

ANNUAL REPORT

OF THE

BUREAU OF PARKS

PORTLAND, OREGON

FOR THE YEAR 1913

PARKS AND PLAYGROUNDS.**E. T. Mische, Superintendent.**

Before entering on a discussion of the past year's accomplishments, it is proper to recognize the labors of those men who for several years have guided the park policy. Changes in the Board occurred from year to year, but the policy has been continuous for the most part, and there have always been at least one or two members of each Board of exceptional qualifications for the work who were deeply interested in the development of the park system.

In his report this year, the Park Superintendent points out the necessity of a permanent official policy if real progress is to be made. He fails to state, quite naturally, that whatever there is of substantial accomplishment along well considered lines is due to his own recommendations and plan making. Various boards have stood behind him and, appreciating the value of his suggestions, have helped to make them realities. The result is that there is little work to be undone and whatever funds are available hereafter will go to building up on the solid foundation which has already been laid.

Two policies are open to any administration of the parks. To begin with, there is the ambition to build solidly, as above mentioned; along with this is the equally strong desire to put the various properties in such shape that the public may obtain immediate use of them. The first policy means slow development and a public waiting impatiently for the completion of the work; while to carry the other policy to an extreme gives greater pleasure this season, but quick deterioration in the temporary improvement and greatly added cost of maintenance. It seems advisable, however, when an improvement is undertaken, no matter which method of construction is followed, to be prepared to complete it sufficiently to permit of substantial use. The contrary practice is most disappointing to those who have watched work progress, only to see it stopped and stand possibly for months in an unusable and often unsightly condition. In this connection, the pavement on the Hillside Parkway should be completed and people given the results of the large investments already made.

As will always be the case, both policies have been followed the past year, but the temporary work was known to be temporary and kept down to present needs. The fences at Lakeview, although cheap, were necessary for immediate use. Likewise the new elk and buffalo shelter at Washington Park we hope is only to last a short time, for the zoo is badly placed in too small a space and in proximity to a residential district. Much complaint is made by the neighbors, but to move it to any other park would simply mean trouble with another set of people without possibility of permanently curing the trouble. The zoo should have a tract of 200 or 300 acres so that the animals may be in large cages and corrals and receive something of the comfort even they are entitled to.

The most permanent work of the year has been the paving, drainage and lighting of 6000 feet and the grading of 8000 feet of the Hillside Parkway; grading of drives, remodelling of house and the planting of shrubs at Mt. Tabor; the completion of the recreation building at Peninsula and of the comfort station at Sixth and Yamhill Streets. For greater details in this and other subjects mentioned, reference is made to Mr. Mische's report.

The playground work has increased, several new sets of apparatus have been installed and the supervision of Mr. Krohn during the summer months has improved the service. For the coming year, much the same method must be followed, including the use of school grounds so far as the funds will

permit. Both the Park Bureau and the School Board find it difficult to co-operate effectively, the former from scarcity of money and the latter principally because its right to enter upon recreational work is limited by the school laws.

The whole question of playgrounds needs careful study and thought. It appears only right that we should look forward to an amendment by the next session of the legislature of the statutes prescribing the powers of the school board, so that authority may be obtained to provide for the purchase and management of playgrounds. The school board can handle the small playgrounds to better advantage than any other body. For nine months of the year the children are on the school grounds almost daily and under the supervision which they require. What is more natural than to use the school grounds for play, enlarging present holdings where necessary, and as new purchases are made providing more ample space? Teachers apt in playground instruction are already in the service and the chief additional outlay would be for apparatus.

The city would still have plenty of work in providing playgrounds situated in parks, each of which should also contain a ball field, tennis courts, possibly a swimming pool and certainly a wooded area or shrubbery and having a total area of not less than twenty acres. Such parks are neighborhood assets for young and old, but it is impossible, on account of the expense, to provide them in sufficient numbers to satisfy playground necessities.

Playgrounds should be about as far apart as schools and yet it would be foolish extravagance for the City to buy land for a playground near a school which has already available land for that purpose. It appears that the co-operation of the City and School Board should extend beyond anything we have attempted heretofore and be directed to a division of the labor so that each will have its appropriate field.

REPORT OF E. T. MISCHE, PARK SUPERINTENDENT.

