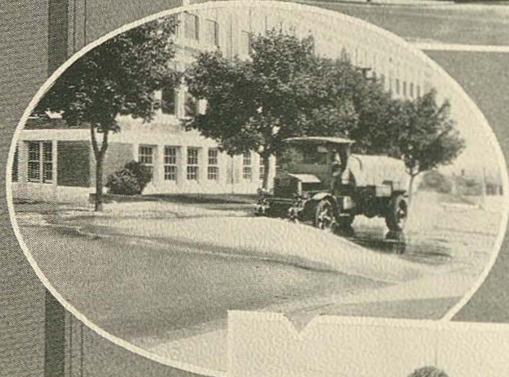
The Women's Protective Division had 6033 interviews; investigations, 1522; homes visited, 2325; office calls, 7208; cases handled, 2494; court cases, 309; juveniles found in dance halls, 75; dances under supervision, 2771; dance permits issued, 1235; dances visited, 1783.

The Nuisance Division handled 388,224 instruments and complaints during the year. Weeds were cut on 3100 lots on request of the owners. There were a total of 18,682 lots located for attention by owners and 17,503 owners were notified. During the Clean-Up campaign 39,950 letters were written, 171,000 circulars and 60,000 buttons were distributed.

The Harbor Patrol boat "F. W. Mulkey" made 865 runs during 1929, with a running time of 1344 hours and covering 10,368 miles. All vessels arriving in port were boarded and masters notified as to harbor regulations. Ships were boarded 2527 times and 536 violations of rules were abated. During the year 38 dangerous snags were removed from the channel; 27 fireboat calls were answered; 33 arrests were made. There were 24 drownings during the year.

The Traffic Department handled a total of 22,626 cases. The total amount of fines was \$93,127.25, and there were 22,626 arrests. The total of operators' licenses suspended was 20,784 days, and the total jail sentences numbered 3033 days. The largest number of arrests were for speeding, this being 8915 arrests; there were 2674 arrests for failure to stop at intersections, 1345 for going against signals and 1769 for double-parking.

The annual report of the chief inspector of police sets forth that the men of the division as a rule work hard and faithfully, but under a very great handicap, due to the lack of equipment, both in the office and on the street, and that the detectives must be equipped fully as well as the criminal if they are to cope with him in a satisfactory manner. The business handled daily in the office of the inspector's division has increased greatly, as an average of 500 telephone calls attest. Some need immediate



MUNICIPAL DEPARTMENTAL BUILDINGS AND STREET FLUSHER

attention and some seek advice. An average of 230 people approach the desk daily in this division, seeking information and guidance in their troubles.

The idea of crime prevention has been followed, along with the maze of other work, with excellent co-operation regarding the safeguarding of persons, valuables, money, etc., and bankers, merchants and business houses in general have availed themselves of the offers of assistance in the matter of prevention of crime in ways and manners prescribed by the bureau.

Co-operation between business houses and the police bureau in crime prevention work, and the activities of this division in particular, has had a tendency to leave the insurance rates as they have been in the past, while those in states to the north and south, a much higher premium and in some instances a prohibitive figure is required.

The check and bank detail of the inspector's office had close co-operation with the merchants, bankers and others. An important activity of this branch of the work was the preparation of the check vagrancy ordinance for the purpose of handling the cases of first-time check passers in the municipal court and has had notable results.

The duties of the check and bank detail are to handle all bad checks reported to the bureau, visit all the banks and the hotels in the down-town district daily and in the outlying districts once a week.

The check cases reported numbered 1140, and those cleared up during the year, 624. There were 215 arrests made by this detail during the year.

City Attorney's Office

The City Attorney's office during the fiscal year of 1929 disposed of 139 civil cases and 260 cases were pending at the close of the year. These cases were in the United States district court, the supreme court of the state of Oregon, the circuit court of Multnomah county and the district court of Multnomah county. Cases handled in the municipal court numbered 24,651. There were 385 cases appealed from the municipal court to the circuit court.

A grand summary of matters handled exclusive of court work shows: Calendar matters reported upon, 290; written opinions rendered, 161; communications written, general, 8745; letters written to property owners, 212; ordinances prepared, 945; contracts prepared, 144; contracts approved as to form, 668; bonds approved as to form, 1890; warrants, electrical, health, license, building, 134; search warrants, 2055; affidavits for search warrants, 2055; subpoenas issued, 3000; complaints, municipal court, 20,000; hearings on revocation of licenses, 41; hearings before the Mayor, 5; hearings before the Civil Service Board, 4; investigations, 3; real estate contracts, 129; deeds prepared and transactions consummated, 168; amount collected on account of sale of property, \$73,922.54; amount collected on account of claims, \$1708.64. There were 33 licenses revoked by the Council during the year.

Owners of property have co-operated fully with the City Attorney in efforts to correct unlawful uses by tenants of property, readily following suggestions made and without any protest evicting occupants when milder measures have failed to correct existing evils. In 20 cases of arrest it was found upon investigation that the offending tenant was himself owner of the property occupied.

The Public Auditorium

The total attendance at attractions given in the Public Auditorium in 1929 was 338,698. The building was used 194 times, the main arena at full rental 101 times and at reduced rental 25 times; at free rental 23 times. The basement was used 11 times and

the assembly rooms 32 times. There were 45 dates on which the Auditorium main arena was used on a percentage basis for boxing bouts and wrestling matches.

The Financial Statement shows: Balance on December 1, 1928, \$194.10. Receipts (rentals), \$27,352.93; miscellaneous, \$163.17; transfers, \$17,500.00—totaling \$45,016.10; or a grand total of \$45,210.20.

Disbursements: Warrants drawn, \$44,096.57; transfers, \$916.74; totaling \$45,013.31, and leaving a balance on November 30, 1929, of \$196.89.

Municipal Court

Portland's Municipal Court has two departments, in charge of Municipal Judges Fred W. Stadter and H. M. Tomlinson.

The total receipts of the Municipal Court for 1929 were \$200,737.67. These are from fines, forfeitures and costs collected. The largest volume of receipts was in December, 1928—the first month of the fiscal year—these being \$23,201.40. The lowest month of the year for receipts was June, when the total was \$11,437.26.

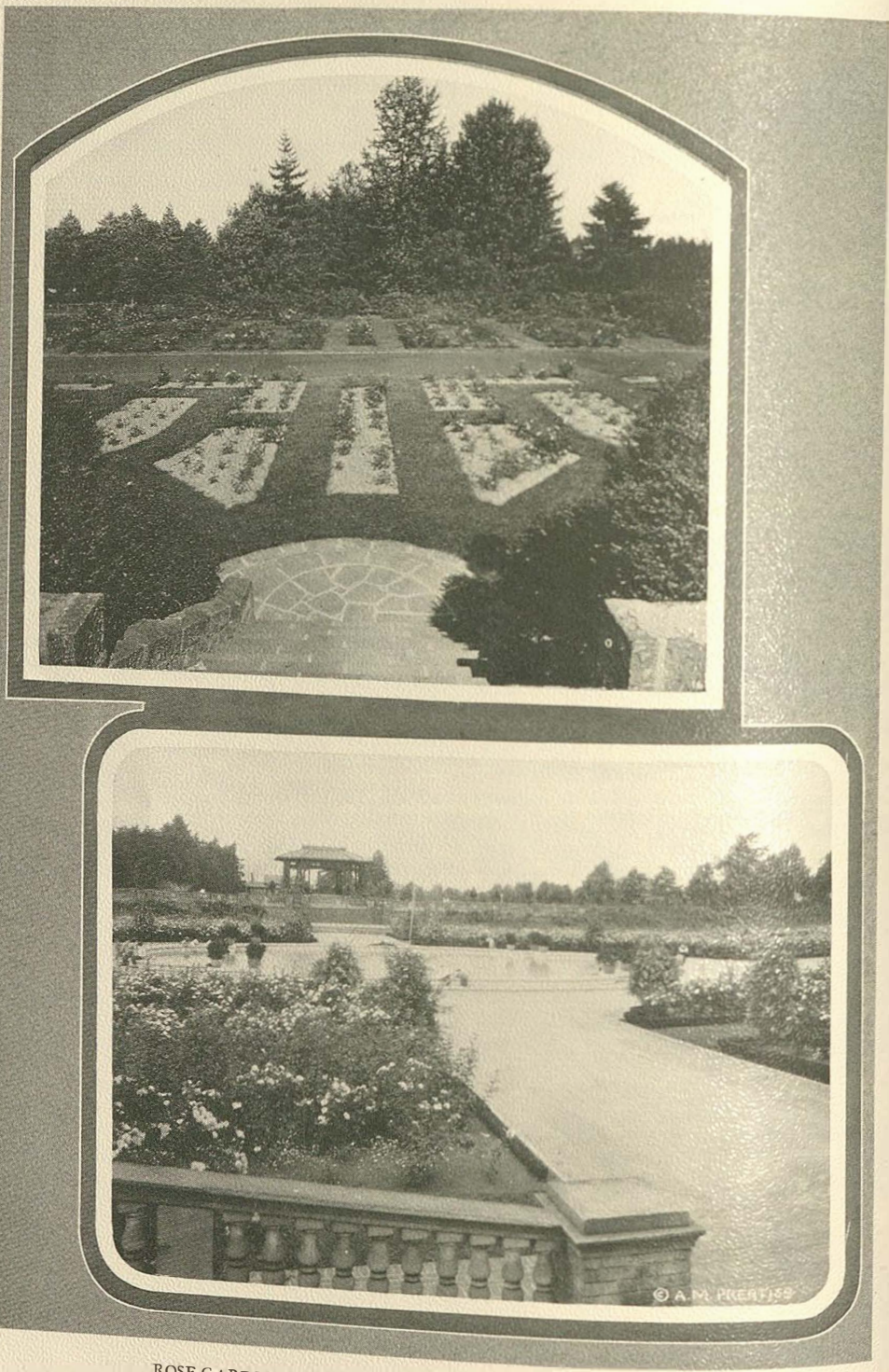
Board of Motion Picture Censors

During the past year the Board of Motion Picture Censors faced an entirely new problem—the advent of the talking picture. The old method of cutting undesirable sequences or objectionable scenes from otherwise passable pictures became impossible in most cases. Either the picture must be condemned in its entirety or passed. The board has endeavored to co-operate with the Public Relations department of the Motion Picture Producers' association, which is attempting to eliminate objectionable stories and subject matter before the pictures are filmed, by informing that organization of the objectionable matter found in local releases and the type of scene that will not be permitted in this city.

The viewing of films is done by a volunteer corps of 80 women. The board itself views only in cases of appeal from the decisions of the viewers.

During 1929 the number of subjects viewed was 1893; reels viewed, 6062; eliminations made in subjects, 13; subjects condemned, 6; reels condemned, 30; regular board meetings, 63; special board meetings, 5; permits to exhibit issued, 1887; number of people serving as viewers, 80; number of lineal feet of film viewed, 6,062,000 feet.

Operation of the activities of the board for 1929 cost \$2800.50.



ROSE GARDENS IN PENINSULA AND WASHINGTON PARKS

Department of Finance

◆
 STANHOPE S. PIER, *Commissioner*
 ◆

- OFFICE OF CITY TREASURER
- BUREAU OF PARKS
- BUREAU OF PURCHASES AND STORES
- PURCHASING AGENT
- CITY STORE HOUSE
- MUNICIPAL GARAGE
- BUREAU OF LICENSES
- BUREAU OF CITY HALL
- FREE MUSEUM
- MUNICIPAL REFERENCE LIBRARY
- BUREAU OF EARWIG CONTROL

◆
 WILLIAM ADAMS
City Treasurer

JOHN J. CURTIN
Budget Clerk and Accountant

C. P. KEYSER
Superintendent of Parks

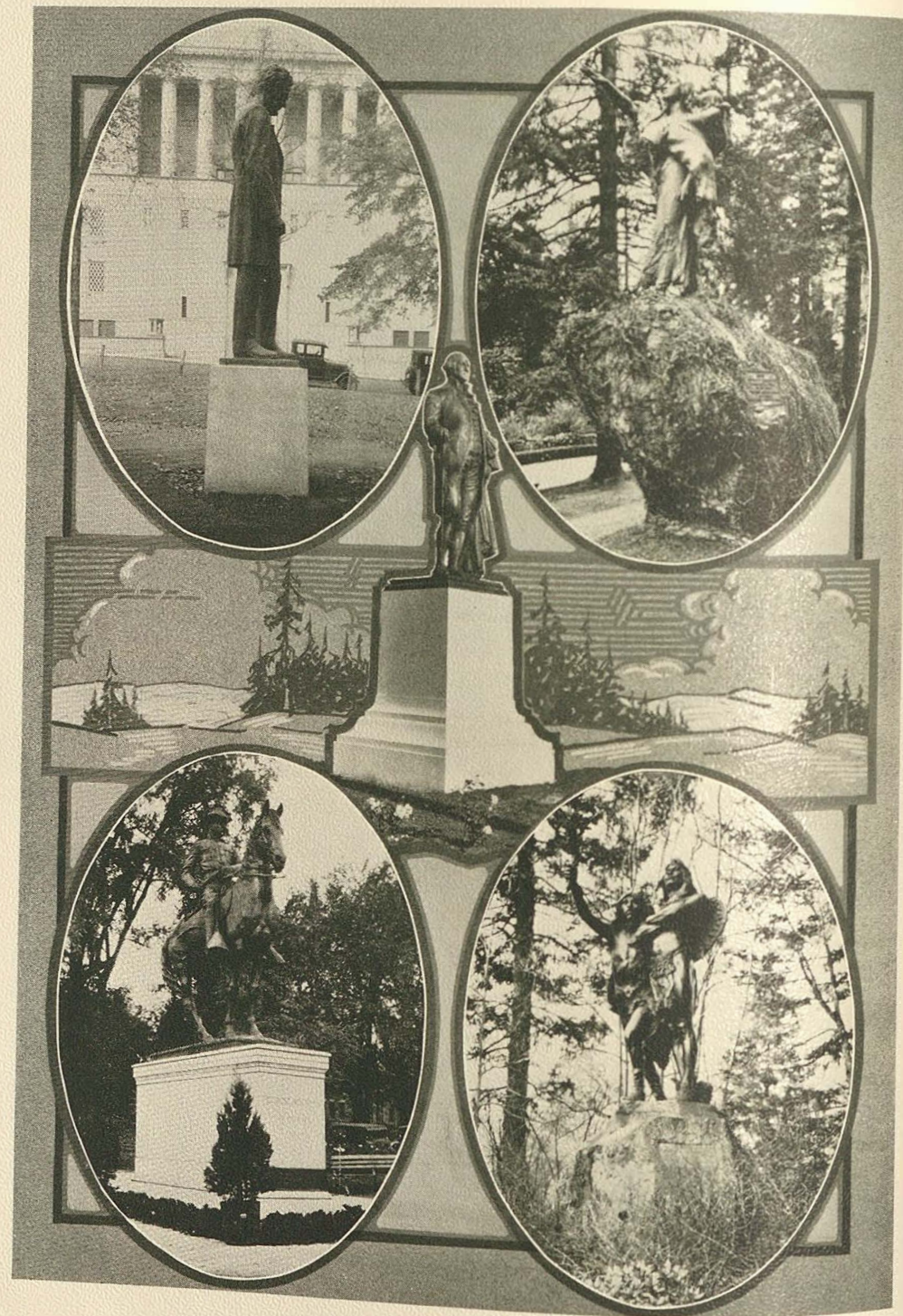
GENTRY W. YATES
Property Custodian

FRANK COFFINBERRY
City Purchasing Agent

M. J. MURNANE
Custodian

J. S. HUTCHINSON
Inspector of Licenses

CAROLINE L. B. SIGRIST
Librarian, Municipal Reference Library



STATUES ABOUT PORTLAND

Department of Finance

Commissioner's Foreword

PORTLAND has never defaulted in the payment of either interest or principal of any of its bonds and these bonds are rated higher and bring a better price than those of many other cities much larger than Portland. The city, from a financial point of view, is in excellent condition. Its bonded debt is not large for a city of its size and the municipality has assets in public property and buildings, exclusive of other improvements, far in excess of the outstanding debt.

Survey of the assets of the city has been recommended by the commissioner so that the public may gain a more accurate idea of the city's financial condition. He has pointed out to the city council that the statement of the values of city property does not represent the true value, but merely the purchase price paid by the city. In many instances, this property has risen in value since the city acquired it.

Several steps have been taken by the department to improve the financial management of the city the past year. The first complete audit of the city's records in several years was accomplished and changes recommended by the auditors have been put into effect in many instances. Others are contemplated for the budget for the new year. Unexpected audits of various city departments will be undertaken in addition to the regular audits that the city council provides for in the budget.

Checks have been instituted throughout the city government on those handling the public finances so as to provide greater accountability, concentrate the handling of funds in the hands of the city treasurer and eliminate the chance for fraud or carelessness. Numerous bureaus and departments that in the past have collected their own fees and issued their own receipts have been required to turn in their moneys to the city treasurer who has been made responsible for the issuing of all of the receipts, aside from some temporary ones later confirmed by the treasurer.

Another step taken by the department to prevent leaks has been the arrangement of bond sales so that the city may buy its own bonds when it has money to invest. Frequently in the past, the city would issue improvement bonds and the treasurer would have to go into the market for other bonds for his sinking funds. Even during the slack times in the bond market, the city has kept up the price of its bonds and at times the treasurer has taken over large blocks of the city bonds for his sinking fund investments.

