

MULTNOMAH HOTEL TO PORTLAND GOLF CLUB

West on Pine St. to 6th St.; left on 6th St., continuing on out Terwilliger Boulevard to Bertha Station; just before crossing viaduct turn right on paved road; follow to sign marked "Portland Golf Club"; turn left to Club.

MULTNOMAH HOTEL TO UPPER COLUMBIA RIVER HIGHWAY (East)

West on Pine St. to Broadway; right on Broadway, across bridge and continue on about two miles to Sandy Blvd. (at E. 24th St. you will jog a little to the left); bear off to left on Sandy Blvd. and follow out of city. This is the beginning of the Highway.

MULTNOMAH HOTEL TO LOWER COLUMBIA RIVER HIGHWAY (West)

North on 4th St. (1 block) to Burnside; left on Burnside to Washington, continuing straight ahead on Washington St. to 23rd St.; right on 23rd St. to Thurman St.; left on Thurman to 29th St.; right on 29th St. which is the beginning of the Highway.

MULTNOMAH HOTEL TO PACIFIC HIGHWAY (North)

West on Pine St. to Broadway; right on Broadway, across bridge, to Union Avenue; left on Union Avenue, and follow out across Columbia River Interstate Bridge.

MULTNOMAH HOTEL TO PACIFIC HIGHWAY (South)

South on 4th St. to Madison St.; left on Madison, across Hawthorne Bridge, to E. 11th St.; right on E. 11th St. (Milwaukie Avenue), and follow on out through Oregon City.

MULTNOMAH HOTEL TO WEST SIDE HIGHWAY (McMinnville and Tillamook)

West on Pine St. to 6th St.; left on 6th St., continuing on out Terwilliger Boulevard through Bertha Station and Newberg.

MULTNOMAH HOTEL TO TUALATIN VALLEY HIGHWAY (Hillsboro and Forest Grove)

South on 4th St. to Jefferson St.; right on Jefferson St., continuing on out the Canyon Road, which is the beginning of the Highway.

INFORMATION

FOR THE

MOTORIST

REGARDING

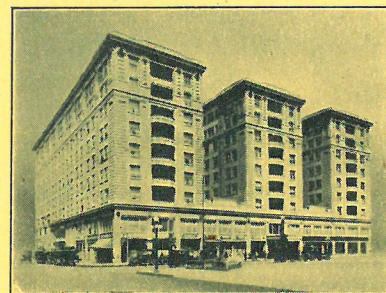
CITY DRIVES

AND

Routes to the Highways

Compiled by

**Multnomah Hotel Tourist and
Information Bureau**



**MULTNOMAH HOTEL
YOUR WESTERN HOME**

PORTLAND, OREGON

Tourists traveling by automobile may have
their cars cared for in our own garage,
which is a part of "Multnomah Service"

MULTNOMAH HOTEL TO LAURELHURST PARK

15 MINUTES' DRIVE

Attractions: Beautiful rolling grounds; large playgrounds; lake with many ducks and swans; beautiful Rhododendrons.

South on 4th St. to Madison; turn left on Madison, across Hawthorne Bridge, out Hawthorne Ave. to E. 39th St.; left on E. 39th St. to Laurelhurst Park.

MULTNOMAH HOTEL TO MT. TABOR PARK

20 MINUTES' DRIVE.

Attractions: Excellent views of the city and mountains; good drives; tennis courts; playgrounds.

South on 4th St. to Madison; turn left on Madison, across Hawthorne Bridge, out Hawthorne Ave. to E. 60th St.; left on E. 60th to E. Salmon St. (Park entrance).

MULTNOMAH HOTEL TO WASHINGTON PARK (City Park)

10 MINUTES' DRIVE.

Attractions: International Rose Test Garden of 9 acres; zoo; tennis courts; statues of early explorers; good views of the city and mountains.

South on 4th St. to Washington; turn right on Washington and continue on about one mile (about $\frac{1}{4}$ mile up the Kings Heights Hill) to the Park entrance.