A PERMANENT POLICY DESIRABLE.

With a change of officials and form of government last July there are some improvements it should be possible to fix upon as a matter of public policy. Most important of these is that of co-ordinating the work of the city, county, and school district to the advantage of each specifically and all in general.

A progressive park extension program is inseparably associated with public welfare, and its working out is but a part of a movement dealing with a complex urban organism.

Deficiencies and failures due to the lack of a general plan on the one hand and of a body controlling a harmonious and continuing plan on the other are evident in park affairs. (Twice has the public had an opportunity to pass upon an extension policy in park matters, and each time have the measures been defeated. We are unwilling to believe that such a short-sighted and expensive action would be deliberately and consciously recorded were the facts necessary for an intelligent judgment made known.

In recent years there has been a special investigation made of our harbor, another of park needs, and yet a third of the city at large and including transit affairs, parks, and harbors. At a cost of over \$20,000, publicly subscribed, plans were prepared by a Chicago expert, and still there is no

official adoption of them as a working basis and no public assurance that the advantage to be gained from these expert investigations is to be utilized. Moreover, there is no controlling body actively engaged in promoting the interests of the city by devising schemes, criticising others, and shaping public affairs in a manner to assure the public that current constructions of more essential sorts are being made to fit the needs of the city at large, in a broad-gauged, thorough-going fashion.

If past effort in proposing a city plan is an esthetic vagary, utopian, having impractical dreams unacceptable to prudent and progressive business men, it is possible that the scheme requires revision or should actually be rejected, yet it does not argue that the underlying motive that brings such a plan into being is not meritorious.

County officials are engaged in developing a system of roads that with slight additional provisions would serve as parkways; the School Board is often buying land for school sites; occasionally, some of this land is sold. With some modification these selfsame parcels could advantageously and often very economically be incorporated in the park system. During the past two years residents of the northeast section of the city have been clamoring for rapid transit facilities, and since July four plans have been devised to solve this problem. The bearing of this project upon the park system is of exceptional importance. In the northwest section a parkway project is presented by the people of Linnton. On the southwest hills a sentiment exists among the owners that could easily be utilized in gaining large advantage to the city at large by the designing of a street system which will obviate the expense and mutilation characteristic of some hill-side subdivisions and in its stead secure transit routes of advantage to the city at large and at the same time prepare the area for homesteads of a type beyond compare with any now existing in so far as beauty and residence are concerned.

European cities devise official plans of suburban tracts and private owners are by law compelled to conform to them. Some American cities, like Baltimore, scheme urban street extensions in advance of actual needs. True, the adoption of this anticipating method is not an insurance against all future ills; the merit of good designing will help vastly, but unforeseen changes will occur that human prophecy and limitations can not fathom, but these deficiencies are not sufficient excuse to abandon all effort toward doing any planning for the future. If we are to profit by forethought; if we are to gain by following a meritorious plan evolved after due study by competent collaborators, we should see to it that a general working basis is approved, its essentials understood by the public at large and insisted upon in public affairs. Thus we will have a workable Portland plan, comprehensive, fundamental, and withal elastic to the point of being harmonized with or harmonizing future development.

In all of this work there should be a unifying and co-ordinating of results even though the separate results are under different control, else there will be needless waste or conflict of purpose along with the unfortunate results that follow such procedure. Were this view of the general problem agreed upon, it would assume the collection of data of the city, both physical and social, would be made a permanent work, be defined and made progressive and systematic in method and sort; that the data would be conveniently available to the general public and evidence given that it is officially used by competent designers of public work and all public work harmonized into a general unit. Upon this foundation an official plan could be promulgated and criticised and revised and otherwise controlled by a body of citizens qualified to pass upon it. Thereafter, this same body should be

empowered to make reports and recommendations upon specific parts of the plan, such reports to become public records. This body would thus be unofficial sponsors for the securing of the sympathetic working out in all its related parts of an adopted plan. It would not only approve current projects, but if proposed plans were not acceptable, an explanation would be made as to the reasons and suggesting how departures from essential features shall be rectified, or even how the adopted plan may properly be altered to harmonize with later developments.