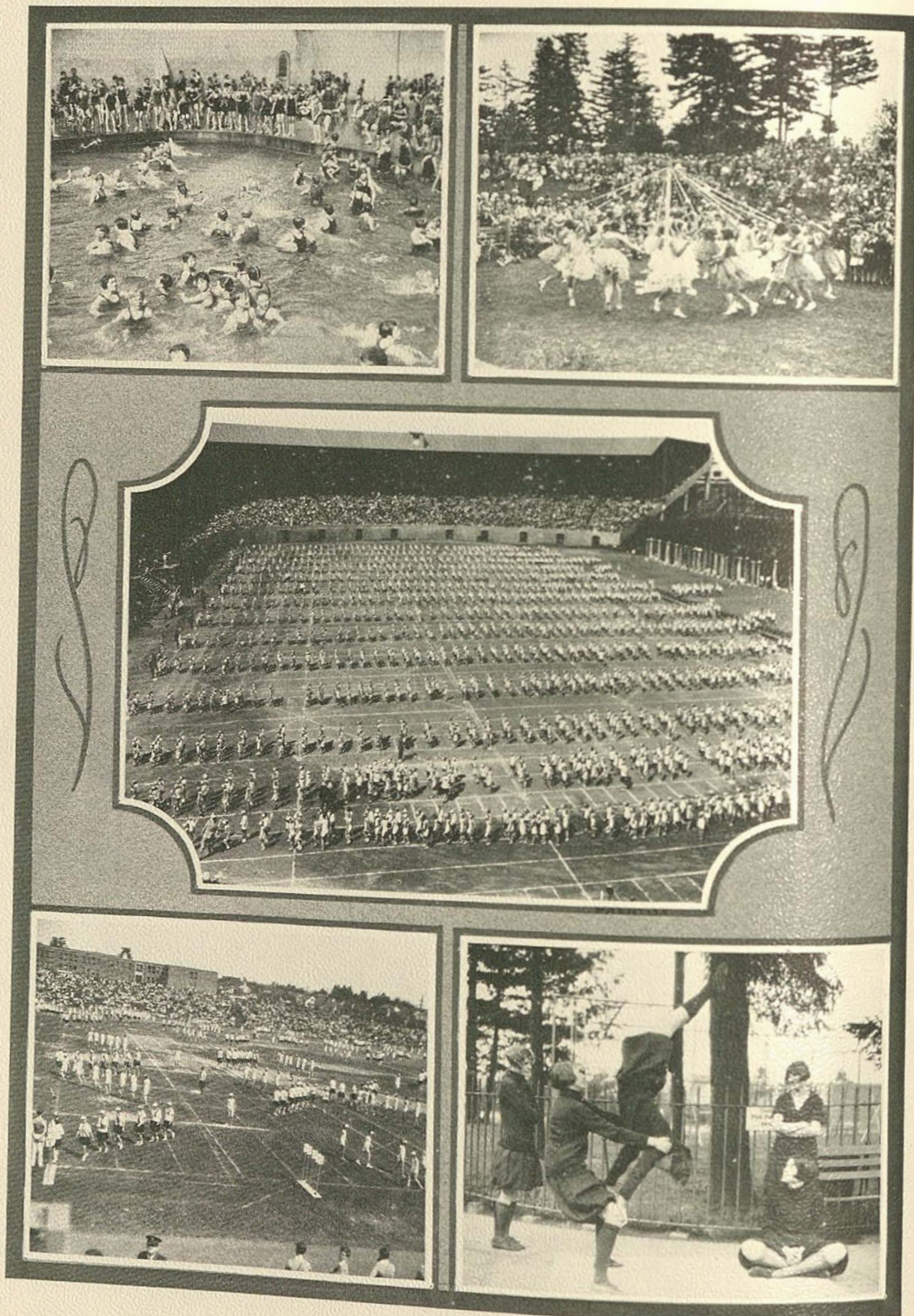
City Treasurer

The balance in the City Treasury on December 1, 1928, was \$2,828,200.15, and there was received from all sources during the present fiscal year, \$22,722,370.66, making a total of \$25,550,570.81. The disbursements during the present fiscal year totaled \$23,195,768.38, leaving a balance on December 1, 1929 of \$2,354,802.43.

Park Bureau

The parks and playgrounds of Portland have been maintained during the past year better than ever before in its history. The playground division, especially, has a good record of activities of the year.

Three major summer events have come to be so well established that they are almost institutions in the annual schedule. These are the Junior Pageant at the opening of the playgrounds in June, usually a main event with the Rose Festival; the Playground Circus, which has been built up to an event that the entire playground population takes great pride in, and the Folk and Costume Dance Exhibition, which comes as an en-



PLAYGROUND ACTIVITIES

semble climax to the dramatic and dancing features of the summer routine in all the playgrounds.

"Aladdin and His Wonderful Lamp," with 600 participants was staged on June 13 in Laurelhurst Park and it was a highly successful performance. The Circus in Peninsula Park, with 350 participants, on August 17, was better than any that have preceded it. The Dance Exhibition, in the Garden Theater at Washington Park on August 7, was not only a good show from the spectators' standpoint but was a great source of joy and satisfaction to the 500 participants. There also was a creditable handicraft exhibit at the end of the summer schedule, which was held in the Public Library.

Activity in all winter schedules has been broadened and extended to engage more adult leisure time, especially in groups classed as industrials. The trend in this regard seems to be toward a closer relationship to the work of the public schools. However, as its major aspect is recreational rather than educational, the Bureau of Parks functioning in matters of recreation always will be vitally concerned. What we have been able to demonstrate so far, beyond our strictly intermural community house activities, indicates in Portland as elsewhere that a large service is to be rendered.

Popularity of Portland's municipal golf links was demonstrated last year by the fact that 303,790 players used the city courses, in addition to the thousands who flocked to the 17 public and private courses in the city. Rose City course led the city's trio with 144,500 patrons, while Eastmoreland was used by 124,822 and 34,468 patronized West Hills.

Despite the fact that the city charges only 30 cents for nine holes, the golf courses showed a profit for the year of \$7738.15, the receipts for the three courses being \$103,801.68 and the expenditures \$96,063.53.

Revenues of the courses come from the green fees, rental of clubs, sale of accessories and miscellaneous items. Rose City course had revenues of \$48,935.64 and expenditures of \$37,793.94 for the year; Eastmoreland's income was \$42,303.94 and its expenditures \$47,461.71 while West Hills, despite the fact that the highway was closed a large part of the time because of the reconstruction going on, took in \$12,562.10 and expended \$10,807.88. Improvement in the popularity of the West Hills course and the consequent increase in revenues is expected to show in the report for the next year, with the completion of the highway and the better accessibility that will be given the course.

Portland's park system has been developed and extended the past year until the city now owns 2251 acres of which 1400 acres are in the city limits and 851 acres are along the famed Columbia River highway outside of the city.

Among the properties now developed are two community houses, one field house, six swimming pools which are patronized by thousands of children during the summer season as well as a large part of the adjacent adult population of the districts served, 13 baseball diamonds, two athletic fields with cinder tracks, three golf courses, 24 supervised playgrounds, 55 hard surfaced tennis courts, four miles of parkways, one open air theater and one zoo.

Improvements included the acquisition of two and one-half acres of land by which the boundaries of Kenilworth park were increased by .23 of an acre, Mount Tabor park by .5 of an acre, Overlook park by 1.6 acres and Washington park by .17 of an acre. The year also has seen the construction of cages for eagles and pheasants at the zoo, a brick natatorium at Sellwood, and the continuation of work at Laurelhurst park to provide a natural out-of-doors theater for 20,000 persons for such ceremonies as the crowning of Rosaria's queen at the annual Rose Festival.

Community activities of the parks drew 136,205 to the community houses where much adult instruction of various kinds was given under park supervision. Playgrounds



LAKE IN LAURELHURST PARK

attracted 771,013 boys and girls, while the six city swimming tanks lured 515,724 youngsters and their elders to the cool waters in the summer time. Municipal comfort stations were used by 3,619,872.

Acquisition of additional land for park purposes was recommended by the park superintendent, who pointed out that the city now has 3 per cent of its area in parks, whereas it could easily acquire at present prices land enough to permit 10 per cent to be used for park purposes.

The three municipal golf courses have been provided for largely through public utility certificates issued by the city. These are retired from the revenues of the courses, while other park properties have been donated to the city or have been acquired through bond issues and purchased by appropriation.

The parks and playgrounds, their location and extent follows:

- ALBERTA PARK—16.7 Acres *East 19th and Killingsworth Avenue*
Tennis courts, base ball field, playground apparatus with supervision during summer months. Comfort stations, tables and benches.
- BUCKMAN FIELD—9.6 Acres *East 12th and Davis Streets*
Athletic field, base ball diamonds, tennis courts (lighted), field house.
- CRESTON PARK—10 Acres *East 45th and Powell Boulevard*
Swimming tank, tennis courts, playground apparatus with supervision during summer months, shaded area, comfort stations, tables and benches.
- COLUMBIA PARK—28.15 Acres *Lombard and Woolsey Streets*
Swimming tank, tennis courts, base ball field, playground apparatus with supervision during summer months, picnic grounds.
- BELMONT PARK—4.35 Acres *East 17th and Taylor Streets*
Not fully developed. Playground apparatus with supervision during summer months.
- DUNIWAY PARK—12.6 Acres *6th and Sheridan Streets*
Sanitary fill, not fully developed. Base ball field.
- IRVING PARK—15 Acres *East 7th and Fremont Streets*
Tennis courts, base ball field, playground apparatus with supervision during summer months, comfort stations, tables and benches.
- W. LAIR HILL—1 Acre *2nd and Wood Streets*
Tennis courts, playground apparatus with supervision during summer months.
- JOHNSON CREEK—2.84 Acres *East 21st and Clatsop Avenue*
Shaded area on Johnson Creek, picnic grounds with tables and benches, comfort stations. Playground apparatus with supervision during summer months.
- KENILWORTH PARK—9 Acres *East 34th and Holgate Streets*
Tennis courts, playground apparatus with supervision during summer months, comfort stations, lawn and shaded area with tables and benches suitable for picnics.
- LAURELHURST PARK—31.1 Acres *East 39th and Stark Streets*
Tennis courts (lighted at night), playground apparatus with supervision during summer months, recreation building, artificial lake, lawn and shaded area, tables and benches, comfort station and kitchenette, suitable for picnics.
- LENTS PARK—5.2 Acres *92nd and 55th Avenue S. E.*
Tennis courts and playground apparatus with Supervision during summer months.

- LINNTON—1.25 Acres (Kingsley donation) *St. Helens Road*
Comfort station and playground apparatus with supervision during summer months.
- MONTAVILLA PARK—10 Acres *East 82nd and Glisan Streets*
Tennis courts, base ball field, swimming tank and natatorium, play sheds and apparatus with supervision during summer months.
- MT. SCOTT PARK—11.13 Acres *72nd and 55th Avenue S. E.*
Tennis courts, swimming pool, playground apparatus with supervision during summer months. Lawns and shaded area, tables and benches, suitable for picnics.
- MT. TABOR PARK—178.2 Acres *East 62nd and Belmont Streets*
Scenic drives, extinct volcano from which park bureau secures cinders for walks and drives, tennis courts, playground apparatus with supervision during summer months. Lawns and shaded areas, camp stoves, comfort stations. Suitable for picnics.
- NORTH PARK BLOCKS—2.53 Acres *Ankeny and Park Streets*
Series of blocks extending north from Ankeny Street. Breathing spaces in the down town area equipped with benches; two of the blocks equipped with playground apparatus with supervision during summer months.
- PIER PARK—65 Acres *End of Seneca Street, St. Johns*
Tennis courts, base ball field, playground apparatus with supervision during summer months. Wooded and lawn areas, comfort stations. Tables and benches, suitable for picnics.
- PENINSULA PARK—16.5 Acres *Albina and Portland Boulevard*
Rose garden, Community building, equipped with kitchen, etc., swimming tank. Playground apparatus with supervision during summer months. Recreation classes are held in the building throughout the winter. Lawns and shaded areas with tables and benches suitable for picnics.
- POWELL PARK—9.1 Acres *East 26th and Powell*
Base ball field, playground apparatus with supervision during summer months.
- SELLWOOD PARK—16.0 Acres *East 7th and Millers Avenue*
Tennis courts, base ball field, swimming tank and natatorium, playground apparatus with supervision during summer months, comfort stations, kitchenette, lawn and shaded areas, suitable for picnics.
- SELLWOOD COMMUNITY BUILDING *East 15th and Spokane Avenue*
Recreation classes held in this building during winter.
- U. S. GRANT PARK—29.11 Acres *East 33rd and Thompson Streets*
Tennis courts (lighted at night), base ball field and athletic field, swimming tank and natatorium, lawns and shaded area, comfort stations. Suitable for picnics.
- TERWILLIGER PARK—4.53 Acres *Lowell Avenue and Corbett Street*
Shaded area equipped with playground apparatus. Supervision during summer months.
- WALLACE PARK—2.07 Acres *26 and Ralieggh Streets*
Playground apparatus with supervision during summer months.
- WASHINGTON PARK—101.7 Acres *Head of Washington Street*
International Rose Test Garden. Zoo, scenic drives, monuments, tennis courts, playgrounds with supervision during summer months, lawns, wooded areas, picnic grounds.

- WOODSTOCK PARK—15 Acres *53rd Avenue and 48th Street S. E.*
Base ball field, tennis courts, playground apparatus with supervision during summer months. Lawn area, comfort stations.
- EAST MORELAND GOLF LINKS—148 Acres . *Bybee Avenue and Crystal Springs Boulevard*
18-hole golf course.
- ROSE CITY GOLF LINKS—90.4 Acres *East 62nd and Tillamook Streets*
18-hole golf course. Also playground apparatus, tennis courts and base ball field.
- WEST HILLS GOLF LINKS—202 Acres *Canyon Road*
9-hole golf course—also arboretum in course of development.

Bureau of Purchases and Stores

Oregon industries have been favored by the bureau in every instance where conditions made it possible, it being the policy of the purchasing agent and the city administration to lend every aid that the city may to the prosperity of Oregon manufacturers.

To this end, the provisions which permit and empower the city council to give a 5 per cent differential in favor of the home product were invoked at various times throughout the year.

Purchases by the city amounted to about \$1,500,000, almost all of which passed through the hands of Portland concerns.

The bureau also has brought about changes in the methods of the various departments, so there are fewer rush orders for supplies the need for which can be anticipated and this has resulted in obtaining better prices.

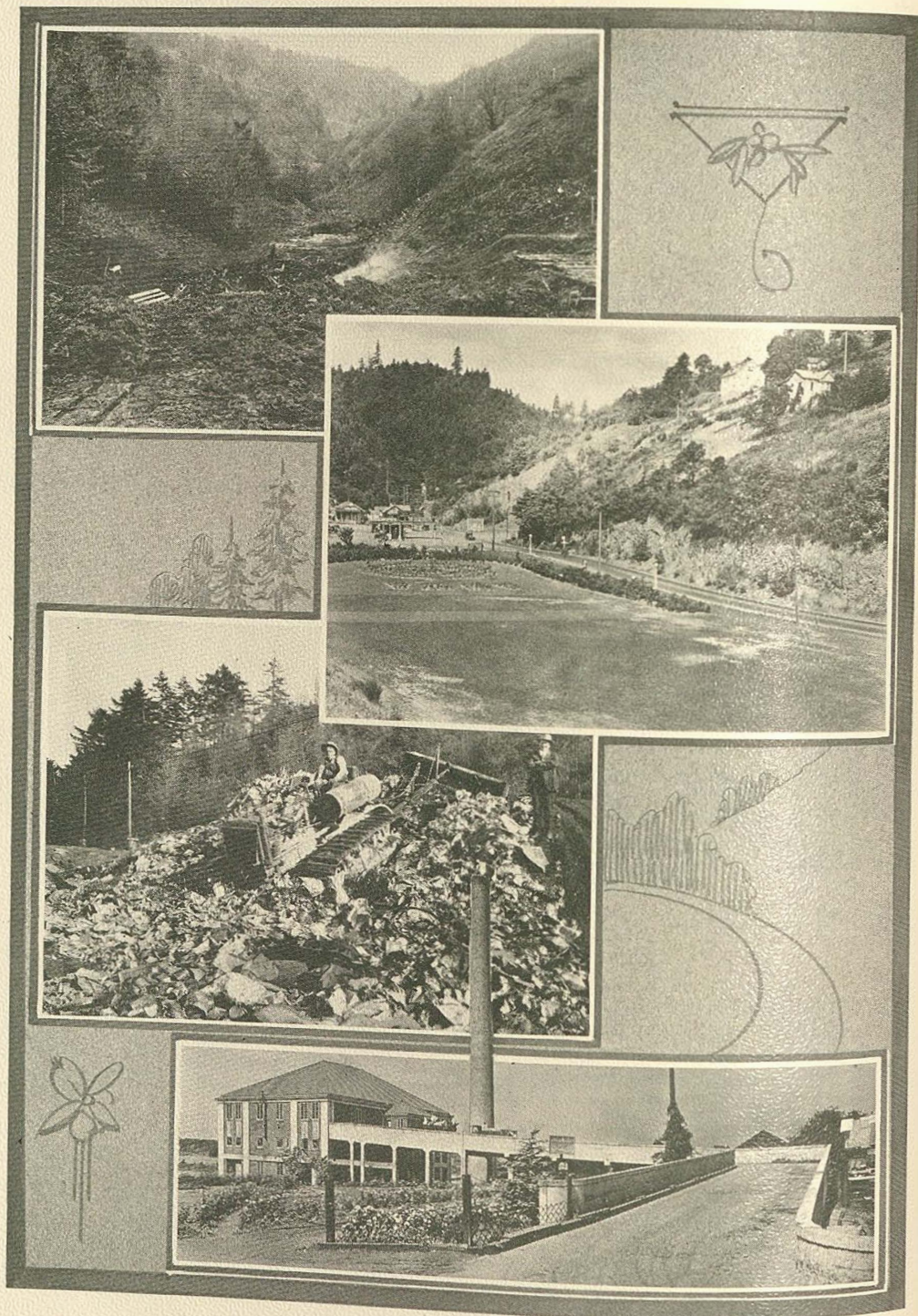
The bureau also has endeavored to award contracts for supplies to the low bidder, where the quality of the products was comparable, and this has resulted in better relations on all sides.

Bureau of Licenses

Despite changes in city regulations which reduced or eliminated some of the license fees that had been charged in the past, the bureau of licenses showed a gain for 1929 of \$7,683.25 over 1928. This increase came from the issuance of 23,892 licenses of all kinds, of which 14,395 were general business licenses and brought in a revenue of \$157,900.11 and 9497 were dog licenses which brought a revenue of \$27,496.50. Of the revenue from dogs, 80 per cent is paid by the city to the Oregon Humane Society for the operation of the pound and to assist it in the conduct of other functions in the city.

Municipal Reference Library

Technical books and magazines were in demand from city hall officials the past year, resulting in the circulation of 30,895 periodicals on such subjects by the municipal reference library, while 885 inquiries, some of them of a technical nature, were answered by the librarian. Information also has been furnished to other city libraries, to students and to organizations throughout the United States. Library visitors numbered 5103.



SANITARY FILL BEFORE AND AFTER AND INCINERATOR PLANT

Department of Public Affairs

C. A. BIGELOW, *Commissioner*

BUREAU OF FIRE

BUREAU OF STREET CLEANING

BUREAU OF GARBAGE DISPOSAL

MUNICIPAL SHOPS

CARROL PUBLIC MARKET

PUBLIC EMPLOYMENT BUREAU

EDWARD GRENFELL
Chief Engineer Fire Bureau

J. V. SAVAGE
Superintendent of Municipal Shops

GEORGE A. RIES
Superintendent of Street Cleaning

J. A. EASTMAN
Market Master Director

WILLIAM G. HELBER
Superintendent of Garbage Disposal

ARTHUR W. JONES
Public Employment Bureau

Department of Public Affairs

Bureau of Fire

FIRE loss in Portland in the fiscal year of 1929 was \$911,813.45. The bureau was called out 2547 times, but in 1852 of these calls they were for chimney fires, brush fires, false alarms, etc., where there was no property loss. Five persons lost their lives as the result of fires and 23 persons were burned to a greater or less degree. Six members of the fire bureau were injured while fighting fires or responding to alarms, but all of them recovered.

An additional battalion district was created in the East Side and one Battalion Chief was appointed in charge of this district. Two junior captains were promoted to senior captains, two hosemen were promoted to Junior Captains and 20 hosemen were appointed during the year. The Board of Fire Chiefs was reorganized and has held meetings each Monday morning, discussing a wide variety of subjects pertaining to administration of the bureau.

Recommendation is made that the personnel of all companies be brought up to standard working strength.

That a drill tower for the proper instruction of firemen in modern methods be provided.

That extensive repairs be made on certain fire stations.

That 14 pieces of apparatus from 13 to 16 years old be replaced at the rate of three new machines a year.