MULTNOMAH HOTEL TO PENINSULA PARK

20 MINUTES' DRIVE.

Attractions: Beautiful Rose Garden with 14,000 plants; good swimming tank; large Community House; is directly across the street from the Portland Municipal Auto Camp.

West on Pine St. to Broadway; right on Broadway, across the bridge, and continue on to Union Ave.; left on Union to Alberta; left on Alberta to Albina; right on Albina to Peninsula Park.

MULTNOMAH HOTEL TO SELLWOOD PARK

20 MINUTES' DRIVE.

Attractions: Fishermen will enjoy testing their skill at the casting pool; playgrounds; swimming tank.

South on 4th St. to Madison; turn left on Madison, across Hawthorne Bridge, out Hawthorne to E. 11th St.; right on E. 11th St. (Milwaukie Avenue) to Bybee Ave.; right on Bybee to E. 13th; left on E. 13th to Sellwood Boulevard; right on Sellwood Boulevard to Sellwood Park.

TERWILLIGER BOULEVARD DRIVE

This is a nice drive to take late in the afternoon or shortly after dinner. A wonderful view of the Willamette River, with East Portland and the Cascade Mountains in the distance; Drive out as far as you wish, and return.

West on Pine St. to 6th St.; left on 6th St., and continue straight on to Terwilliger Boulevard.

SKYLINE BOULEVARD DRIVE

Wonderful views of Tualatin and Willamette Valleys and mountains. About two hours' drive.


Drive down Lower Columbia River Highway about six miles to Linnton; about 200 feet past Ferry Landing, bear off to the left up the hill on the Libertytown Road (also known as "Germantown Road"); follow this road to the Skyline Boulevard; turn left on Skyline Blvd. and continue on into Cornell Road; follow Cornell Road to junction of 23rd and Washington Sts.; left on Washington St. to 4th St.; left on 4th St. to Multnomah Hotel.

MULTNOMAH HOTEL TO EASTMORELAND GOLF CLUB (Municipal)

South on 4th St. to Madison; left on Madison, across Hawthorne Bridge, to E. 11th St.; right at E. 11th St. (Milwaukie Avenue) to Bybee Ave.; left on Bybee Ave. to Eastmoreland Golf Club.

MULTNOMAH HOTEL TO WAVERLY GOLF AND COUNTRY CLUB

South on 4th St. to Madison; left on Madison, across Hawthorne Bridge, to E. 11th St.; right on E. 11th St. (Milwaukie Avenue), and continue on out to Waverly Golf Club. (Watch signs.)



MUNICIPAL AUTO TOURIST CAMP - PORTLAND, OREGON.

The first municipal auto camp of the City of Portland was established by the Bureau of Parks in 1918 on land adjacent to the Forestry Building at 28th and Vaughn Streets. At that time automobile touring was not as popular as at present, nor were the grounds advertised in any way. The equipment, at best, was only a makeshift and there were no road signs showing tourists how to get to the grounds, and it was only after persistent inquiry that the tourist was able to locate the camp. The only equipment consisted of comfort stations and wood camp stoves. Yet in spite of these disadvantages, it was a busy season, 630 machines registering from all parts of the country.

In 1919 with the same equipment and at practically the same expense to the city 1312 machines registered, representing 32 states, Hawaii and Canada. No fees were charged at this first camp ground.

In 1920 the City had to give up possession of the ground on which this camp was located, since it was not owned by the City, and Montgomery Ward and Company had begun the erection of their plant at this place. After a most determined, but unsuccessful effort on the part of the Bureau of Parks to secure another site for a camp, the plan for a tourist camp had to be abandoned for that season. While the grounds at the Forestry Building continued to be used by some of the tourists, the city assumed no responsibility in the matter.

Finally in 1921 the City leased a twelve acre tract, located at Albina Avenue and Portland Boulevard for the sum of \$100.00 per month, with the option of doubling this acreage next season should the tourist travel seem to demand it. The results this season have proved that more land is necessary and negotiations are now under way to take over the additional twelve acres for 1922.