Current projects which are live issues seem to warrant that some better, more secure, continuing, and approved form of control be put into existence, to the end that public confidence and approval shall develop to such an extent as to require new public officers to follow well understood and approved policies that were advisedly settled upon. That the above outlined proposal be put into effect, I recommend.

A PLEA FOR PARKWAYS.

Special attention is directed to parkways. About ten years ago our citizens voted \$1,000,000 with which to inaugurate a movement looking to the acquisition of a park system. As later approved, the act expressly provides for parkways, or, as expressed, "boulevards." It seems evident that it is the clear intent of the act to enable this city to make a start in possessing itself of the properties older cities find to be as essential to modern life as clean streets, public lighting, fire and police protection and the good health of the community. History affords ample precedent of the use of a park system, the qualities that make for real advantage, the means of selection, and principles of development. Indeed, the point was not whether parks could be afforded, but rather whether we could afford not to have them.

During the last decade considerable public discussion was elicited about various phases of a park system and park work. The deduction that the public was ever being better informed and educated upon park affairs could be reasonably assumed. Let it be understood that one of the most fertile means of public extravagance in park expenditure comes about by reason of vacillating policies, upsetting, alternating or subverting policies that should be fixed. Perhaps nothing in municipal life is planned so far in advance as parks. They require for their best and greatest return steadfast adherence to the original plan. Some of the older cities provide glaring examples of unfortunate, short-sighted and wrong conceptions of park affairs. Nor is it always due to political influences nor a lack of good intention, weakness, instability, inaction or lack of comprehension is quite as dangerous as willful perversion, wanton misuse, or bad administration.

Recently a sentiment has arisen and found champions to the effect that parkways are only useful to those owning automobiles and should therefore be paid for exclusively by such persons, or by the property directly benefited. Another objection is raised against the policy of acquiring a greater width than the minimum required for the construction of a drive. These and similar ideas are not always those promulgated by politicians or class panderers and it would appear that a brief discussion of the subject is desirable.

Parkways are long and narrow parks, ordinarily including a driveway, and distinct from mere boulevards, which are tree-lined streets. The narrowness is primarily due to financial limitations.

What constitutes the essence of park composition is subject to great variation in different people's minds and parkways share this vague and con-

fused conception. We find, therefore, that to many minds, parks are merely land, any size, any location, any or no development and with or without gardening, play features, drives and walks. On the contrary, let it be affirmed that park systems are justifiable to a community by serving in their natural aspect or by arrangements of natural vegetation and earth surfaces, as a safety valve to offset the artificialities of urban life, or in other words, as a health measure in conserving and restoring health.

A parkway system should give pleasant and convenient access to the landscape offerings of the region. The drives in it should possess graceful alignment, easy grades, and display such fitness to its use as to satisfy the intelligent thought of the users. Undue narrowness weakens the effect and leaves no parkway advantages. Parkway of that type exist in name only and the absurdity of any action based on a counter hypothesis is evident by stating that if a tree-lined street is the type of parkway to be used as a standard, it is quite unnecessary to expend money on any of them, since a new nomenclature for streets will be all sufficient. To assume that tree-lined ways are parkways is to accept a misnomer for a fact.

CONSTRUCTION WORK EXECUTED.

During the year the grading of the Multnomah section of approximately eight thousand lineal feet of Hillside Parkway has been substantially completed. To execute the terms of the contract with the O. R. & N. Co., the grading should have extended to the intersection of Sixth and Sheridan Streets. Action by the Commission has prevented this being done. A statement of quantities, classifications and claims, approved since the last annual report is appended.

The Terwilliger section comprising six thousand lineal feet of Hillside Parkway has had a drainage and lighting system installed and a light standard bitulithic pavement constructed upon it. Approach to its northerly end from the street system has not yet been completed. It is to be concrete. Bids for the approach were very recently rejected and is now awaiting a period of favorable weather when it will be constructed by our own labor at a gross cost estimated to be less than the price bid by contractors. At some subsequent period a macadam walk adjoining the drive is to be paved.

Some supplementary planting has been done upon the slopes of embankments and all cuts have been seeded to turf.

Whenever use by the public warrants additional improvement, a widening of the drive at Elk Point is one feature to be included as an elevated overlook; property acquired and a drive established around the hillock at Eagle Point; knolls on the view side of the drive shaped into proper surface forms; traffic cross-roads constructed when necessary and in accordance with agreements, areas of cut surfaces and embankments which it has been inadvisable to plant this autumn are to be clothed by suitable vegetation of native sorts.