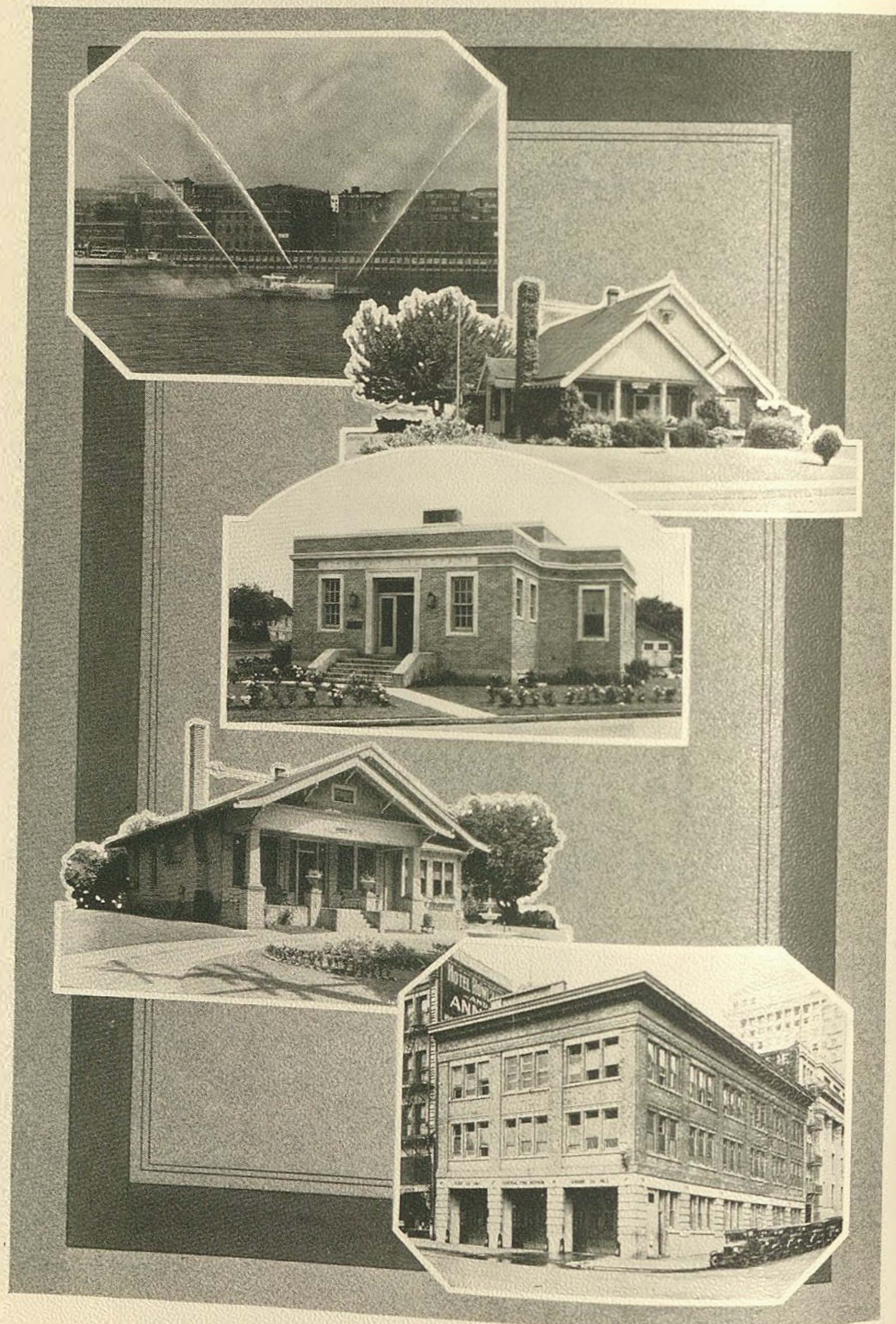
That additional help be provided for the expanded fire alarm telegraph system and for repair of fire hydrants.

The fire marshal's staff made 89,034 inspections and 11,300 fire hazards were abated. All places of business were inspected every three months and practically all dwellings were inspected once during the year. The office supervised 630 oil burner installations and 231 gasoline tank and pump installations. All plans for new buildings wherein fire protection equipment and safety devices are required were examined and passed upon by the fire marshal's office. The campaign to rid the city of old buildings was continued throughout the year, resulting in removal of 303 such buildings that had been condemned by the Fire Marshal's staff. Fifty persons arrested for violations of fire prevention ordinances were convicted and fines totaling \$790 were levied by the Municipal judges.

Rigid investigation of fires supposed to be incendiary was carried on. There were eight incendiary fires and nine supposed to be of incendiary origin. Especial attention was given during the year to inspection of public and private hospitals, private and parochial schools, children's nurseries, convalescent and welfare homes and fraternity houses, particularly as to emergency exits and first aid fire fighting appliances. Attention also was given to storage of flammable film and explosive anesthetic gases.

The fire bureau supplied speakers for 675 public meetings, including meetings of Boy Scout troops and in schools. Ninety-nine talks on fire prevention were broadcast by radio. The fire bureau took an active part in carrying through the plans for Clean-Up week, May 18 to 25, closely co-operating with the various civic organizations taking part in this campaign. National Fire Prevention week was observed October 6 to 12, closing with a Fire Prevention rally at the Municipal Auditorium.

In conjunction with and under the direction of the Portland Chamber of Commerce, a permanent City Fire Waste Council was organized, composed of members of



FIRE ALARM TELEGRAPH, STATIONS AND FIRE BOAT

civic clubs and trade organizations, with a member of the fire bureau acting as secretary. A special Court of Honor was held for Boy Scouts where 277 Merit badges were awarded.

Bureau of Street Cleaning

The total number of miles of hard surfaced city streets in 1929 reached 663 miles, an additional 19 miles having been added during the year. There are 88 miles of macadam streets and 32 miles of hard surfaced county roads and 25 miles of macadam county roads within the city limits.

The bureau during the year replaced two worn-out pieces of equipment. It operated eight flushers with full crews 16 hours a day and kept two for reserve in emergency. Two catch-basins educators were kept in continuous service.

More adequate preparation was made for the handling of any snow situation that might arise. The equipment consists of eight blade plows attached to five-ton flushers, one tractor with blade plow attached and one V-type tractor plow. The snow was dumped in the Willamette river and in manholes leading to the larger sewers.

The total cost of street cleaning operations in the fiscal year of 1929 was \$294,847.31.

The unit costs for cleaning for the year just closed are slightly higher than costs of the preceding year in patrol sweeping, hand-sweeping and auto machine flushing. The only apparent reason for this increase is the fact that the shop maintenance charges on both trucks and flushers have been higher in the year 1929 than during any previous year.

The books show a considerable decrease in the unit cost of cleaning macadam and gravel streets and also in catch-basin cleaning. In the former case the lessened cost is due primarily to the operation of a weed burner in connection with the work of the "hoe gang." Weeds which formerly were removed by hand hoe and at considerable expense are now burned without hoeing. It is found that this method is much easier on the laborers as well as a more economical way of handling the work.

The year as a whole has been very successful for the Street Cleaning Bureau. It has tried to foresee those things which might appear objectionable to the public and then remove the cause. As a result, complaints have been kept at a minimum.

Bureau of Garbage Disposal

There are now 140 scavengers and 13 hog-feeders engaged in collecting the city's garbage and refuse. Garbage and rubbish is disposed of either at the city incinerator or the Greeley Cutoff fill. Garbage collected on the West Side is incinerated while that collected on the East Side is disposed of at the fill. Hog-feeders collect from hotels, restaurants, markets and commission houses and make no deliveries to the incinerator or the fill.

Of the total amount of garbage and refuse disposed of, 37 per cent went to the incinerator and 63 per cent to the fill. Incineration cost 88½ cents a ton and disposing of the stuff at the fill 45½ cents a ton.

From May 1, 1925, to November 30, 1929, the garbage and rubbish disposed of at the fill amounted to 108,696 loads or 210,407 estimated tons, at a cost of \$80,183.20, including labor, supplies and equipment.

A fire at the incinerator in July caused damage to the extent of \$700, but operations were not delayed by this fire. Garbage and refuse disposed of at the incinerator amounted to 29,118½ tons.

The total revenues from garbage and waste paper amounted to \$331.27.

The total appropriation for the fiscal year, including transfers, was \$55,756; the

total encumbrance was \$52,746.77, leaving an unencumbered balance of \$3,009.25. Twenty-five persons were employed.

Municipal Shop

The municipal shop maintained for the various departments of the city was operated in 1929 at a total cost of \$106,815.39, of which \$67,076.89 was for labor and \$39,738.50 for material. Equipment purchased and installed out of the shop rotary fund cost \$6419.64. After paying all shop overhead and expenses the shop had a surplus of \$6664.38.

Bureau of Public Markets

The total receipts of the Bureau of Public Markets for the fiscal year ending November 30, 1929, were \$14,299. Of this, the receipts for stall rentals were \$13,333.90 and from sale of garbage \$965.10. The total expense of operating and maintaining the Yamhill Public Market was \$8077.93, leaving a net balance of \$6221.07.

The market was run to its capacity and at the busiest season there was a strong demand for stalls that could not be supplied.

Free Employment Bureau

Records of the free employment bureau, operated at No. 170 Fourth street, showed a placement for the year of 24,217 men and 3666 women. There was a greater percentage of unemployment in 1929 than in any year since 1914-15. There is an ever-increasing problem of placing men past the age of 45 years.

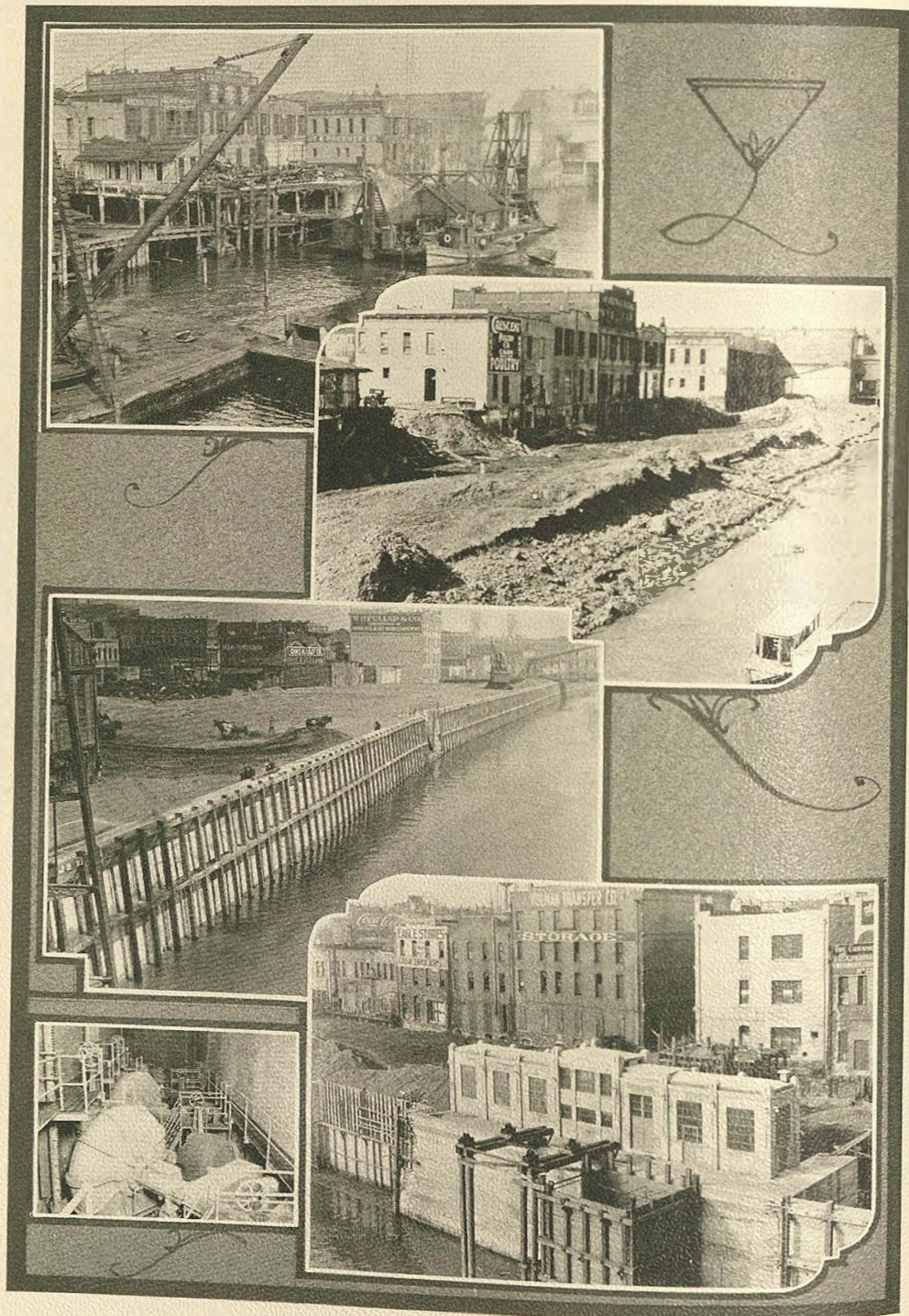
The Bureau has worked in close co-operation with the U. S. Employment Service, the Veterans' Bureau and the State Labor Commissioner.

Unemployment in this territory has steadily increased since the year 1925, with possibly a greater percentage of unemployment in 1929 than in any year since 1914-15. The city of Portland has suffered no more than any other Western city; in fact, it has offered more than most places, yet the fact remains that there is an ever growing disparity between the number of employables and the total jobs available.

An ever increasing problem is found in placing men past the age of 45 years, and in several lines of desirable employment a high school graduation and a 25-year age limit are requisite. Even in farm work the call is for younger men and mechanically-minded men for the operation of machinery.

The months of November, December, January and February are the critical period, the problem for the other eight months being confined largely to elderly men.

There is much work which could be continued later or started earlier in the year than is now the custom, and to great advantage to the working people and with little if any increase in cost to the employers. With our usually favorable climate in Oregon, the winter let-up in employment is a habit or condition of mind transplanted here from the East, and for which there is no real foundation. Students of employment conditions, however, are almost universally agreed that there should be a further restriction in immigration and that quota regulations should apply to both Mexico and Canada, from both of which Oregon labor already is suffering.



WATERFRONT BEFORE AND AFTER HARBOR WALL CONSTRUCTION

Department of Public Works

◆
A. L. BARBUR, *Commissioner*
◆

OFFICE OF CITY ENGINEER

Bureau of Construction

STREET IMPROVEMENTS	STREET EXTENSIONS
SEWER IMPROVEMENTS	CONSTRUCTION OF BRIDGES AND STRUCTURES
SIDEWALK CONSTRUCTION	TESTS OF MATERIALS OF CONSTRUCTION

Bureau of Maintenance

REPAIR OF SEWERS	REPAIR OF BRIDGES AND STRUCTURES
REPAIR OF STREETS	MUNICIPAL ASPHALT REPAIR PLANT

Bureau of Standards

PHYSICAL LABORATORY	TESTING LABORATORY
MUNICIPAL PAVING PLANT	

Bureau of Buildings

PLUMBING DIVISION	BUILDING DIVISION	ELECTRICAL DIVISION
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R. SHAWCROSS
Assistant Commissioner

MISS J. GORTER
Secretary

O. LAURGAARD
City Engineer

L. G. APPERSON
Chief Bureau of Construction

O. E. STANLEY
Chief Bureau of Maintenance

H. E. PLUMMER
Chief Bureau of Buildings

C. A. McCLURE
Secretary City Planning Commission

C. E. KRUSE
Chief Clerk

G. S. CROWLEY
Cost Accountant

G. L. THORNTON
Chief Building Inspector

L. W. GOING
Chief Electrical Inspector

J. D. FINNIGAN
Chief Plumbing Inspector

L. F. SCHUELE
Chief Draftsman

R. G. REGAN
Head Street Extension Division

H. G. RICHARDSON
Surveyor

A. D. VANCE
Assistant to City Engineer

F. T. FOWLER
Bridge Engineer

L. WATTS
Head of Permit Division

J. K. CARR
Foreman Street Repair Division

N. REED
Foreman Bridge Repair Division

C. A. ROBINSON
Foreman Sewer Repair Division

R. HURLBURT
Foreman Sidewalk Repair Division

R. S. DULIN
Chemist and Superintendent Municipal Paving Plant

Department of Public Works

Public Works Department

COMPLETION of the \$2,756,091.66 mile long harbor wall, intercepting sewer and pumping plant was one of the outstanding events of the year, the project being designed to reclaim a large part of the waterfront district and to prevent the annual flooding of downtown basements by high water which backed up through the sewers. This flooding of the basements and the consequent necessity of pumping out and shifting stocks cost the business men of the district more than \$70,000 a year, according to the estimates of City Engineer Laurgaard.

Other construction projects included the Vancouver avenue viaduct, which cost \$108,119.18, the East Thirty-third street viaduct, which cost \$74,123.44, and the completion of 164 street improvement projects at a cost of \$876,421.15 and 37 sewer projects for which the property owners paid \$120,754.06. These street projects brought the total of city streets to 1243.67 miles of which 665.41 miles are hard surfaced.

In addition to these projects, plans were made for the \$200,000 approach to the Portland airport at Swan Island, which is now under construction. Estimates were made on a proposed railroad along the west side waterfront to become a link in the unification of terminals project by which present railroads would become part of a belt line system.

This was done after suggestions from shippers that such a system might help to speed up the transfer of freight. The proposed link would extend from Jefferson to Glisan streets. There would be a track depression at Madison street and a probable reconstruction of the approach of the Morrison street bridge.

Plans also were prepared during the year for seven of the eight bond issue projects for street widenings authorized by the people in November, 1928. They were:

Jefferson and Chapman streets, 64,145 square feet acquired, 1085 lots affected, cost \$204,898, of which the public paid 50 per cent and the property owners 50 per cent; Foster road, 39,491 feet acquired at a cost of \$46,978.14 on a 50-50 basis; East Morrison street, 33,360 square feet, cost \$255,775.88, with 50 per cent from the bond issue; Burnside street, 62,172 square feet, \$1,799,237.56 on a 66 $\frac{2}{3}$ per cent payment by the bond issue; East Burnside street, 92,346 feet acquired on a 50 per cent basis from the bond issue at a cost of \$360,369.26; East Broadway, 188,069 feet acquired on a 50 per cent basis for \$658,999.88, and Union avenue, 327,393 feet taken on a 50 per cent basis and at a cost of \$1,324,775.28.