A force of men was put to work clearing this tract, fencing it and building the necessary structures for a model automobile tourist camp. The camp was equipped with an Administration building containing store room, comfort stations and a general assembly room for use of tourists. This building has proved inadequate for all of these uses and in 1922 it is intended to have a building for store purposes only and the entire Administration Building to be turned over to the use of the tourists. Laundry, kitchenettes, with gas and wood stoves, comfort stations, drinking fountains, lights and auto washrack are also provided.

Early in the spring the camp was ready for visitors and the first automobile registered on April 13, 1921 and by the 30th of November, the close of the fiscal year, 6,686 machines had registered, the largest number of machines registering on any one day being 89 machines on August 3. Only four states in the Union are not represented, Vermont, New Hampshire, Alabama and Tennessee. It is estimated that the above registration means about 25,000 visitors to the park. A detail statement is attached showing number of machines each month, states from which they came, together with fees received. For,

after due consideration, it had been decided that a fee of 50 cents per machine should be charged as it was thought that the average camper would prefer to pay a nominal fee and be provided with police protection and a clean camp. This fee of fifty cents entitled the camper to all the privileges of the camp, without further charge, for a period of ten days. This time limit was frequently extended if, upon personal application to the Superintendent of Parks, he considered the reason valid for granting such a request. This fee of fifty cents was not sufficient to make the camp self sustaining and the Commissioner of Finance is now considering a plan whereby it may become so.

Park attendants are on duty at all hours with a woman attendant on duty eight hours each day for the convenience of women and children tourists. In addition to the facilities on the camp ground proper, all the facilities of Peninsula Park, just across the street, are available and the campers have free access to its shower baths, lockers, swimming tank, children's playgrounds, etc. The Chamber of Commerce supplies the tourist with literature concerning the city and its environs.

also information on roads, maps etc.

A statement of cost of construction and maintenance of the camp ground for the fiscal year 1921 is attached hereto.