I recommend that connection be made according to the original plans from the northerly end of Multnomah Parkway, as graded, to the southerly end of South Parkway.

Mt. Tabor has had a playground established on the area abutting the Section Line Road; grading of Cascade Drive has been virtually completed, as also Interlink Drive, making a combined length of 11,000 feet.

Upon the crest, the large old residence has been remodelled and fitted for public use by opening rest rooms, nursery, refectory and comfort features.

An automatic electric control pumping plant for delivering water from

the submerged hill top reservoir to the attic tank in the park house is now being installed.

Several stretches of walk have been graded and a five hundred tread flight of stairs is under construction.

Considerable planting of surfaces disturbed by the grading is being done.

I recommend that drainage, lighting and paving be provided on the newly graded drives; that more walks be graded between the mountain top and the northwest; that north and southwest approaches be established; picnic areas developed by grading in the northwest region; concert grove established on the ridge adjoining Belmont Street; drinking fountains installed; comfort facilities provided near the Main Street entrance, and, in the southwest section, a swimming pool and accompanying lockers be supplied and playground features extended both in area and equipment in order to better accommodate all ages, especially the very young children.

At Brooklyn a comfort station has been constructed on the north terrace where it will be conveniently available from the street. Toilet accommodations in the basement of the city stable have been removed and access to the grounds from that direction is in process of being barricaded. Some additional plantation is being introduced in the north and northwest borders.

I recommend a rearrangement of apparatus and a supplementing thereof to better control the separation of sexes; the installation of arc lights and the construction of concrete walks on Milwaukie Street, where now exists a wooden walk.

Peninsula Park has had a concert pavilion included in its new construction; the community group of buildings have had their exteriors completed, the interior of the gymnasium finished and apparatus ordered therefor and the assembly hall, refectory and library completed.

A system of concrete incandescent light standards were installed in the park and luminous arcs in the playgrounds and at the swimming pools.

In the garden a number of varieties and species of roses have been planted.

Furniture for the community group of buildings is still required; at the garden walks, balustrades, enclosing coping and stair-cases, pergola and shelters are necessary, all of which I recommend be provided.

It is suggested that special effort be made to feature the rose display at the park during the Rose Festival. If not one of the largest, it may nevertheless be affirmed that it is probably among the best, and beyond all question the best municipal rose garden in the country. With reasonable pride we may offer to display it to the Rose Festival visitors. If a scheme of added and pleasing electric lighting effects are introduced at that season, it would be a notable and proper method of official municipal co-operation in the Festival.

Columbia Park has had a cottage constructed for the local foreman. It is not quite complete.

Installation of lights, development of the interior meadow, construction of walks and of band stand, grading of the triangle, construction of fences on southwest and east boundaries are highly desirable and that all of these be executed, I recommend.

Washington Park had the buffalo and elk barn razed and a shelter of greater floor space and more convenience substituted.

A combination comfort shelter has been constructed at the playground; a lighting system is in progress of establishment.

Recommendations I make for the park are as follows: Grade meadow and Round Top; extend the playground area; grade and relign drives entering at Park Street; provide more suitable quarters for the Zoo; eliminate the stable at the hill top and transfer these and storage facilities to the vicinity of Jefferson Street entrance; adopt a plan for entire park indicating among others the means of treating the area immediately surrounding the reservoir and extending to the eastern boundary.

Below the sidewalk at Sixth and Yamhill streets have been constructed public convenience stations for men and women. A statement filed herewith will give the attendance records. Both here and at the library station the trial has not yet been sufficiently extended to suggest any general recommendations being made.

MAINTENANCE.

Merely usual maintenance has characterized the sort of attention given other park properties than those mentioned above. Special comment is made in relation to several, as follows:

PLAYGROUNDS.

During the past year the playgrounds were opened June 2nd and most of them closed on September 15th. Seventeen men, fourteen women, including swimming instructors, and a Supervisor were employed in addition to labor for maintenance.

Appended is a statement of attendance at each park and the number of persons using the baths.