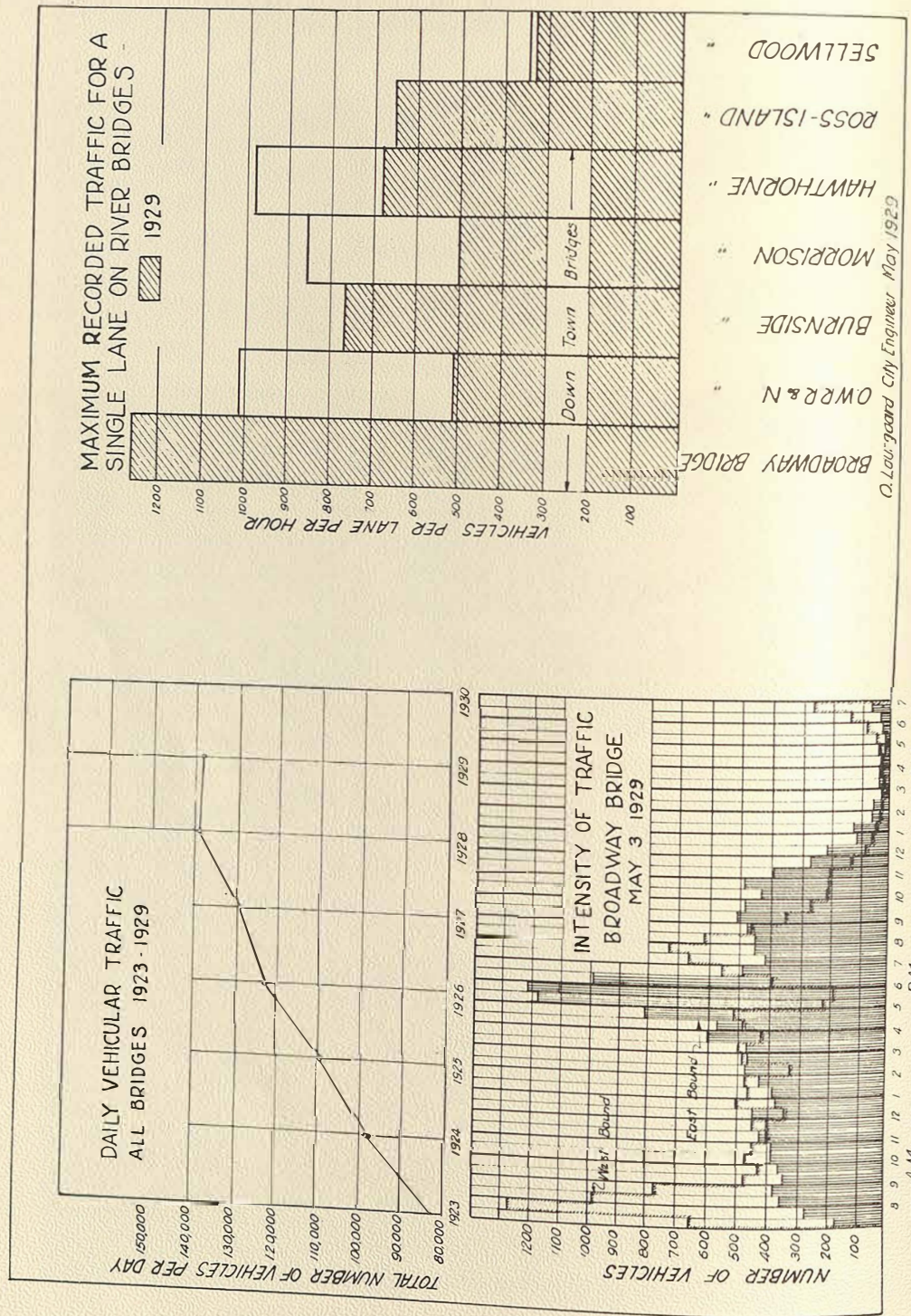
Estimates also were prepared for an esplanade, railing and ornamental lighting system along the harbor wall.

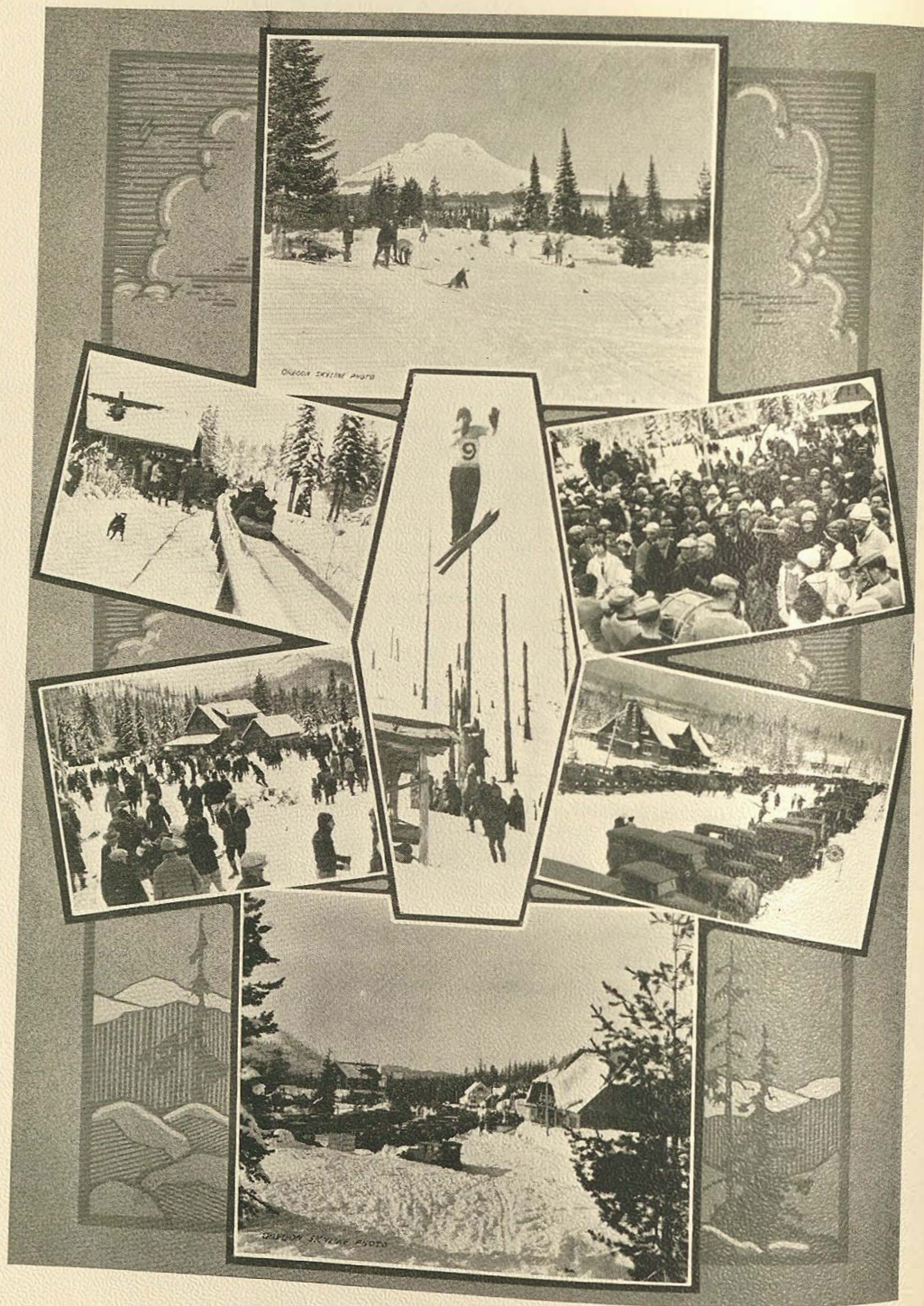
Plans for the airport approach came about following numerous events at the airport which attracted large crowds of visitors and brought about such traffic congestion that at times no vehicle could move.

The cost of the work was paid for by the Port of Portland, which is contributing 24 $\frac{1}{2}$ per cent, the Oregon-Washington Railroad & Navigation Company, 24 $\frac{1}{2}$ per cent; the city and county, 22 per cent each and the Portland Electric Power company, 7 per cent.

The project involves the construction of a viaduct over the tracks of the railroad company, a fill leading to the airport, a tunnel under the street car tracks and Greeley street, a new street through Penn and Going streets to connect with Interstate avenue and such turns as will direct traffic in and out of the subway crossings.

Building permits for the year showed a value of \$16,241,780 on 7804 permits, while





MT. HOOD SPORTS

electrical permits numbered 15,478 and called for construction work that amounted to \$2,710,455. There were 720 permits for the construction of electric signs which called for an expenditure of \$362,288 and 4676 permits for plumbing with a value of \$1,315,925.

The municipal paving plant laid 180,434 square yards of pavement during the year for which it got \$186,421.15.

The waterfront development project, of which the harbor wall and intercepting sewer are the first units in the Laurgaard plan, converted an ancient waterfront into an attractive part of the city and stimulated interest in the reclamation of that district. The project extended from Jefferson to Glisan streets along the entire west side downtown district, and was 5300 feet long.

To reclaim the land between Front street and the Willamette river, and to provide against the further flooding of basements in the downtown district, City Engineer Laurgaard held that it was necessary to construct a concrete harbor wall that would be well above the usual high water level, and a huge sewer to pick up the outfall of all of the sewers of the district and carry them to a central pumping plant, which was placed at the foot of Ankeny street.

In the ordinary stages of the river, the outfall from these sewers through the Front street intercepting sewer passes into the river. At high stages, however, the pumps in the pumping house are started automatically, and they force the sewage into the river. The sewer is so designed that it can be connected up later with any sewage disposal plant that the city may plan.

Back of the harbor wall a fill was constructed which brought all of the waterfront for that mile up to the same grade, and along the first 25 feet adjacent to the wall Mr. Laurgaard planned the construction of an esplanade and lighting system. This has not yet been done, but estimates have been made on the work.

It is interesting to note that movements are on foot for several additional features of the greater project which Mr. Laurgaard recommended in connection with the development of the district. These are the plans for the esplanade, for the widening of Front street to 100 feet and for the construction of the public market building on Front st.

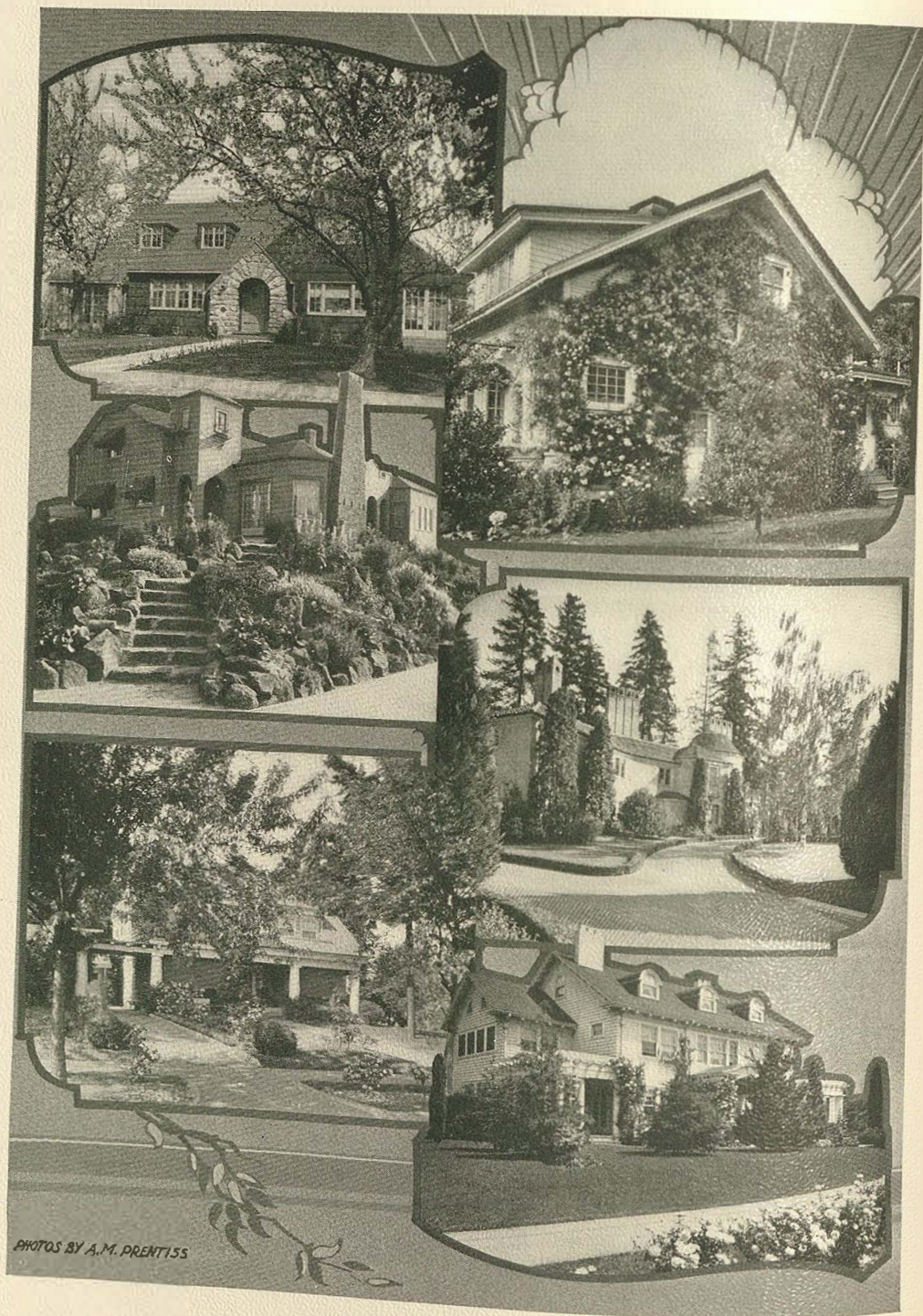
The J. F. Shea company got the contract for the construction of the first unit, the harbor wall, the sewer and the pumping plant, on a bid of \$2,135,000, which was later reduced somewhat by the change in some of the phases of the project. The J. F. Shea company sublet the contract for the construction of the harbor wall to the Pacific Bridge company and the electrical work to the Jaggar-Sroufe company.

Involved in the construction of the project was a concrete wall 5300 feet, the dredging of 1,000,000 cubic yards of fill, the placing of 13,000,000 board feet of lumber used in each of the cribs on which the concrete wall rested, the placing of 56,000 cubic yards of concrete, the construction of more than 5000 lineal feet of reinforced concrete sewer ranging from 30 to 84 inches in diameter, and the construction of a pump house and pumping plant of five units with a total capacity of more than 110,000 gallons a minute.

Plans for the entire project were passed on by a board of consulting engineers which consisted of C. W. Staniford, New York; M. M. O'Shaughnessy, San Francisco; J. C. Stevens, G. B. Hegardt and O. Laurgaard, Portland. They called for a project that would drain the 425 acres in the downtown district and eliminate conditions that inspired the property owners to petition the city council for the construction of the largest single project that the city has undertaken.

One of the features of the project is the pumping plant, which is 98 feet two inches long, 19 feet six inches high and 30 feet wide, inside. This plant is fully automatic, operating when the river stages are high and shutting down when the water falls.

Construction of all phases of the project were carried on despite traffic conditions



A FEW PORTLAND HOMES

and other problems, including the discovery of quicksand when the sewer was under construction.

Because of the traffic conditions, much of the sewer construction was done by tunneling, while trains, trucks and other business were operated over the street without serious interruption. Various devices had to be used by the contractor to combat the quicksand and other ground conditions, and for a short distance it was necessary to abandon the tunnel method and lay an open ditch.

This sewer leads to the pumping plant which was erected on a concrete base which sealed 258 timber piles placed inside of a wooden crib 104 feet long by 29½ feet wide.

Inside are two Fairbanks-Morse pumps with a rated capacity of 10,000 gallons a minute each, and three American Well Works pumps with a capacity of 30,000 gallons a minute each.

As a matter of fact, in the tests conducted by the city engineer and others, these pumps handled much more than their rated capacities. The building also is equipped with a pump which keeps it dry and the equipment has heaters so that moisture collecting on the machinery may be dried so the plant will work at high efficiency at all times. Two-foot walks have been constructed inside the building so that tenders may get around the machines, and there are 112 steps leading from one section of the plant to another.

Two 11,000 volt power lines have been installed so that the plant will get service from independent companies at all times. Traveling cranes for the handling of the machinery that needs repair also have been installed.

The harbor wall itself is the feature that strikes the visitor to the waterfront more forcefully than the sewer phase of the development project, for it is this wall that appears to have reclaimed the large area along the waterfront and to have brought the district back to a place of importance in the city.

Change in the harbor lines was necessary to carry out the project in its final form. This was brought about after many conferences with the various authorities and with the approval of the war department.

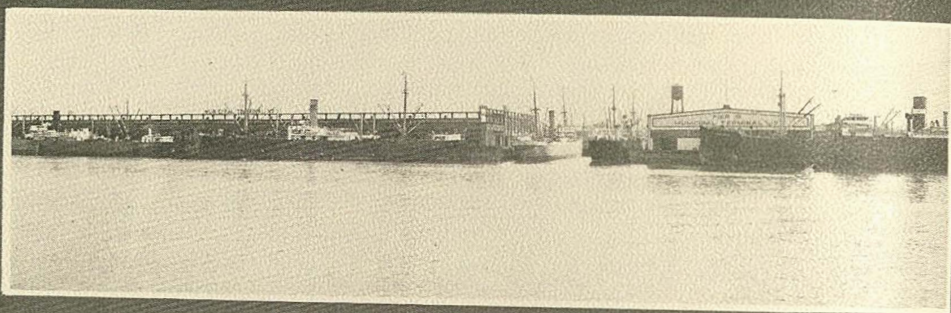
Wooden cribs filled with gravel formed the foundation for the concrete wall, and these were constructed of sawed timbers, eight by 12 and 12 by 12, which were fitted and bolted together.

Construction of the cribs entailed the building of a special plant where the timbers were hauled from the river onto the plant, automatically sawed, bored, and fitted, so that when completed the joints would match and the long bolts could be put through the bored holes.

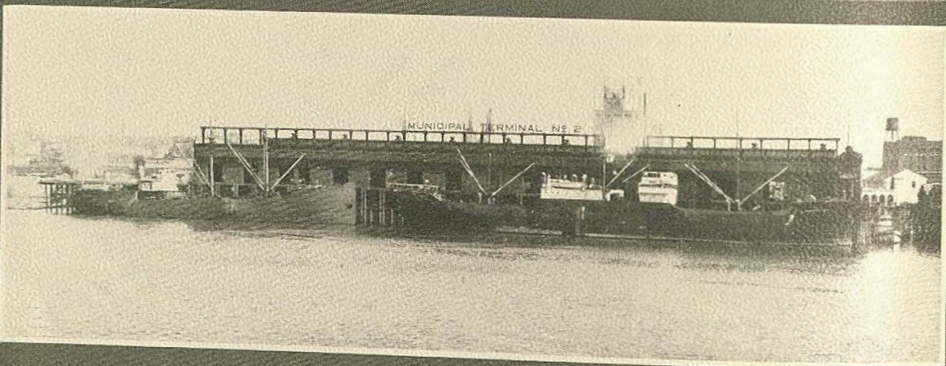
In part of the construction it was necessary to fill the river bottom for the cribs to rest on and in other parts it was necessary to excavate the position for the cribs, part of the digging being through hard gravel and sandstone. Sinking of the cribs was brought about through the construction of pockets in the cribs and these were filled with gravel. Sheet piling was placed along the face of the crib to assist in shutting off the seepage of water.

Construction of a special plant for the handling of the concrete on the project was necessary, so that the work would be as nearly as possible automatic and so that exact measurements might be obtained. This was a floating concrete mixing plant, with an endless belt which carried the material into hoppers where it was measured and then dumped into the concrete mixers.

By special construction, also, the concrete for the wall was poured under water and no pockets developed except along the face of the wall. This work was done in sections of 50 feet at a time.



Angelo Studio



MUNICIPAL TERMINALS

Work on the fill behind the wall was undertaken as rapidly as the concrete reached the point where the forms could be removed. Another interesting phase of the construction was the placing of rip rap along the toe of the wall, which was done in such a way that exact results could be obtained.

A raft was constructed with 16 pockets of 12 feet each. Then skips were built which would hold exactly $3\frac{1}{2}$ cubic yards of rock. These skips were dumped, one at a time, into the pockets by a derrick, and when the pockets had been checked off, the raft was moved to take in another section. In this way the rock was laid uniformly along the toe of the wall. Divers inspected the results and checked on the operation of the device.