Jan. 2, 1922

STATEMENT OF AUTOMOBILES REGISTERED
MUNICIPAL CAMP GROUNDS
April 13-Nov 30, 1921

State	:Apr 13: May 9:	May 9: May 31:	: June:	: July:	: August:	: Sept:	: Oct:	: Nov:	: Total:
:Alaska	: 1:	: :	: :	: :	: :	: :	: :	: :	: 1:
:Arizona	: 2:	: 4:	: 5:	: 9:	: 8:	: 1:	: 1:	: :	: 30:
:Arkansas	: :	: :	: :	: 2:	: 3:	: :	: :	: :	: 5:
:California	: 66:	: 116:	: 294:	: 479:	: 417:	: 144:	: 44:	: 12:	: 1,572:
:Colorado	: 3:	: 2:	: 34:	: 35:	: 55:	: 31:	: 25:	: 2:	: 187:
:Connecticut	: :	: :	: :	: 1:	: 3:	: 3:	: 4:	: 1:	: 12:
:Delaware	: :	: :	: :	: :	: :	: 1:	: :	: :	: 1:
:Florida	: :	: 1:	: 1:	: 3:	: 7:	: 6:	: :	: :	: 18:
:Georgia	: :	: :	: :	: 1:	: 2:	: :	: :	: :	: 3:
:Idaho	: 2:	: 14:	: 45:	: 85:	: 79:	: 36:	: 25:	: 14:	: 300:
:Illinois	: 2:	: 3:	: 13:	: 18:	: 53:	: 26:	: 17:	: 5:	: 137:
:Indiana	: :	: 3:	: :	: 13:	: 14:	: 16:	: 7:	: 2:	: 55:
:Iowa:	: 1:	: 5:	: 4:	: 22:	: 50:	: 21:	: 12:	: 2:	: 117:
:Kansas	: 1:	: 4:	: 8:	: 23:	: 29:	: 24:	: 9:	: 3:	: 101:
:Kentucky	: :	: :	: :	: :	: 2:	: :	: 1:	: :	: 3:
:Louisiana	: :	: :	: 1:	: 1:	: 2:	: :	: :	: :	: 4:
:Maine	: :	: :	: :	: :	: 2:	: :	: :	: :	: 2:
:Maryland	: :	: :	: :	: 4:	: :	: 3:	: :	: :	: 7:
:Massachusetts	: :	: :	: 2:	: 2:	: 10:	: 11:	: 2:	: :	: 27:
:Michigan	: :	: 2:	: 5:	: 6:	: 42:	: 21:	: 10:	: 1:	: 87:
:Minnesota	: 1:	: 2:	: 8:	: 17:	: 27:	: 28:	: 11:	: 2:	: 96:
:Missouri	: :	: 2:	: 5:	: 14:	: 20:	: 20:	: 5:	: 2:	: 68:
:Montana	: 8:	: 12:	: 27:	: 47:	: 54:	: 30:	: 37:	: 10:	: 225:
:Nebraska	: :	: 2:	: 7:	: 28:	: 33:	: 26:	: 4:	: 1:	: 101:
:Nevada	: :	: :	: 4:	: 9:	: 9:	: 1:	: 1:	: :	: 24:
:New Jersey	: :	: :	: :	: 5:	: 5:	: 3:	: 2:	: 1:	: 16:
:New Mexico	: :	: :	: :	: 5:	: 1:	: 2:	: 1:	: 1:	: 10:
:New York	: :	: 3:	: 1:	: 20:	: 25:	: 9:	: 4:	: 2:	: 64:
:North Carolina	: :	: :	: :	: :	: 1:	: :	: :	: :	: 1:
:North Dakota	: :	: 1:	: 6:	: 6:	: 8:	: 5:	: 8:	: 3:	: 37:
:Oklahoma	: 2:	: 2:	: 3:	: 18:	: 25:	: 14:	: 6:	: 1:	: 71:
:Ohio	: 3:	: 2:	: 8:	: 27:	: 49:	: 30:	: 12:	: 4:	: 135:
:Oregon	: 18:	: 26:	: 85:	: 169:	: 225:	: 103:	: 57:	: 22:	: 705:
:Pennsylvania	: :	: :	: 3:	: 6:	: 17:	: 7:	: 2:	: 1:	: 36:
:Rhode Island	: :	: :	: :	: :	: 1:	: 1:	: :	: :	: 2:
:South Carolina	: :	: :	: :	: 1:	: :	: :	: :	: :	: 1:
:South Dakota	: 1:	: 1:	: 4:	: 7:	: 8:	: 8:	: 6:	: 2:	: 37:
:Texas	: :	: 2:	: 6:	: 23:	: 26:	: 13:	: 4:	: 2:	: 76:
:Utah	: :	: :	: 4:	: 10:	: 23:	: 16:	: 3:	: 2:	: 58:
:Virginia	: :	: :	: :	: 3:	: 3:	: :	: :	: :	: 6:
:Washington	: 21:	: 71:	: 267:	: 528:	: 619:	: 314:	: 123:	: 61:	: 2,004:
:West Virginia	: :	: :	: :	: :	: 3:	: :	: :	: :	: 3:
:Wisconsin	: :	: 2:	: 3:	: 12:	: 14:	: 18:	: 5:	: 1:	: 55:
:Wyoming	: :	: :	: 5:	: 5:	: 15:	: 12:	: 14:	: 2:	: 53:
:Dist Col	: :	: :	: 1:	: 1:	: 2:	: :	: :	: :	: 4:
:Can. Alberta	: :	: :	: 5:	: 8:	: 11:	: 5:	: 3:	: 5:	: 37:
: Brit. Col.	: 1:	: 3:	: 5:	: 31:	: 29:	: 9:	: 3:	: :	: 81:
: Ontario	: :	: :	: :	: :	: :	: 1:	: 2:	: :	: 3:
: Manitoba	: :	: :	: :	: :	: :	: :	: 1:	: :	: 1:
: Quebec	: :	: :	: :	: :	: :	: :	: 1:	: :	: 1:
: Sask.	: :	: 1:	: 1:	: :	: 1:	: 1:	: :	: 1:	: 5:
:Mexico	: :	: :	: :	: :	: 1:	: :	: :	: :	: 1:

:Total Registration	133:	286:	870:	1,704:	2,033:	1,020:	472:	168:	6,686:
:Total Fees	:	:\$143.-	:435.-	:852.-	:1016.50:	510.-	:236.-	:84.-	:3276.50:

NOTE: No fees collected April 13 to May 9th

Expenditures Municipal Auto Tourist Camp - 1921

<u>Construction:</u>	Labor	Material	Total
Rent		1,200.00	1,200.00
Clearing and grubbing	579.55		579.55
Sewers and drains	313.09	47.45	360.54
Water supply	122.54	141.62	264.16
Lighting (labor performed by Bureau of Fire)		464.17	464.17
Fence	518.33	18.60	536.93
Comfort Stations	899.39	1,020.07	1,919.46
Administration Building	2,113.22	1,353.09	3,466.31
Kitchenette	124.60	230.91	355.51
	<u>\$4,670.72</u>	<u>4,475.91</u>	<u>9,146.63</u>
Maintenance	2,842.36	938.79	3,781.15
Total	\$7,513.08	5,414.70	12,927.78

Finally in 1921 the City leased a twelve acre tract, located at 31st Avenue and Portland Boulevard for the sum of \$100.00 per year, with the option of purchasing this acreage next season. The Municipal Auto Tourist Camp was located on this tract. The results of this survey have proved that more land is necessary and negotiations are now being made to take over the additional twelve acres for 1922.

A contract was put to work clearing this tract. Besides it and building the necessary buildings for a municipal tourist camp. The camp was equipped with an administration building, containing store room, comfort stations and a general assembly hall. The use of tourists. This building has proved inadequate for all of these uses and in 1922 it is intended to have a building for store purposes only and the entire administration building to be turned over to the use of the tourists. Laundry, kitchenette, with gas and wood stoves, comfort stations, drinking fountains, lights and auto washstand are also provided.

Early in the spring the camp was ready for visitors and the first automobile registered on April 15, 1921 and by the end of October, the close of the fiscal year, 1,185 automobiles had registered. The largest number of automobiles registered on any one day being 75 machines on August 11. Only four states in the Union are not represented. Vermont, New Hampshire, Alaska and Tennessee. It is estimated that the camp is receiving more than \$100,000 in revenue to the city. A detail of the camp is enclosed in the report of the Municipal Auto Tourist Camp for 1921.

C O P Y .

Ordinance No. 40830.

An Ordinance fixing the rate of charge for use of the Municipal Auto Camp by tourists, repealing Ordinance No. 39276, and declaring an emergency.

The City of Portland does ordain as follows:

Section 1. That the Bureau of Parks be and is hereby authorized to charge and collect a fee of fifty cents (\$.50) per day, with a ten (10) day limit of stay, for each automobile registering at the Municipal Auto Camp provided for the use of tourists; said charge to cover all ordinary facilities and services offered by the camp.

Section 2. That Ordinance No. 39276 entitled "An Ordinance fixing the rate of charge for use of the Municipal Auto Camp by tourists, and declaring an emergency", passed by the Council May 13, 1921, be and is hereby repealed.

Section 3, Inasmuch as this Ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: That it is necessary to increase the revenue from said Municipal Auto Camp in order to help defray the expense of maintaining the same; therefore, an emergency is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council. March 15, 1922.

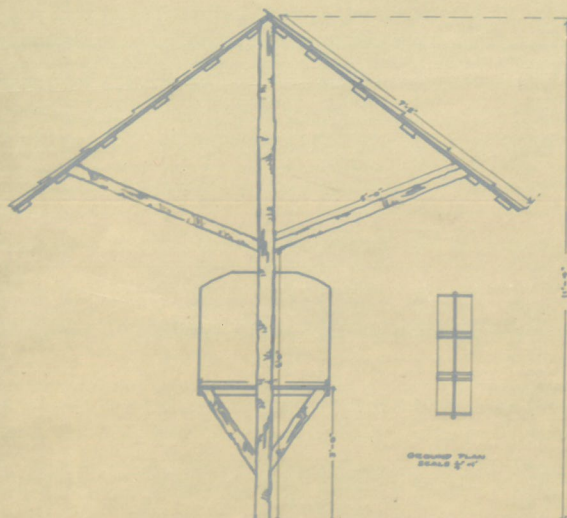
GEO. L. BAKER.