On October 1st a system of three instructors conducting play activities at schools was inaugurated, each instructor handling two schools and all the pupils in each. Schools so affected are Failing and Mount Tabor, Creston and Richmond, and Ockley Green and Peninsula. At Lincoln Playgrounds the instructor engages the pupils in the school adjoining and the balance of the time is occupied on the park playgrounds.

Without hearty co-operation of the school officials in supervision, this arrangement does not work toward proper efficiency. Hours of attendance, oversight of the workers and conflicting rules of school administration are not suitably handled and cannot be without unreasonable cost.

The Peninsula Park center is being conducted as an all-year-round affair. It requires three instructors to handle both gymnasiums and the social work during the winter season.

In connection with playgrounds, it will be recalled that the School Board is now conducting a training school for play-teachers, two teachers from each school being assigned to the classes.

The proposal of a co-operative scheme made to the School Board was answered by a counter proposal and supported by including an item of \$25,000 in the school budget for next year.

I recommend that the conduction of school play, as at present handled, be discontinued at once, but that further effort be made to institute a more serviceable co-operative administration; that a community center be started at South Mount Tabor, especially if the school building to be abandoned can be secured for park use; that a supervisor be engaged for the year round work, but that the social phases of such supervisory qualifications be given considerable weight in making a selection, and, lastly, that the general policy of school and park affairs as outlined elsewhere herein be made known to the end that real progressive and economical policies may be adopted for guidance of each of the two bodies concerned.

MUSIC.

A band of thirty-two and leader, W. E. McElroy, rendered forty-three concerts during the season. The attendance at these (by parks) is as follows:

Date.	Park.	Estimated Number.
June 24	Holladay	500
26 (afternoon)	Peninsula	750
26 (evening)	South Parkway	2,500
27	Washington	600
29 (afternoon)	Peninsula	600
30	Holladay	1,500
July 1	Washington	1,400
3 (afternoon)	Laurelhurst	200
3 (evening)	Washington	600
4	Peninsula	2,500
6	Mt. Tabor	1,000
7	Washington	1,200
8	Holladay	2,500
10 (afternoon)	Columbia	300
10 (evening)	South Parkway	1,800
11	Peninsula	1,600
13	Washington	1,200
14	Holladay	2,500
15	South Parkway	1,600
20	Mt. Tabor	1,000
21	Peninsula	3,300
22	Washington	5,000
24 (evening)	South Parkway	3,000
24 (afternoon)	Kenilworth	65
25	Holladay	1,800
27	Laurelhurst	1,800
28	Washington	800
29	South Parkway	1,600
31 (afternoon)	Columbia	3,500
31 (evening)	Holladay	600
Aug. 1	South Parkway	2,000
3	Mt. Tabor	1,200
4	Washington	1,000
5	South Parkway	2,500
7	Kenilworth	400
8	Washington	1,000
11	Peninsula	8,000
13	Lents	2,000
	Total	66,415

I recommend an extension of the season and a larger band organization.

STREET TREES.

Last year approximately three miles of trees were planted upon the parkings of streets in the Peninsula district. This year the available nursery material will permit of about three times as great a length being planted from stock reared in our own nursery. In addition, this can be extended by purchased stock.

Selection of suitable locations is principally based upon a wide park strip, preferably not less than six feet.

Effort is made to follow in progressive sequence a plan whereby districts throughout the city will be intersected by tree-lined streets. It is desirable to avoid streets carrying street-car tracks and those where business frontage exists. Reliance is to be placed upon the sorts of well-known or reasonably assured qualities of fitness for the main streets.

The city is divided into three sections: (1) All that north of Burnside Street on the east side of the river to be devoted to trees endemic to North America. (2) South of Burnside Street on the East Side to be planted with

sorts native to Europe, and (3) all the west side to be restricted to trees indigenous to Asia. Each section is subdivided into districts wherein all the suitable representatives of a particular genus is to be planted, be they different species or distinct and worthy horticultural forms.

There are about one thousand miles of streets in the city. A small portion of these are faced by commercial buildings or devoted to use antagonistic to tree growth, a smaller portion of them are narrow and unfitted for tree planting; some sections, principally on the west side, cannot be planted even by low growing sorts without obstructing the views; but there still remains about 850 or 900 miles that can and should be planted with trees in the parkings. Even were there to be no new subdivisions in the suburbs during the next twenty years, it would require that over forty miles be planted each year to accomplish the task during this period. It may prove true that thirty years or more will be required to overtake the annual growth in street extension and an annual estimated pace with that factor of safety would appear to be reasonable, hence I recommend that an average of forty miles of street planting be the annual program.