Boat landings, elevator wells and other phases of the project not contemplated at the start were placed in the wall at various points in response of requests of property owners and others.

Traffic studies made by the city engineer May 1st, 2nd and 3rd, as has been customary for several years, showed that in 1929 the seven Willamette river bridges were used by 137,742 on the last day of the count, Saturday. This was just about what the count showed the year before, although there has been a rapid increase in the traffic on the bridges every year from 1923 until 1928.

In addition to the bridges, the St. Johns Ferry showed 1104 cars on the same day, the Lovejoy ramp from the Broadway bridge carried 10,007 cars and the Tenth street ramp from the same bridge carried 7490.

The heaviest travelled bridge in the city remained the Broadway bridge, the count showing 38,169 cars on Saturday, while the Burnside bridge was runner-up with 33,364 cars on the same day. The Hawthorne bridge carried 21,181, the Morrison 15,869, the Ross Island 16,097, the Railroad 9318 and the Sellwood 3744. The Broadway bridge also carried the densest travel when 1274 cars passed over the bridge in a 30 minute period, which was 7.4 per cent of the day's total for the bridge.

A special count taken May 10 showed that 49 per cent of the westbound traffic on the Burnside bridge left the bridge east of Fourth street and 53 per cent of the eastbound traffic entered the bridge east of Fourth street. City Engineer Laurgaard suggested that when Burnside street is widened, the congestion near the bridge head will be considerably relieved.

During the year the city acquired 6.10 miles of streets by new additions or deed, and it vacated .88 of a mile, leaving a net mileage of 1243.67.

There were 57 miles of county roads inside of the city limits.

Of the total of the city streets, 663.40 miles have some form of hard surface while 88.12 miles are waterbound macadam with oil applications, and 2.01 miles are paved streets on city bridges.

To keep up the hard surface streets, the city spent in 1929 a total of \$94,898.61, which City Engineer Laurgaard declared was not at all sufficient to maintain properly the 12,408,321 square yards of pavement. He suggested that the city could prolong the life of these streets by an appropriation of from 1 to 2 cents a square yard a year. He said that the department does not have sufficient inspectors to check the conditions of the street and suggested that changes be made in the regulations governing the opening of the streets so there would be uniform procedure.

Opening of Columbia Slough channel to improve conditions for the industries in that neighborhood was one of the accomplishments of the year.

In this connection the outlets of the Vancouver avenue and Kenton sewers were extended. By arrangement with the Port of Portland, a channel 40 feet wide was dug for 7300 feet and 386,000 cubic yards of material were moved and placed in a fill for a

county road, but high water later filled up the channel in places and the city again had to open the channel and the mooring grounds used by fishermen.

This work restored the channel to a depth of five feet at low water for five miles from the Columbia river and removed shoals that interfered with mill operations.

The \$108,119.19 Vancouver avenue viaduct, constructed during the year, is 395 feet and 10 inches long with approaches 880 feet long. The roadway is 40 feet wide, with two eight foot sidewalks and handrails, making the total width 58 feet and 3 inches.

The approach was made with dredged material on which was laid a seven inch reinforced concrete pavement and two five foot sidewalks. The project called for the excavation of 3240 cubic yards, the use of 30,362 cubic yards of material in the embankment, the construction of 8955 square feet of sidewalk, 1787 lineal feet of curb, 4039 square yards of pavement, 149 cubic yards of concrete in the footings of the viaduct, 77 cubic yards in the retaining walls, and 1254 in the superstructure. The bridge called for 291,000 pounds of reinforcing steel. The total cost was \$2.33 a square foot.

The East Thirty-third street viaduct, built along much the same lines, was completed at a cost of \$69,623.44, to which was added \$4500 for right of way. The bridge, including approaches, is 350 feet long, with a 40 foot roadway and six foot sidewalks.

Construction required the use of 1700 cubic yards of concrete, 176 tons of reinforcing steel, 1848 cubic yards of excavation, 10,933 cubic yards of embankment, 2224 square yards of pavement and the total cost was \$2.54 a square foot.

Preliminary plans were worked out for the construction of the Burgard avenue viaduct, near terminal No. 4 at St. Johns, and for the improvement of the waterfront through the construction of a belt line that would result in the unification of terminals.

Estimates also were made for the acquisition of the Fourth street property of the Southern Pacific company for highway purposes and for the construction of the airport approach.

Repairs costing \$1036.40 were made on the Holgate street viaduct and plans were made for the repair of the Columbia Slough channel bridge.

The department also filed reports on 16 street extension projects which were to be paid for by the property owners affected without aid from the general public. The total cost of all street widening projects on which reports were filed was placed at \$5,842,487.76.

Three reports were made on county roads that were to be taken over as city streets, 22 deeds covering 65,634 square feet were obtained for street purposes, and 29 rights of way were obtained for sewers.

Thirty-eight slope easements were obtained for street improvement projects, eight changes of grade reports were filed, 14 street vacation petitions checked and 12 street extension plans were filed with the county clerk.

Plans for four ornamental lighting systems for streets were made, calling for such systems on Grand avenue from East Everett street to Holladay avenue, Union avenue from Going street to Jessup street, Peacock Lane from Belmont street to East Stark street, and East Morrison street from Grand avenue to East Twelfth street.

The Grand avenue project was completed and called for 37 two-light posts, which extended the Grand avenue system built in 1926 and made that lighting system the longest in the city.

The Union avenue project was about 75 per cent completed at the end of the year.

Two systems with a total of 14 two-light posts were installed on Lloyd Boulevard from Grand avenue to East Eleventh street, the work being done by the Lloyd corporation under the supervision of the city engineer.

Plans also were made for an ornamental lighting system for the North Park Blocks from Glisan to Burnside streets.

For the park bureau specifications were prepared for lighting tennis courts at U. S. Grant park and Buckman field.

The report of the public works department for the year shows that there were 232.07 miles of six-inch sewer, 643.33 miles of 8 to 30-inch sewer and 98.59 miles of trunk sewer in place at the end of the fiscal year.

It cost the city \$1488.77 to investigate the 2445 complaints as to holes in streets and other troubles filed during the year, an average of 61 cents each.

Defective sidewalk posted by the bureau of maintenance totalled 104,160 square feet and it inspected 157,818 square feet of new walk, 40,704 lineal feet of new concrete curb and 109,214 square feet of driveways built under permits. Follow up letters have resulted in the owner repairing defective sidewalk and the city has had less of it to do.

Maintenance work has been done on 980,333 square yards of street at a cost of \$15,747.66, while the oiling of gravelled and macadam streets amounted to 875,410 square yards at a cost of \$9626.31. Gravelled streets under maintenance increased by 204,611 square yards and 7958 square yards were replaced with pavement, making the net addition 196,653 square yards.

Among the other work done by the bureau of maintenance was the rebuilding of 9800 square feet of gutters, repairs to the Holgate viaduct, and barricade fences on St. Helens road and other streets.

The sewer division cleaned 56.50 miles of sewers at a cost of \$162 a mile and investigated 2083 complaints at a cost of \$1.25 each.

Recommendation that the city require the streetcar company to carry out a program of track improvements within a reasonable time was made in the department's report, pointing out that many of the streetcar lines are in bad condition, including those on Washington, Morrison, Fifth and Third streets, Grand avenue and a part of Killingsworth avenue and Hawthorne avenue. First street trackage between Madison and Alder streets was repaired.

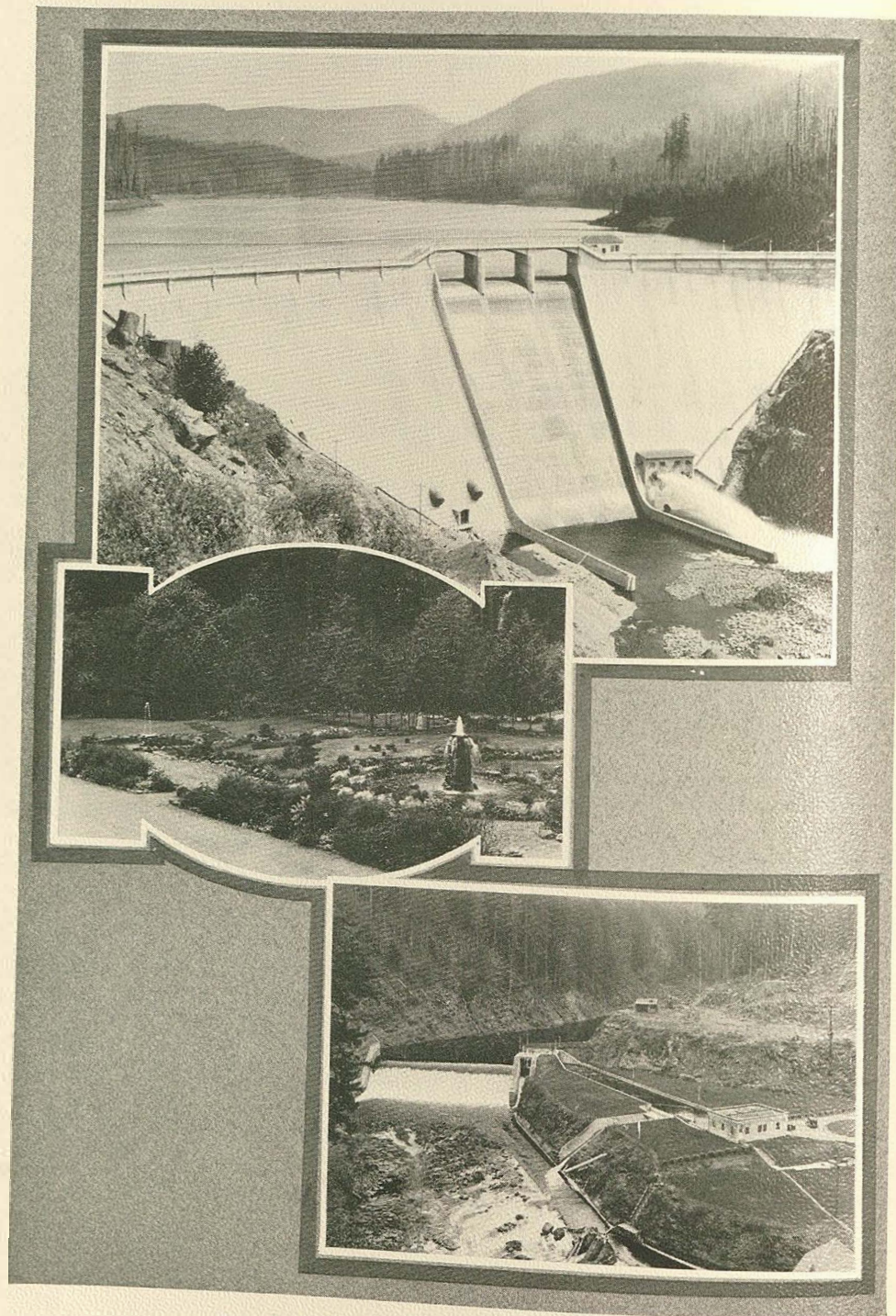
Fifty-seven times the department has straightened out tangles in house numbers and sometimes renumbered whole streets.

Although 1929 was the first year since 1922 that the valuations of the building permits had been less than \$20,000,000, the department predicted that there would be renewed construction activity in a short time and outlined some of the large buildings which were in the making.

During the year the council passed the contractors' license ordinance which called for the classification of contractors, and this aroused the opposition of some of the industry, bringing about the suspension of the measure until a regulation satisfactory to the industry and to the public may be worked out.

Passage of an ordinance regulating the installation of furnaces and refrigeration, the first to assure adequate heat to the home owner, and the second as a safety measure, also were features of the year. Exemptions from the housing code, which is now being revised by a special committee, were reduced from 59 in 1928 to 25 in 1929.

Enforcement of the ordinance against excessive smoke has been carried out but there have been few complaints.



BULL RUN DAM, HEADWORKS PARK AND INTAKE

Department of Public Utilities

◆
 JOHN M. MANN, *Commissioner*
 ◆

BUREAU OF WATER WORKS
 BUREAU OF HEALTH
 BUREAU OF CITY LIGHTING
 SEALER OF WEIGHTS AND MEASURES
 ◆

H. A. GOODE
Assistant to the Commissioner

DR. JOHN G. ABELE
City Health Officer

BEN S. MORROW
Chief Engineer Water Bureau

DR. ROBERT L. BENSON
Bacteriologist in Charge of Laboratories

L. S. KAISER
Superintendent Water Bureau

H. A. GOODE
City Lighting Bureau

E. D. JONES
Sealer of Weights and Measures

Department of Public Utilities Bureau of Water Works

THE past year proved to be an unusual one from a standpoint of weather conditions. During 1928 the total precipitation was 34.69 inches. The total rainfall for 1929 was only 26.10 inches, breaking all U. S. government records for the past 50 years, and thus placing this city, insofar as climatic conditions are concerned, in the class of the southern sister, city of Los Angeles. There was practically no rain from June 15 to December 1. Nevertheless, Portland enjoyed an abundance of water throughout the entire year on account of ample storage in the Bull Run Reserve.

The gross operating revenue for the fiscal year ending November 30, 1929, was \$1,548,841.21.

Water for all municipal purposes in this city, and for which no charge is made, is estimated at a value of \$316,850.24.

The earnings of the bureau totaled \$1,638,549.76; the gross collections were \$1,597,579.58 and refunds amounted to \$3522.53, making the net collections \$1,594,057.05, an increase over 1928 of \$21,363.83.

Portland's water system is 100 per cent metered, except services furnished for municipal purposes.

Recommendation is made by the Superintendent of the Bureau of Water Works that meters should be installed on the municipal golf links, public swimming pools, engine houses, parks, fountains and playgrounds, as revenues are being derived by the general fund from all of these activities.

Fifty-two water companies and water districts not under the municipal water system have been supplied with water during the year.

On November 30, 1929, the outstanding water bonds amounted to \$19,479,000. On the same date there was on deposit in the water bond sinking fund \$3,561,640, thus making the outstanding indebtedness \$15,917,360.

Special construction work completed during the year included the Bull Run storage project at a cost of \$2,696,084.95, and the Portland Heights reservoir No. 2, costing \$19,550.20.

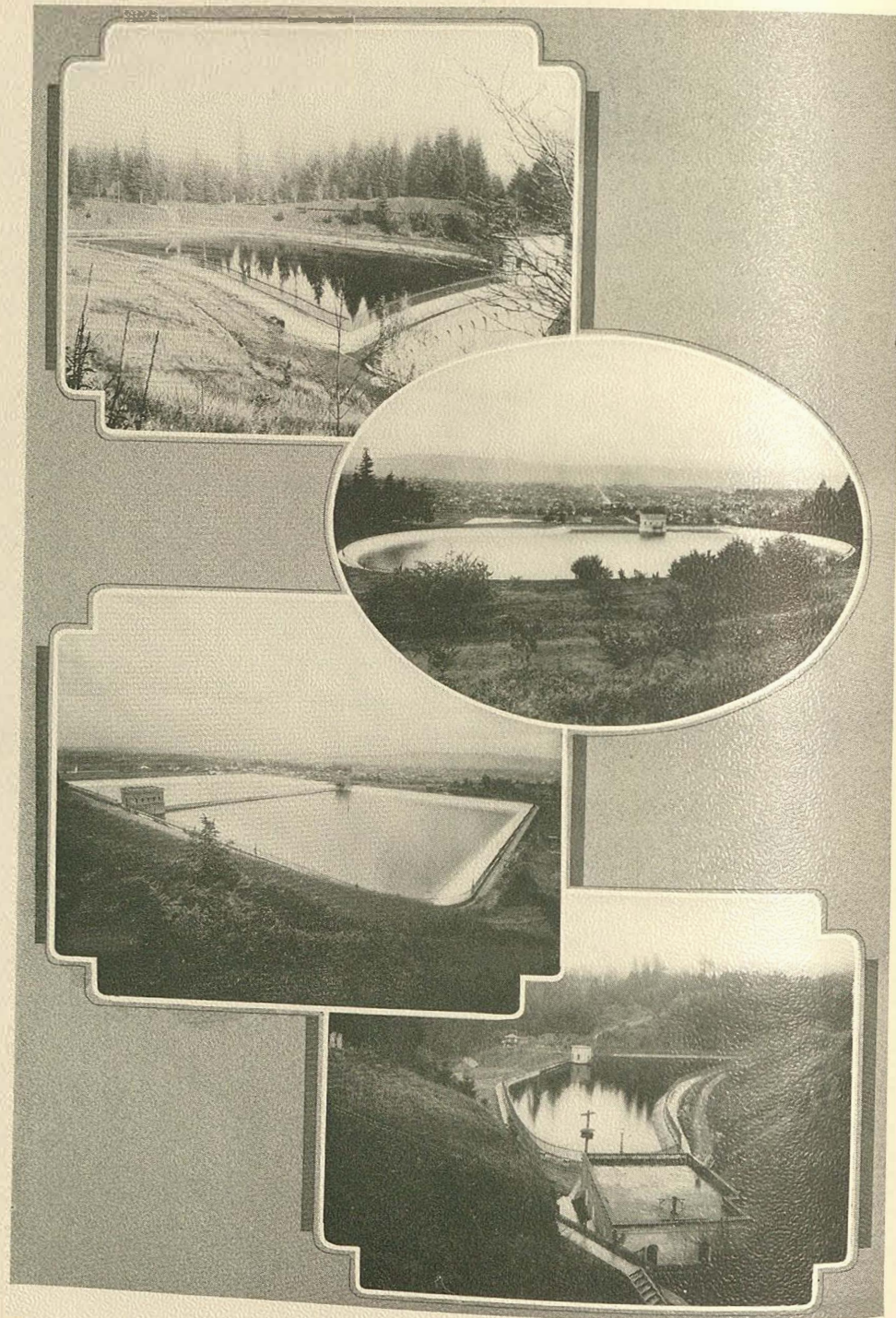
The sinking fund securities consist of municipal, state highway, Port of Portland and other authorized bonds, the average yield on which is over 4 per cent.

The total assets of the Water Bureau are \$32,307,482.10. The capital liabilities are: Bonds outstanding, \$19,479,000; current liabilities, \$298,761.26; reserve for depreciation, \$3,639,867.33; surplus, \$8,889,853.51.

The total revenue from the private water companies amounted to \$130,661.42.

During the past 10 years the construction forces have installed a total of 227.1 miles of permanent cast iron water mains. In 1924 a maximum of 41.4 miles, and during 1920 a minimum of 7.8 miles of mains were installed. Since 1926 there has been a steady decrease, with 13.6 miles of mains laid during 1929. This should represent an approximate yearly average for the next decade within the present area of the city, as only the sparsely settled outlying sections are now without large mains.

The total mileage of water mains now in use and owned by the city is 1129.24 miles, to which can be reasonably added 48.85 miles of mains which are operated and maintained by city forces but are owned privately, making a grand total of 1178.09 miles of mains that constitute the present distributing system of the city.



A FEW OF PORTLAND'S RESERVOIRS

During the year the major water main installations were 6976 feet of 12-inch pipe, 265 feet of 16-inch pipe, 2803 feet of 24-inch pipe and 2265 feet of 30-inch pipe.

The total consumption of water for the year, as indicated by the various major water meters, was 13,618,295,820 gallons, with a daily average of 37,310,000 gallons. The maximum day was July 30, with a consumption of 70,000,000 gallons and the minimum was March 24, with consumption of 28,000,000 gallons.