ARBORETUM.

For the systematic inauguration of the arboretum, I recommend that Mr. Gorman, the custodian of the Forestry Building, be delegated to assemble the representatives of the northwest flora, to start a botanical library and an herbarium, also to assemble representatives of a universal flora to which Professor C. S. Sargent has so generously made a large contribution.

For the present this feature could be maintained at the greenhouses at Columbia for propagating and at Mount Tabor for planting. But later it is expected suitable permanent quarters will be forthcoming.

I recommend that a brochure of the roses at Peninsula Park be published, giving botanical, horticultural and historical data in popular form.

GENERAL WORK.

Investigations of various projects were made by personal inspections, studies on the ground and on paper, preparation of plans or by conference with interested citizens.

Among such was a study for a parkway along the Willamette bluffs from Delay Street to Willamette Boulevard, and there were three other plans for this section, prepared by the Department of Public Works, and all of it is held in abeyance, as I understand, for further study by said department. Linnton Parkway, extending from Blythewood to Linnton, is another. Preparation of a standardized system of street subdivision (since adopted with some slight modification), advancement of walk studies in Mount Tabor, new planting schemes and the ornamentation of smaller parcels in various sections of the city.

By different means and at several times has special effort been made to keep informed as to the County's activity in the development of a highway to the Columbia River's wondrously picturesque scenery northeast of the city.

The high range of the Cascade Mountains following the coast line is cleft by the Columbia River a short distance above Portland. Rising from the water's edge, the slopes ascend in intricate fashion and often abruptly to a height of one thousand to three thousand feet and rise with mountains to a height of forty-five hundred feet. These in turn constitute the bold base from whence Mount Hood rises to an elevation of 11,225 feet.

Along the river are precipitous bluffs and fantastic geological formation. Streams of water flow from the upper plateau and in their tumble over the escarpment appear as silvery bands mid the dark green fir. At several points the drop is so great and sharp the water becomes mist. Where the rock is softer the erosion formed a rushing cascade or even a deep cleft in stupendous cliffs of the canyon.

For local interest and picturesque boldness of surface configuration this region offers a most interesting and indescribably fascinating beauty. Among the fantastic shapes of Rooster and Pinnacle Rocks, Devils and Angels Rest, Bridge of the Gods, Oneonta Gorge, are the enlivening and resonant falls—Latourelle, Horse Tail, Bridal Veil, Gordon, and, the greatest of all, Multnomah. For wealth of scenic charm and grandeur of natural wildness it would be difficult to excel.

To this region the County is now constructing a highway, approaching it from the upper plateau, touching points twelve to fifteen hundred feet above the mighty Columbia and offering prospects extending thirty miles up and forty miles down the river to Oregon City. The range of distances is so great and the heights so vast, the very scale is sublime. Large river boats moving along the bosom of the water appear as toys and when navigating the rapids they often appear to be stationary. The opposite Washington shore is still splashed with virgin forest except where wind-sweep and elevation contribute to limit the vegetation of the peaks.

This, briefly, is the region the County is opening to use.

The immediate concern is to make this region conveniently accessible by driveways; but it is not beyond reason to expect that this priceless heritage will be secured for the public and controlled by it for all time. Meanwhile, any preliminary co-operation that the city may extend in advising as to desirable limitations or extensions or any phase bearing upon the park feature may well be extended to its advantage. With such slight effort and virtually no cost, it will be highly advantageous to continue the official inquiry and interest.

PLAYGROUND ATTENDANCE, SEASON 1913.

(Open on an average of 3 months.)

Brooklyn Playground.....	45,153
Columbia Park.....	23,871
Failing School (open 2 months).....	15,669
Kenilworth.....	15,558
Lakeview.....	16,488
Lents (open 2 months).....	10,397
Lincoln.....	39,408
Montgomery Tract.....	6,210
Mount Tabor.....	22,817
North Park.....	26,117
Peninsula.....	115,727
Sellwood.....	45,083
Washington.....	11,646
Grand total for playgrounds.....	394,144
Sellwood swimming tank.....	27,568
Peninsula swimming tank (open 2 months).....	29,047
Grand total for swimming tanks.....	56,615

COMFORT STATIONS, ATTENDANCE.