Portland's water supply comes from the Bull Run Reserve, the Bull Run Lake, the Bull Run River and its tributary creeks. The basin from which this water comes comprises 222 square miles, of which the greater part is heavily forested. The annual run-off from the drainage basin probably averages more than 100 inches in depth over the area. The United States Geographical Survey report in 1914, describing the water supply and its character, said:

"The entire drainage basin above the intake of the pipe lines is included in the Bull Run Forest Reserve, and trespass is prohibited by efficient policing. Because of the remoteness of the upper Bull Run basin and the ideal sanitary conditions and effective patrol in it, Portland's water supply may be considered primarily pure and above criticism."

Bull Run is found by the United States Geological Survey to be the purest stream of water in Oregon and as far as records of analysis are available it is the purest stream of water in the United States large enough to be utilized by a large city as a water supply. Bull Run water requires practically no softening for any industrial use and foams very little in the boiler. It is non-corrosive to metal and produces a very slight soft scale in boiler tubes. If the tubes are cleaned often it ought not to be necessary to use a boiler compound.

At the close of the present fiscal year there were a total of 86,447 services connected to the water mains of the city, a net increase of 1100, or 1.28 per cent. Of the total number, 1642 are beyond the city limits. Using 4.38 as a multiplier, would give 378,638 as the total population supplied by city lines, of which 7192 live outside the city and 371,446 within the city.

In addition to this, there are 12,421 services supplying 54,404 people in the 54 water districts and along the lines of the water companies purchasing Bull Run water from the city. The total population supplied as of November 30 is estimated to be 433,042, an increase of 1.45 per cent during the past year.

Under the rate schedule as adopted by the Council for 1930, the present water rates were amended by including an industrial rate of 5 cents per 100 cubic feet for all water used for manufacturing purposes in excess of 120,000 cubic feet per month, this bringing the rate schedule into a more favorable comparison with those of other Northwest cities.

Bear Creek Dam Completed

An outstanding feature in the development of the Portland water system, which feature was brought to completion in 1929, was construction of the Bear Creek Dam, at the confluence of Bear Creek with the Bull Run River. This great impounding reservoir gives Portland a water supply sufficient for a population of 800,000 people.

The contract for the Bear Creek Dam was awarded to Bent Brothers, February 24, 1927. The work was completed early in 1929. The cost of the project of the dam construction, site clearing, road construction and so forth was about \$2,000,000.

Construction of the dam required 200,000 or more barrels of cement. The dam is 210 feet in height, is 250 feet long at the base and 1100 feet long at the top. Its width at the base is 147 feet. It holds 11,000,000,000 gallons of water, and the lake thus formed reaches back from above the dam for a distance of approximately three and three-

quarter miles. Such a storage supply, in addition to the storage of Bull Run Lake, gives Portland an enviable water supply and all troubles over water shortages have become a thing of the past.

The great storage reservoir was completed at a most auspicious period, as for the two previous years there had been a marked deficiency in the total rainfall for each year, and in 1926 the supply of water in Portland was reduced to a dangerous point, as the runoff from the season's rainfall had filled Bull Run Lake to less than half its capacity and all streams were likewise affected.

Available sources of additional supply had been used, including the tapping of Blue Lake and Goodfellow Lake, all within the Bull Run Reserve. The experiences of the summer of 1926 emphasized the necessity for constructing the Bear Creek Dam without further delay.

Construction of the dam and storage basin required the clearing off of 430 acres of land in the canyon, which was covered with trees and underbrush. In place of the former wooded river and creek basins there is now a large lake of great scenic beauty.

The Bear Creek Dam is located about seven miles above the Bull Run Headworks, and good roads have been constructed to connect the two units of the water system. At the Bear Creek Reservoir comfortable houses have been erected for the permanent attendants and a sanitary sewage system has been put into operation, through which the sewage is treated in septic tanks and then pumped outside the water shed.

The Bear Creek Dam was a notable piece of construction work and has been visited and inspected by many engineers of prominence. Its completion has given an assurance that Portland, under any conditions that might develop, is assured of a bountiful water supply, and of a quality that is scarcely to be equalled in the water supply of any large city of the United States.

Bureau of Health

Portland had a mortality rate of 10.7 to the 1000 of population in 1929, which is slightly less than the rate for 1928, that being 10.9 per 1000. The general death rate in 1929 was high the first three months of the year, but to offset this there were exceptionally favorable rates in the spring and summer months. May was a record low month, with but 216 deaths.

Of the 3744 deaths in the city for the year, 639 were non-residents who came to hospitals from places adjacent to Portland. The Doernbecher and Veterans' hospitals attract many non-resident patients.

Portland's population is white to an extent perhaps unequalled by any large city of the United States. Births and deaths indicate that less than 3 per cent of the population is mixed with other than pure white. Of the 4223 births all but 117 were white, and with a total of 3744 deaths all but 103 were white.

Heart disease was the chief cause of death, with 722 deaths in 1929 as compared with 653 in 1928. This emphasizes a trend that is world-wide. The next five causes of death for 1929 and 1928 in order were: Cancer, 414 and 456; cerebral hemorrhage, 320 and 299; pneumonia, 297 and 287; chronic nephritis, 281 and 267; tuberculosis, 129 and 144. These six causes comprise slightly more than 57 per cent of all deaths in each year.

There were 20 deaths of women due more or less directly to child-bearing, which was a slight decrease from the 1928 figure.

The infant mortality rate for 1929 is 41.9. In 1928 the rate was 43 per 1000 births and Portland tied with Seattle, Washington, for the low rate in the United States in cities of 250,000 and over. Portland also had a lower rate than any city in the 100,000 to 250,000 population class.

There were 82 suicides in 1929, as compared with 94 in 1928, and there were 11 homicides or one more than in 1928. There were 60 deaths from automobile accidents, six less than in 1928. Of these 60 deaths in hospitals of this city, 16 of the accidents occurred outside the city limits.

Of the epidemic diseases, there were 15 deaths from diphtheria, as compared with 10 in 1928. Poliomyelitis caused four deaths while in 1928 there were 12. There were 15 deaths from epidemic meningitis in 1929 and 10 in 1928. Other epidemic diseases showed but slight variation from the previous year.

The five-year age periods in which the greatest number of deaths occurred in both years were from 65 to 69 and from 70 to 74, with a total in these two periods of 837 in 1929 and 842 in 1928.

There were 4223 births in 1929, of which 2144 were male and 2079 female. There were 77 sets of twins.

A total of 611 cases were treated at the isolation hospital, this representing 5030 hospital days. The total number of cases treated at the emergency hospital was 12,111.

In May of this year the Health Bureau started the routine medical examination of all milk handlers and this has been completed with a few exceptions. It is hoped the entire field can be covered two or three times a year. Another achievement has been the testing of all milk shipped to the pasteurizing plants, which had been abandoned for the most part of two years. It will continue to be an essential activity of the Milk Division and of the Laboratory.

A full-time serologist has been added to the laboratory staff, having as duties the examination for syphilis, typhoid and certain other infections requiring blood examinations.

In the School Division there were 2500 more class room inspections than in the previous year, while in the total exclusions there has been a decrease of over 650. With fewer cases of diphtheria, there is a decided decrease in the number of contacts. It is the unusual thing now to have to culture an entire school, whereas previously that was not at all uncommon.

A decided advance has been made this year in the number of classes in which formal instruction is given, particularly in the first aid and home-making classes. Physical examinations as well as corrective and improvement work were continued throughout the year. Three times as many children were referred to the private physician as in previous years. Previously these children have been referred to the clinics. Practically all of the grade school population of Portland has been given vision tests and it was found that many children were suffering from defective vision.

At the request of the Bureau of Health, the United States Public Health Service made a survey of the Portland milkshed and it was recommended that the city adopt the United States Public Health Service standard milk ordinance. Under this program the milk and cream is graded according to health of the cows, health of the milkers and milk-handlers, the sanitary methods of production and handling of the milk and the bacteriological analysis. Grade "A" is the highest and grade "D" the lowest under this system.

Work of the Milk Division has included inspection of 7963 dairies and 263 creameries and milk depots. Sixty-one dairies were closed; 33 new dairy barns were erected and 64 remodeled; 131 new milk houses were erected and 47 were remodeled.

Work of the Sanitary Division has included inspection of 22,363 food establishments and rating of 755 restaurants; 14,432 health cards were issued to women and 10,951 to men. Inspections of animal carcasses for human food reached 152,842 and 485 carcasses were condemned.

Street Lighting Bureau

Portland now has about 10 miles of ornamental post lighting, and this lighting is not excelled anywhere in the United States with the exception of a few individual streets.

Lights installed during the fiscal year of 1929 have been of the multiple incandescent street lamp pendent type, having a light output of approximately 5300 lumens and equipped with the prismatic reflector. They are a great improvement over the arc lighting unit, and approximately 750 arc lamps will be replaced by this type.

Under the present contract the city is now burning 5388 overhead and 95 underground street lamps. The present rate of installation is 200 lamps a year.

The total cost of street lighting for the year was \$305,489.19.

Sealer of Weights and Measures

Cost of maintaining the bureau of the Sealer of Weights and Measures for the fiscal year of 1929 was \$5796.89. Inspection work done by the bureau divides itself roughly into three about equal classifications: inspection of scales, inspection of gas pumps and other devices used in the sale of petroleum products, and measurement of wood for both fuel dealers and consumers, as well as investigation of miscellaneous complaints.

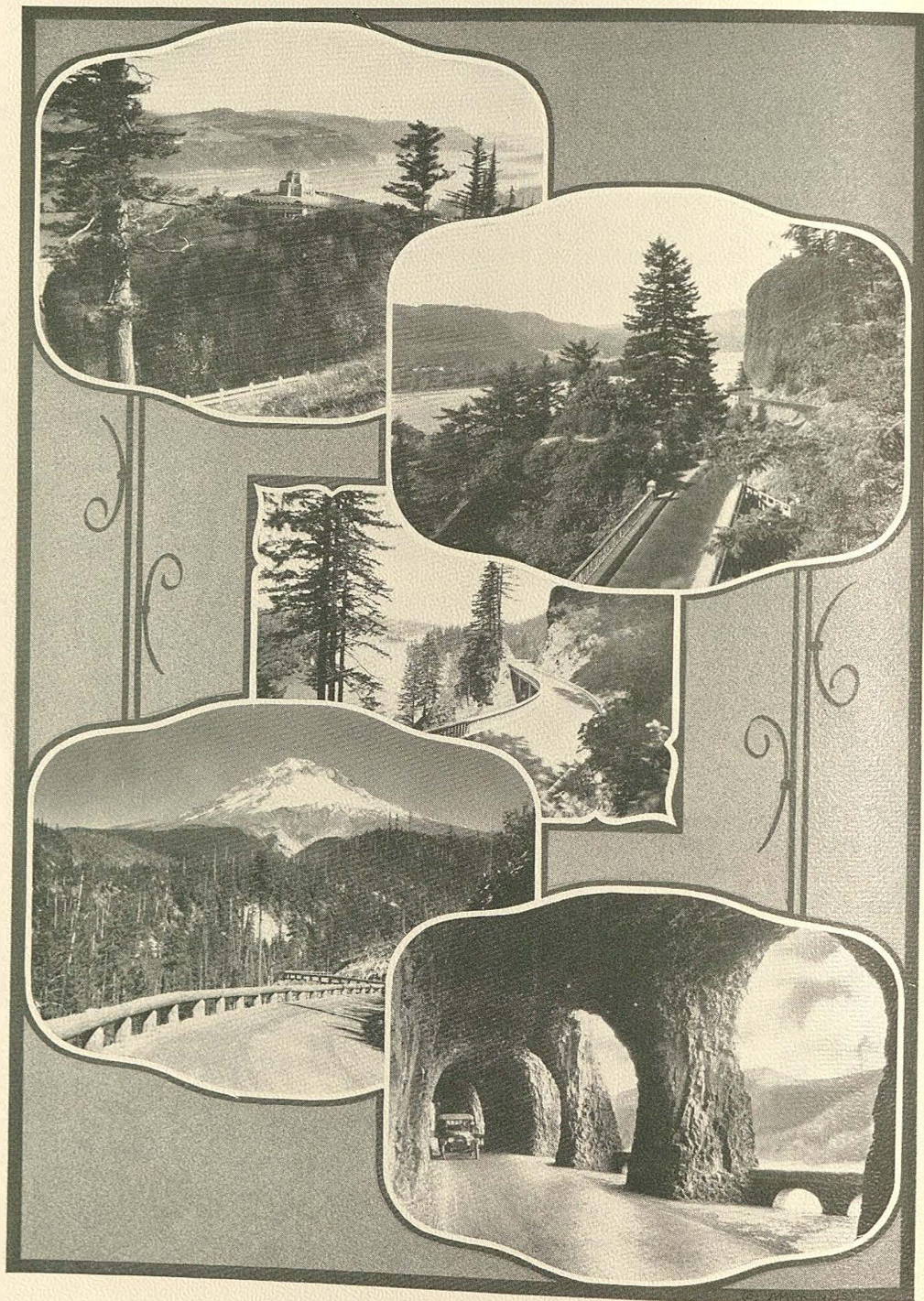
Scales inspected numbered 3157; scales sealed, 3002; scales condemned, 58; scales ordered repaired, 97; scales adjusted or repaired before sealing, 81; weights inspected, 743; weights found accurate, 731; weights condemned, 12.

There were 1017 pumps tested, of which 880 were sealed and 14 were condemned, while 123 were ordered repaired.

The total of wood measured was 4536 cords, and 193,819 pounds of coal were inspected, while 10,362 cubic feet of sawdust was measured, 4700 pounds of poultry, 5500 pounds of meat, 11,000 pounds of lard, 225,000 pounds of wheat, 1000 pounds of potatoes and 4000 pounds of cement were weighed.

Work of the bureau also included measuring gravel, wallpaper and containers, inspecting berry boxes and other miscellaneous matters.

Five complaints were filed in the municipal court for sale of short-measure wood and one for short-measure sawdust. In the cases on wood-selling there were five convictions with total fines of \$145 and one suspended sentence. For selling short-measure sawdust the fine was \$25.



HIGHWAY SCENES AROUND PORTLAND

Office of the City Auditor

◆
 GEORGE R. FUNK, *City Auditor*
 ◆

ACCOUNTING DIVISION
 AUDITING DIVISION
 SPECIAL ASSESSMENT DIVISION
 CLERK OF THE COUNCIL
 ◆

SIGEL GRUTZE
Chief Deputy City Auditor and Reading Clerk of the Council

A. W. WEST
Chief of Auditing Division

JOE DURST
Chief of Accounting Division

FRED WEST
Chief of Claims and Documents Division

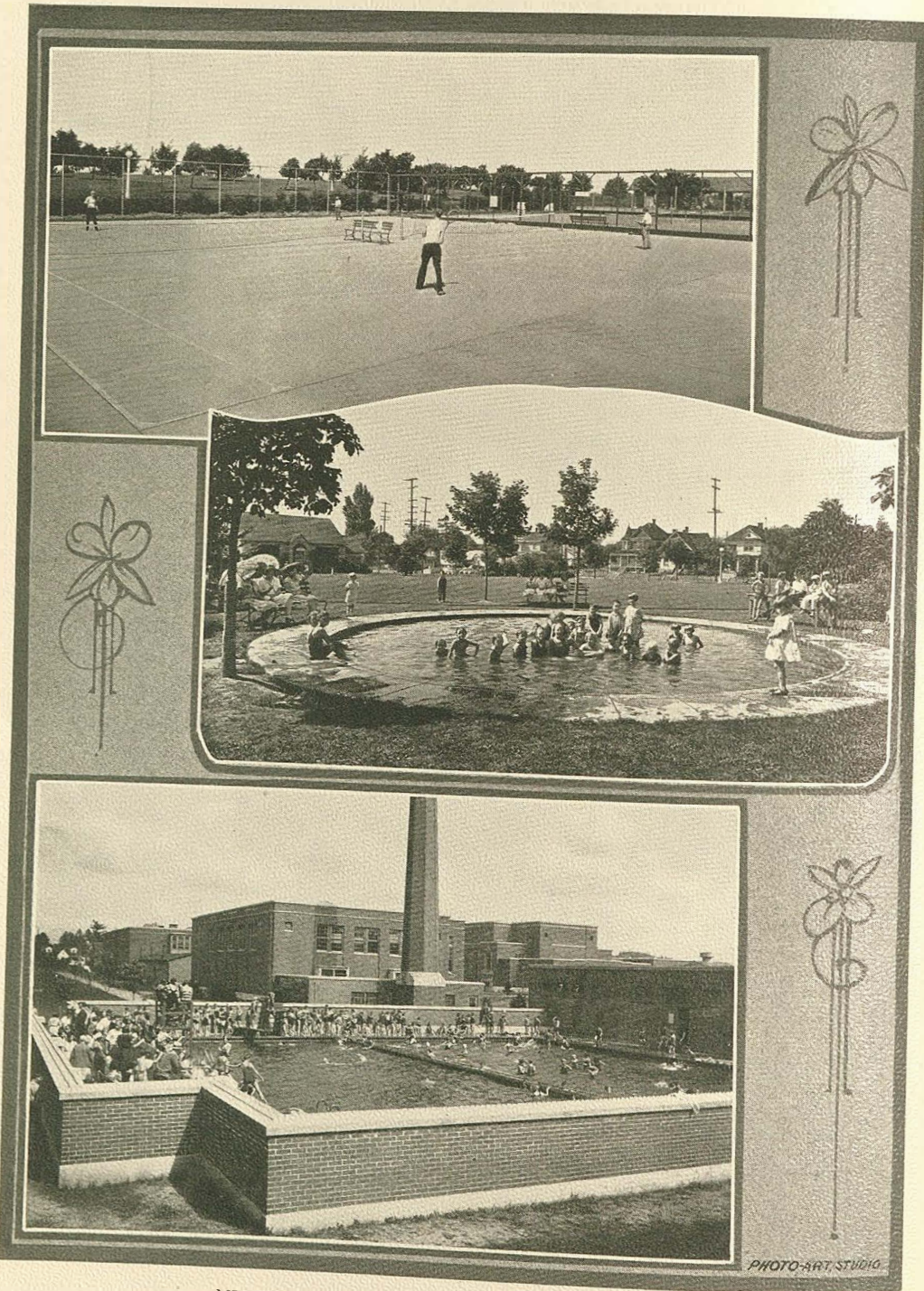
L. N. PENFIELD
Chief of Special Assessment Division and Elections

HOWARD HINGLEY
Chief of Open and Bonded Liens

JOHN YORK
Chief of Special Tax Purchasing Division

LESLIE PICKETT
Chief of Licensing Division

L. E. BURDICK
Secretary of Firemen's Relief and Pension Board and of the Policemen's Relief and Pension Board



MUNICIPAL SWIMMING POOLS AND TENNIS COURT

PHOTO-ART STUDIO

City Auditor

AN INVENTORY of city property on November 30, 1929, shows a total valuation on personal property of \$2,510,043.03, and a total on real estate and improvements of \$47,797,788.57, or a grand total of \$50,307,831.60. The Bureau of Parks has land valued at \$3,864,765.01 and improvements valued at \$587,700, or a total of \$4,452,465.01.

The Bureau of Fire has land valued at \$363,180 and improvements valued at \$550,335.85, or a total of \$913,535.85.

The Street Cleaning Bureau has land valued at \$36,425 and improvements valued at \$85,565, or a total of \$121,990.