Library—men, Sept. 6 to Nov. 30.....	41,240
Sixth and Yamhill Sts.—men, October and November.....	78,534
Sixth and Yamhill Sts.—women, Sept. 15 to Nov. 30.....	28,649
Grand total for comfort stations.....	148,423

COMFORT STATION RECEIPTS, OCT. 1 TO DEC. 1.

Pay compartments.....	\$56.36
Telephone.....	.39
Total.....	56.75

FINANCIAL SUMMARY.

	Maintenance.		Construction.	
	Labor.	Supplies.	Labor.	Supplies.
All parks.....	\$717.18	\$6,060.75	\$3,180.49	\$35,130.74
Brooklyn Playground.....	973.61	3.50	72.75	1,463.50
Chapman and Lownsdale Squares.....	1,114.77	47.73		
Washington Park.....	15,166.92	4,293.80	4,196.40	738.27
Columbia Park.....	4,930.56	252.76	1,009.05	884.69
Forestry Building.....	1,180.29			
Fountains.....	306.50			
Governor's Park.....			219.60	
Terwilliger Parkway.....			4,155.56	88,925.66
Holladay Park.....	995.93	12.35	20.54	2.95
Kenilworth Park.....	1,149.13	24.34	347.25	1,896.02
Laurelhurst Park.....	1,267.88	3.25	343.50	
Ladd's Circle.....	1,477.00	11.00		
Lincoln Park.....	1,618.48	36.15	413.51	46.91
• Macleay Park.....	1,222.00			
Mt. Tabor Park.....	3,473.00	958.77	3,971.58	11,933.09
North Parkway.....	1,760.34		145.50	120.79
Office.....	1,478.50	170.03	2,291.63	
Peninsula Park.....	7,928.98	544.22	6,644.00	44,365.05
Sellwood Park.....	3,523.00	582.89	839.88	50.18
South Parkway.....	1,014.75	17.05	6.00	2.95
Terwilliger Park.....	89.53			
Montgomery Playground.....	345.50	15.37		
Lents Playground.....	416.05		507.71	420.90
Lakeview.....	838.05		390.00	288.04
Failing School ground.....	550.33	20.00		
Comfort station, Sixth and Yamhill.....	609.00	267.66		16,616.10
Comfort station, Library.....	340.00	85.35		
Care of Holman School roses.....	9.02			
Grading and planting, Irvington engine house.....	93.66			
Grading and planting, East Twenty-first Street Bridge.....	130.87	4.00		
Erecting playground apparatus, Irvington School.....	21.00			
Care of street trees.....	33.00			
Total.....	54,774.83	13,410.97	33,754.86	202,885.75
Total labor, maintenance and construction.....				\$88,529.69
Total supplies, maintenance and construction.....				216,296.72
Grand total.....				304,826.41
Total maintenance, labor and supplies.....				68,185.80
Total construction, labor and supplies.....				236,640.61
Grand total.....				304,826.41

THE TEMPORARY AUDITORIUM.

In August the city leased the Gypsy Smith Auditorium, on Chapman Street, at \$75 per month, in the hope that it would serve a useful purpose under public control and that the rents received would pay all expenses. In the latter respect we have been disappointed, for there has been only once that rental was paid, and that at the very beginning, from a tenant obtained by the former lessee.

The building has been used as follows:

August 20. Socialistic meeting.

October 31. Symphony Orchestra. Public rehearsal for school children. Attendance 1,500. Free.

November 9. City band concert. W. E. McElroy, leader. Attendance 640. Admission 10 cents.

November 21. Recreation League. Children's Harvest Festival, for children. Attendance 5,000. Free.

November 23. City band concert. A. De Caprio, leader. Attendance 925. Admission 10 cents.

The Symphony Orchestra made no charge for their services. The brass bands were paid the regular rates by the city out of an appropriation made by the Council. While it would have been more satisfactory if the band concerts had proved self-sustaining, yet the appreciation shown by the audiences warranted the expense of the experiment.