The Bureau of Police land is valued at \$110,114; improvements, \$328,986; total, \$439,100.

The Bureau of Health land is valued at \$913 and improvements at \$60,303.15; total, \$61,216.15.

The public works construction land is valued at \$53,000 and the improvements at \$2,438,796.80, or a total of \$2,491,796.80.

The Bureau of Garbage Disposal has land valued at \$60,000 and improvements valued at \$160,000; total, \$220,000.

The City Hall land is valued at \$290,000 and the improvements at \$350,000; total, \$640,000.

Lands of the Bureau of Water Works are valued at \$62,387; improvements are valued at \$25,958,831.85; total, \$26,021,218.85.

The Commission of Public Docks has land valued at \$1,911,721.43; improvements, \$7,275,777.06; total, \$9,187,498.49.

Permits granted by the Council in 1929:

Railway tracks and switches, 14; signs, street clocks and banners, 24; oil and gasoline storage tanks and curb pumps, 204; driveways, street improvements and sewers, 8; platforms, stairways, bridges and sidewalks, 13; business and public buildings, 48; buildings for residential purposes, 20; parades, circuses and outdoor shows, 23; miscellaneous permits, 70.

Statement of Assets and Liabilities, November 30, 1929.

ASSETS		
Personal Property	..	\$ 2,510,043.03
Real Estate and Improvements	..	47,797,788.57
Cash Balances in all Funds, except Trust Funds and Special Assessments	..	2,040,340.82
Cash Rotary Accounts	..	4,270.00
Investment Accounts	..	3,561,640.00
Water Bond Sinking Fund	..	1,123,265.89
Sinking Funds	..	3,979.55
Broadway Bridge Fund	..	185,440.36
Public Docks Sinking Fund	..	\$57,226,768.22
LIABILITIES		
Bonded Debt	..	\$39,720,000.00
Interest Coupons due December 1, 1929	..	49,092.50
Interest Coupons outstanding November 30, 1929	..	24,970.00
Claims Payable	..	76,278.03
Warrants outstanding November 30, 1929	..	1,055,231.29
Short Term Loans	..	206,000.00
Surplus	..	16,095,196.40
		\$57,226,768.22

General Fund Receipts for 1929 Fiscal Year

Taxes	\$ 3,739,362.31	
Interest	6,373.11	
General Licenses	163,316.11	
Dog Licenses and Pound Fees	32,321.55	
Franchises	133,390.23	
Crossing Bridges (Street Cars)	38,035.50	
Municipal Court—Fines, Etc.	200,150.24	
Building Permits	23,896.60	
Electrical Permits	25,714.80	
Plumbing Permits	14,475.00	
Sidewalk and Sewer Permits	2,169.25	
Public Market	14,282.15	
Rents, Leases and Concessions	14,896.92	
Premium on Improvement Bonds	56,558.23	
Costs—Delinquent Assessments	3,903.00	
Appeal Cases from Municipal Court	14,523.00	
Paving Plant Revenue	36,352.63	
Return of Waterfront Loan for Engineering	93,695.52	
Laboratory Tests	1,379.25	
Birth and Death Certificates	687.26	
Interest on Delinquent Taxes	8,207.30	
Storage of Autos	1,946.45	
Sale of Junk	3,052.09	
Miscellaneous Receipts	10,354.50	
	\$ 4,639,043.00	

Amount Raised by Taxation for City Purposes, 1928 and 1929, as follows:

	1928	1929
General Fund	\$ 3,780,199.00	\$ 3,845,571.00
Bonded Indebtedness Interest Fund	499,117.00	560,827.00
Sinking Fund	379,500.00	413,441.00
Playgrounds and Parks Fund	100,000.00	102,040.00
Special Bridge Fund	75,407.00	70,459.00
Firemen's Salary Increase Fund	227,083.00	232,568.00
Policemen's Salary Increase Fund	167,511.00	168,231.00
Firemen's Relief and Pension Fund	34,286.00	102,690.00
Policemen's Relief and Pension Fund	34,286.00	34,928.00
Public Docks Fund	768,003.00	759,263.00
Total	\$ 6,065,392.00	\$ 6,290,018.00

Assessed Valuation for City:	1928	1929
Real Estate	\$158,878,885.00	\$159,501,945.00
Improvements	93,180,055.00	98,200,635.00
Personal Property	51,896,055.00	45,085,073.00
Public Service Corporations	38,903,590.00	39,414,055.00
Assessed valuation for County, including City	\$342,858,585.00	\$342,201,708.00
	\$373,022,945.00	\$373,746,038.00

Property assessed by County Assessor at 75% of cash value on land and 50% of cash value on buildings.

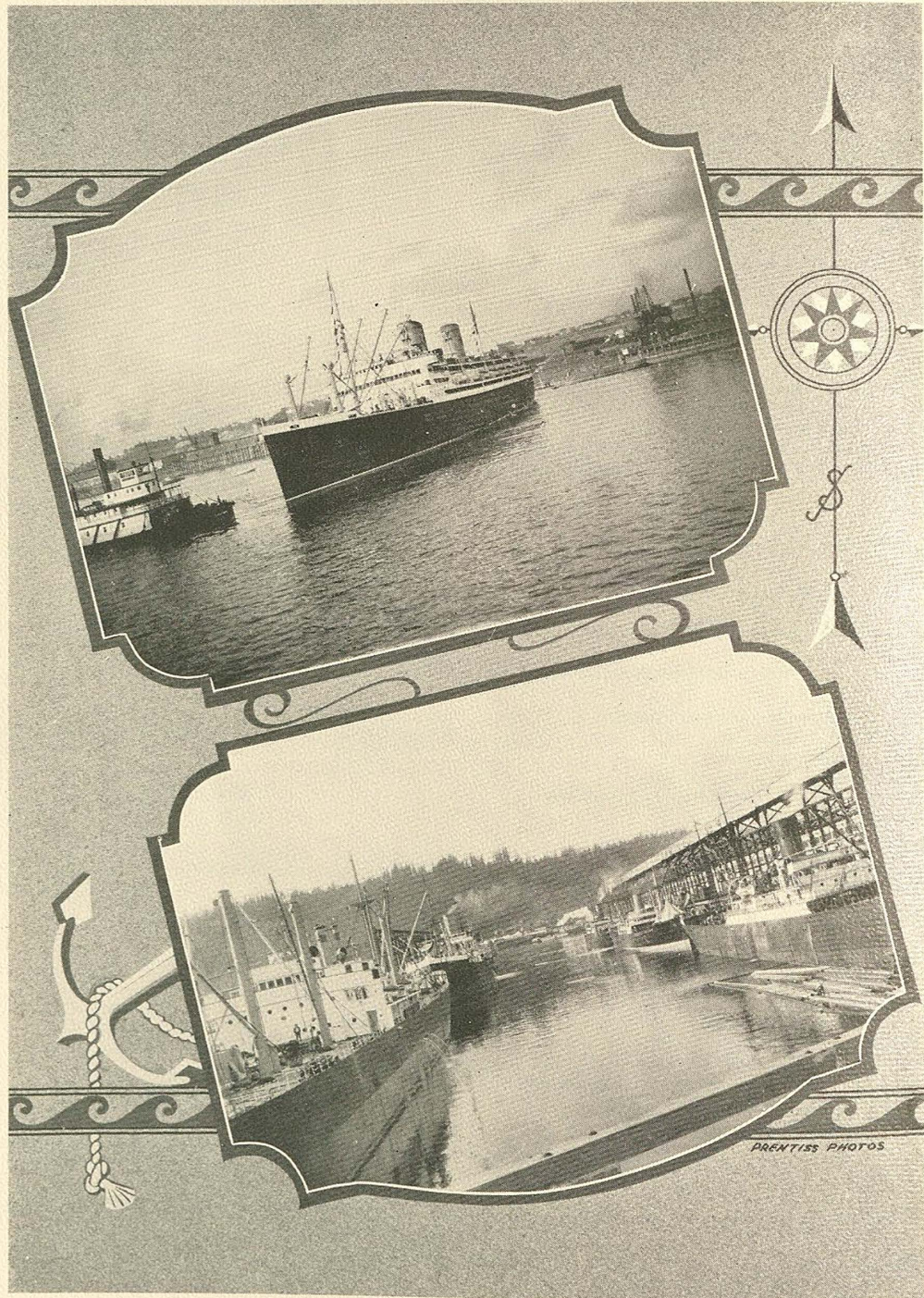
The City has never defaulted in payment of principal or interest on any of its bonds.

Summary of Bonded Indebtedness, PORTLAND, OREGON, November 30, 1929.

*General Bonded Debt	\$11,819,000.00	
Dock Bonded Debt	8,280,000.00	
**Water Bonded Debt	19,479,000.00	
Public Utility Certificates	142,000.00	
Improvement Bonds	8,060,176.54	
Total Bonds Outstanding		\$47,780,176.54
Sinking Funds:		
General Bonds, Investment Account	\$ 1,127,245.54	
General Bonds, Cash Account	181,804.55	
Dock Bonds, Investment Account	1,105,500.00	
Dock Bonds, Cash Account	3,293.40	
Water Bonds, Investment Account	3,561,640.00	
Water Bonds, Cash Account	48,317.49	
Improvement Bond Sinking Fund, Cash Account	128,080.59	
Improvement Bond Sinking Fund, Investment Account	185,440.36	
		\$ 6,341,321.93
Net Bonded Indebtedness		\$41,438,854.61
Payable from General Taxation:		
General Bonds	\$11,819,000.00	
Less Sinking Fund	1,309,050.09	
Net General Bonds Outstanding		\$10,509,949.91
Payable from Revenue and Taxation:		
Dock Bonds	\$ 8,280,000.00	
Less Sinking Fund	1,108,793.40	
Net Dock Bonds Outstanding		7,171,206.60
Payable from Water Revenue:		
Water Bonds	\$19,479,000.00	
Less Sinking Fund	3,609,957.49	
Net Water Bonds Outstanding		15,869,042.51
Payable from assessments against private property and not a part of the limitation by law as to indebtedness:		
Improvement Bonds	\$ 8,060,176.54	
Less Sinking Fund	313,520.95	
Net Improvement Bonds Outstanding		7,746,655.59
Public Utility Certificates		142,000.00
Total Net Bonded Indebtedness		\$41,438,854.61
		\$41,438,854.61

*Of this amount the sum of \$3,837,500.00, as provided by Charter Amendments, is not included in our debt limit.

**Principal and interest of \$1,250,000 water bonds issued during 1909-1910 are payable from general taxation and are not included in this amount.



PORTLAND HARBOR SCENES, S.S. "MALOLA" ABOVE

Commission of Public Docks

JOHN H. BURGARD
Chairman

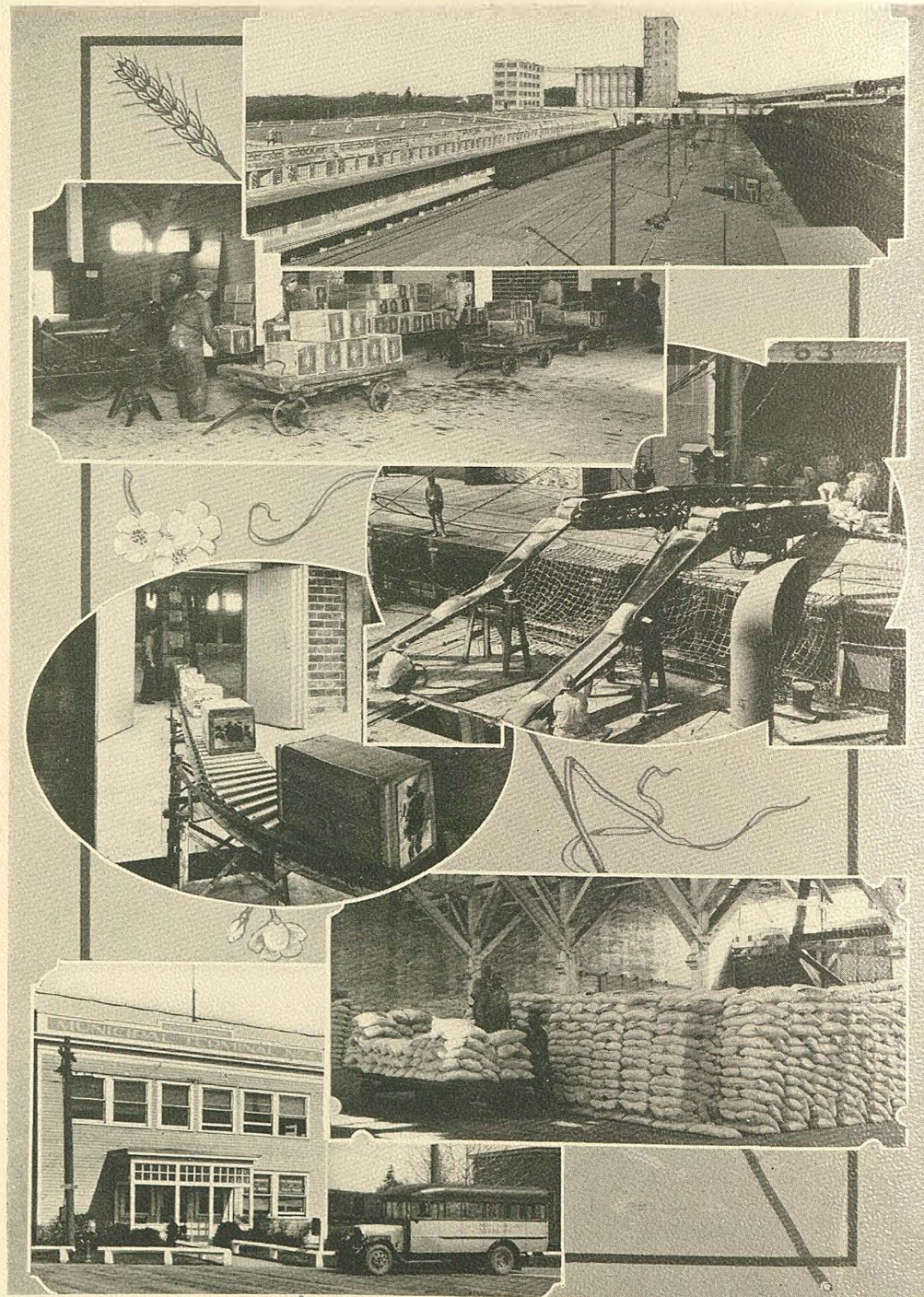
F. C. KNAPP

IRA F. POWERS

S. W. LAWRENCE

A. H. AVERILL

PHIL CARROLL
Executive Secretary



ACTIVITIES AT TERMINAL NO. 4

Commission of Public Docks

THE total movement of cargoes, including river tonnage, in the Port of Portland in 1929 was in excess of 9,000,000 tons, and the amount of business handled by the modern terminals constructed and operated by the commission showed an increase for the year. The commission handled 814,024 tons over its terminals, a decrease of 61,510 tons over the previous year, which decline is principally accounted for by the condition of the wheat market which greatly retarded the usual grain movement through the elevator at terminal No. 4.

The general cargo movement over the commission's facilities was encouraging and for the Port of Portland as a whole 5,344,273 tons, exclusive of river tonnage, were handled, an increase for the port over the preceding year of 161,072 tons. Including river tonnage, the total port movement will exceed 9,000,000 tons.

The 1929 annual report of the commission shows that 1929 vessels with a total tonnage of 5,554,709 entered the harbor, and 1919 vessels of a tonnage of 5,535,037 cleared in the year.

Foreign exports amounted to 1,490,421 tons and domestic exports to 1,111,883, the total export value being \$124,048,359.

Foreign imports for the year amounted to 138,448 tons, while domestic imports were 2,603,521 tons, the two being worth \$185,179,031.

The total export and import tonnage was 5,344,273 of a value of \$309,227,370.

Exports of lumber for the year to foreign ports amounted to 42,011,625 feet, worth \$8,803,144, while domestic exports were 37,811,841 feet, of a value of \$8,171,815.

Wheat exports to foreign markets amounted to 20,495,294 bushels, of a value of \$25,050,748, and to domestic markets the shipments were 286,210 bushels, of a value of \$335,557.

Flour exports to foreign markets amounted to 885,343 barrels, of a value of \$4,531,231, while to domestic markets the shipments were 1,336,871 barrels worth \$9,175,762.

Bonds authorized by the commission totalled \$10,560,000, of which \$2,180,200 have been redeemed, leaving a balance of \$8,280,000. At the end of the fiscal year there remained available for construction purposes in unsold bonds, cash and securities the sum of \$499,740.99. The tax levy for the year was \$759,262.90, mostly on account of bonds.

Three modern terminals are owned and operated by the commission to handle the cargoes of the port. They include the municipal wharves, warehouses, grain elevator, coal and oil bunkers, cold storage plant, bulk oil and molasses handling and storage plant and other facilities which comprise terminals 1, 2 and 4.

Because of the construction of the St. Johns bridge, the old terminal No. 3 was purchased by the county for the site for the bridge piers.

Terminal No. 1 is at the foot of North Seventeenth street, on the west side of the Willamette river, and accommodates European, Intercoastal, trans-Pacific and domestic traffic. It can berth five vessels, has a shed area of 349,600 square feet and an open area of 78,500 square feet. Its trackage has a working capacity of 91 cars and can accommodate 140 cars. It is equipped with a 20-ton locomotive crane, gasoline and electric tractors, cargo masts, freight elevators and other modern machinery.

The quay dock has a berthing space of 955 lineal feet and a transit shed 147 by 935 feet, while the lower level has a transit shed of 100 by 306 feet. Pier A has a berthing space of 484 lineal feet with a transit shed of 176 by 322 feet. Pier B has a space of 500 lineal feet and a transit shed of 187 by 494 feet. Warehouse No. 1 has a storage shed of 190 by 200 feet.

Terminal No. 2 is at the foot of East Washington street and accommodates coastwise and local river traffic. It berths one vessel and has a shed area on the upper level of 52,000 square feet and on the lower of 52,100, while the open area has 50,000 square feet. The trackage has a working capacity of 15 cars, but can accommodate 20 cars. The quay dock has a berthing space of 526 lineal feet and a transit shed of 100 by 526 feet.

Terminal No. 4, at the foot of Burgard avenue in the lower harbor on the east side of the Willamette river, accommodates trans-Pacific, trans-Continental traffic, full cargoes of all traffics and the handling of all bulk commodities.

It has a shed area of 586,360 square feet and an open area of 211,140 square feet. The trackage has a working capacity of 425 cars but can accommodate 800 cars. The terminal is equipped with two locomotive cranes, one of 15 tons and the other of 25 tons capacity, a switch engine, tractors, freight elevators, cargo masts, gravity and power conveyors and other machinery.

The terminal consists of the following units: Pier No. 1 (main pier), berthing space (slip), 1500 lineal feet, with transit shed of 180 by 1500 feet; Pier No. 1, lower level, transit shed of 105 by 638 feet; Harbor extension, berthing space, 605 lineal feet with transit shed 150 by 328 feet; Pier No. 2, berthing space (slip), 1500 feet with shed of 166 by 715 feet; Pier No. 2, berthing space (harbor), 300 feet; Pier No. 5, berthing space (slip), 900 feet, berthing space (harbor), 665 feet, open wharf, 99,840 square feet.

Bunkers and bulk storage plant, located adjoining Pier No. 5 at Terminal No. 4, has a storage capacity of 10,000 tons in concrete bins and is used for the handling of coal, concentrates, ore, phosphate rock and other bulk commodities. It has unloading and handling facilities, conveyor belts, transeling ship's towers, and box car unloader. All machinery at the plant is electrically driven.

The bulk oil and storage plant is adjacent to Piers 1 and 2 at the terminal and has a storage capacity of 1,486,800 gallons or 14 steel tanks. It is utilized for the handling of bulk vegetable oils and molasses.

The equipment consists of a heating plant, two 60-ton tank scales, electric pumps, compressed air and steam plant, and facilities for barreling or bulking oil, loading and cleaning tank cars. Double mains run from the plant to Piers 1 and 2.

The cold storage plant adjoins Pier No. 1 and is constructed of hollow tile, standard insulation. It has a capacity of 105,000 boxes of apples, and is equipped with a brine system of refrigeration, electric air ventilation system, duplicate machinery and gravity conveyors.

The fruit warehouse connects Pier No. 1 and the cold storage plant, and is constructed of hollow tile. It has a capacity of 250,000 boxes of apples and is ventilated by an electrically driven ventilating system, has insulated doors and windows and gravity conveyors.

The grain elevator, one of the features of the terminal, is adjacent to Pier No. 1, constructed of reinforced concrete, and has a storage capacity of 1,000,000 bushels.

It has equipment for the unloading of bulk grain from cars at the rate of 15,000 bushels an hour and for the loading of ships with bulk grain at the rate of 30,000 bushels an hour. It is equipped with five smutters, three separators, two double and two single cylinder washers, bulk power shovels, electric car pullers and a dust collecting system. All machinery is electrically driven.

Part of Pier No. 1 is equipped with sacking out facilities, belt conveyors connecting with the elevator and appliances for unloading, handling and cutting in sacked wheat. A two-belt shipping gallery connecting with the elevator extends the full length of Pier No. 1. It is equipped with four movable trippers and 12 loading spouts.

In addition to these features, the dock commission owns and operates an adminis-

tration building, where are the laboratories of the state and federal grain inspection bureaus, the cafeteria for the employes, the welfare building which houses rest rooms and also the United States Public Health service quarantine station, track scales, auto bus line, and other equipment. There is a railroad office at the terminals, a marine radio service station, a telegraph station, fumigation plant, and the dock commission has industrial sites that it will lease.

There also are the public levee properties on the west side, between the harbor line and Water street, and from Jefferson to Clay streets; the Woodward avenue boat landing, the Stark street boat landing and the main office building at the foot of Stark street.

My Debt to My City

“My City owes me nothing.

“If accounts were balanced at this date, I would be the debtor.

“Haven't I, all these years, lived within the limits of the City and shared all its benefits?

“Haven't I had the use of the library, parks and public places?

“Haven't I had the protection of its fire, police and health departments?

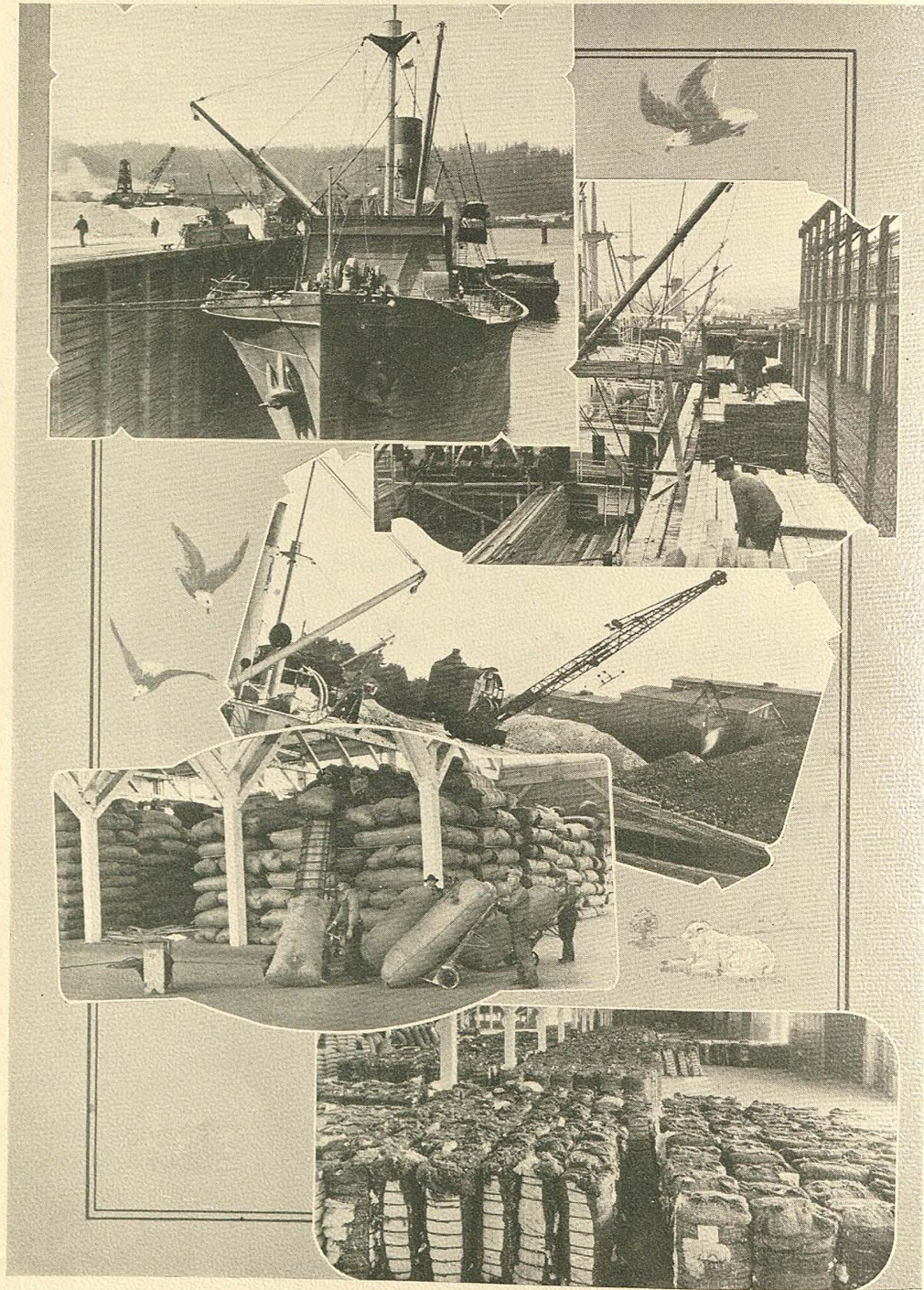
“Haven't its people, during all this time, been gathering for me, from the four corners of the earth, food for my table, clothing for my body, and material for my home?

“What shall I give in return?

“I want to give enough that I can rightly say: 'This is my City.'

“I can do this only by becoming a part of the city, by giving to it generously of myself. In this way only can I pay the great debt I owe my city.”

—Placard at Portland Municipal Reference Library.



SHIP LOADING SCENES IN PORTLAND HARBOR

City Planning Commission

J. C. AINSWORTH
President

C. W. NORTON

COE A. McKENNA

JOHN A. LAING

HENRY REED

B. W. SLEEMAN

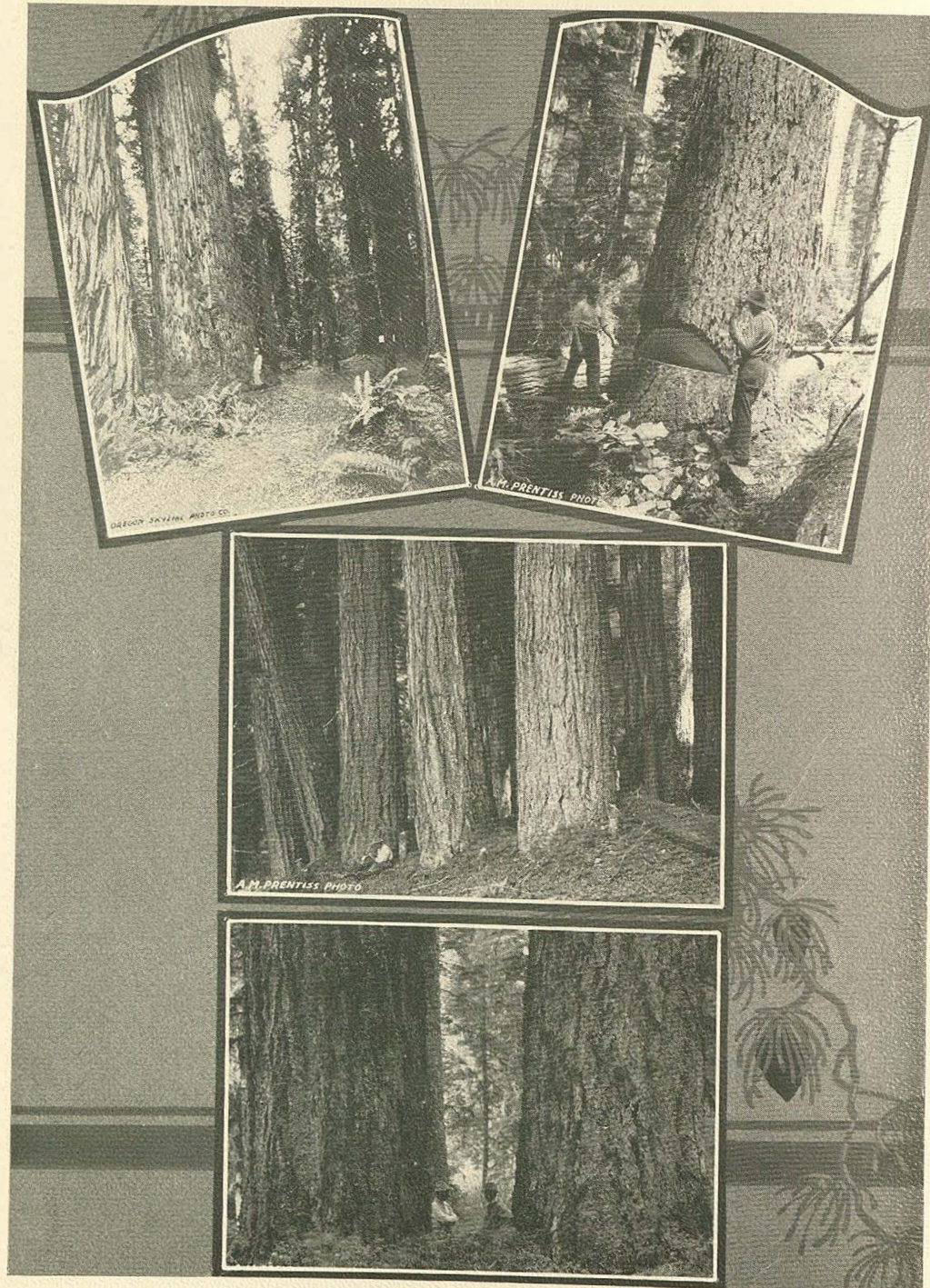
GEORGE L. BAKER
Mayor

FRANK S. GRANT
City Attorney

O. LAURGAARD
City Engineer

E. T. LAWRENCE

C. A. McCLURE
Secretary



OREGON TIMBER FOR PORTLAND MILLS

City Planning Commission

THE impersonal and impartial manner in which the City Planning Commission has made its recommendations and decisions in regard to street widenings and extension, the establishment of parks and recreational facilities, and for the use of the land area of the city as controlled by the zoning ordinance, has demonstrated that what was once regarded as an ineffective adjunct to the activities of the city has become an important means of making Portland one of the world's most livable cities.

The activities of 1929 show nine regular and five special meetings held. The total number of petitions considered was 99. They included: For change of zone, 67; fuel yards, 12; school locations, 9; church locations, 5; garage locations, 1; hospital locations, 3; setback lines, 2.

Other matters considered were:

Street widenings and extensions as referred by the city engineer, 6; street vacations as referred by the city engineer, 10; tentative layout for new subdivisions, 7; plats approved, 5.

The work has included distribution of the monthly bulletin, "PLAN-IT," averaging 410 copies per month, and giving 16 talks on city planning at community lunch clubs.

As in past years, the commission has been cooperating with the Post Office department by furnishing house numbers to residences outside the city limits in districts where regular carrier mail service is rendered. Many persons who desire information of various kinds are directed to this office. It has been the endeavor to answer all inquiries as far as possible regardless of the pertinency of their inquiries to city planning proper.

The Planning Commission was officially represented at the National Conference on City Planning at Buffalo, N. Y., at the Northwest Realtors' Conference at Salem, Oregon, and at the Northwest Conference on City Planning at Vancouver, B. C.

Special studies made by the commission in 1929 have included:

Approaches to the St. Johns bridge; development at the north end of Interstate avenue; extension and widening of East Morrison street; street development in the Guild's Lake area; improvement at the west end of the Steel bridge; extension of Front street; widening of Burnside street; road width on the St. Johns bridge; model of approaches at the west end of the St. Johns bridge; waterfront development; connection to proposed super-highway from Oregon City; improvement along the west side of Willamette boulevard to open view of the airport; road from Jefferson street into Washington park, road from Tacoma avenue to Johnson Creek boulevard, making a direct route from Sellwood to Mt. Scott.

The total appropriations for the fiscal year of 1929 were \$12,745 and the total expenditures were \$10,171.63, leaving a balance of \$2,573.37.





SCENE IN MACLEAY PARK FIFTEEN MINUTES FROM CENTER OF CITY

Municipal Civil Service Board

JOHN F. LOGAN
President

R. E. RILEY
Commissioner

HARVEY WELLS
Commissioner

W. E. MARION
Secretary

DURING the year O. C. Bortzmeyer resigned as a member of the board and R. E. Riley was appointed as his successor. A change in the matter of awarding extra credits to ex-service men, as a result of a recent enactment of the state legislature, went into effect in June.

The payrolls for the last month of the fiscal year showed a grand total of 2498 employees. Of these, 263 were employees under charter provisions, 2050 under civil service and 185 not under charter or civil service. Twenty examinations were held during the year and the registrations for examinations numbered 2658. Appointments in classified service numbered 363; there were 56 resignations, 11 pensioned, 23 died and 41 were discharged for cause. On appeals from orders of discharge, two were restored to duty. Thirty-five civil service positions were abolished by the city council.

What Portland Makes Makes Portland

The Principal Manufactured Products of Portland are:

Lumber, woodwork, shingles, sash, doors, windows, boxes, staves, shooks and crossarms.

Furniture—all classes, including metal furniture, cabinets, hospital equipment, fixtures for stores, banks and business places.

Cereals, flour, bran, feeds and fertilizer.

Paper and paper products, news print, wrapping paper, bags, glassine paper, cartons, box board and pulp.

Canned, dried and dehydrated fruits and vegetables.

Woolen textiles, underwear, cloth, yarn, blankets, robes, clothing and knit goods.

Work and rainproof clothing, women's coats and suits, men's and boys' clothing.

Machinery, automotive hoists, logging equipment, logging locomotives, structural steel, metal products, gas engines and cars.

Ready-cut houses, portable buildings, including churches, barns and garages.

Packing-house products. Fish, canned and fresh.

Burlap bags and other gunny products.

Copper, tin and sheet metal products.

Stoves, furnaces, automatic stokers or coal burners, and house-heating equipment.

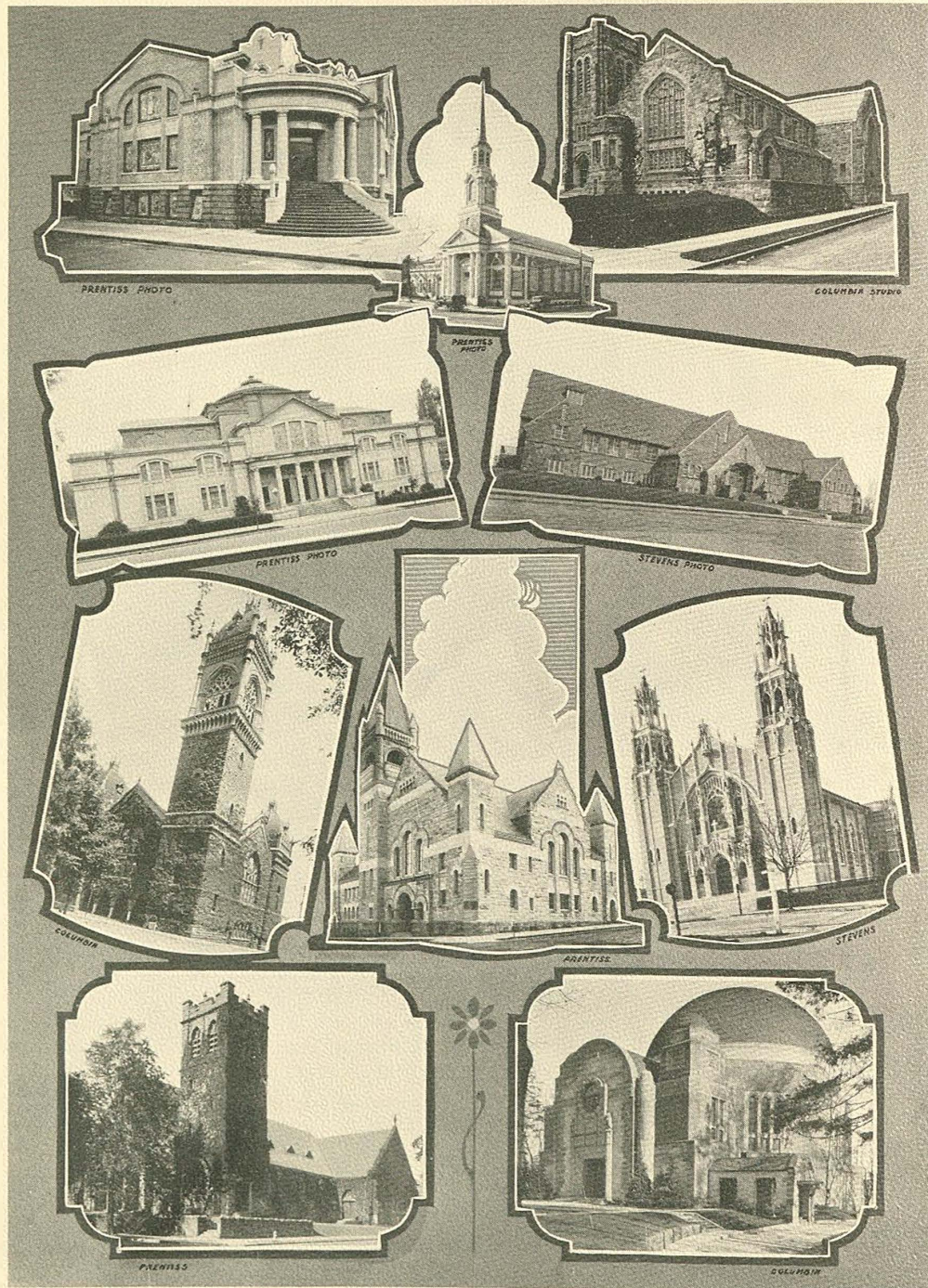
Auto bodies and accessories. Ships and boats.

Rubber products, heels, soles, tires and tubes.

Vegetable and fish oils, oil products, soap, cleaning compounds, and cocoanut oil compounds.

Paints, varnishes and chemicals.

Toilet preparations, drugs, medicine and mint.



SOME OF PORTLAND'S CHURCHES