Mayor of the City of Portland.

Attest: GEO. R. FUNK.

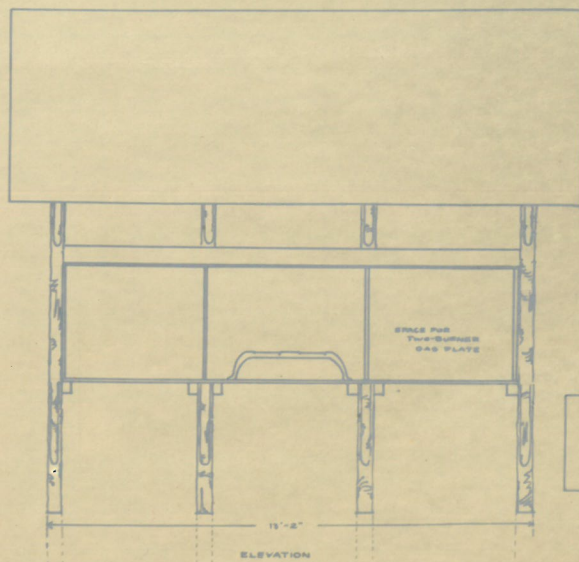
Auditor of the City of Portland.

11/



GROUND PLAN
SCALE 1/4" = 1'

SIDE VIEW



ELEVATION

CITY OF PORTLAND
BUREAU OF PARKS
FOR
KITCHENETTE
FOR
AUTO CAMP GROUNDS
SARASOTA
DESIGNED BY
JULY 2-1921

THE MUNICIPAL AUTO CAMP
OF
PORTLAND, OREGON.

The Municipal Auto Tourist Camp of Portland, Oregon, is operated under direct supervision of the Bureau of Parks. The Camp is located on a twenty four acre tract of leased ground, which is devoted exclusively to the purpose of Auto Tourist camping. This space will accommodate over one thousand machines.

The Camp is equipped with an Administration Building of a rustic bungalow type, with a broad porch, a large assembly room, and comfort stations. The assembly room has a large fireplace, is furnished with bright draperies, tables, and chairs, and is used as a center for visiting, reading, and letter writing. The registration books are kept here, and through the cooperation of the Portland Chamber of Commerce, who, during the Season of 1922, kept a representative on regular duty at the Camp, an Information Bureau was also maintained in the building.

The tract is fenced, with but one entrance.

A general store building, built along lines similar to the Administration building, is located within the grounds near this entrance, and in which is housed a retail concession store, exclusive to one Concessionaire, but regulated both as to merchandise and prices, by the Superintendent of Parks.

Kitchenettes, with gas and wood stoves, a laundry supplied with hot and cold water, and a covered area for wash trays, comfort stations, drinking fountains, electric lights, auto wash racks, and garbage facilities are also furnished. The tourist is supplied with water free of charge, also wood for fuel for camps and for cooking on wood ranges. The park is well lighted and policed. Park attendants are on duty at all hours, with a woman attendant on duty eight hours each day, for the convenience of the women and children tourists.

In addition to the accommodations of the campground proper, the tourists have free access to all the facilities of Peninsula Park, located directly across the street, and one of the most attractive and best equipped parks and playgrounds in the City. Here is found a large Community House, two gymnasiums, swimming tanks, lockers, shower baths, tennis courts, and a fully equipped children's playground, with trained supervisors in charge at all times.

It has not been found necessary to have printed rules or regulations, but do find it necessary to post a few signs. Rather directions than rules. There are virtually no restrictions on the tourist, in fact, they have been found to be a particularly orderly class of people, and the rules in force here apply principally to the peace disturbing individual who would parasite on the tourist if allowed.

An ordinance passed by the City Council, fixed a charge of 50 cents a day, with a time limit of ten days, which could be renewed at the discretion of the Superintendent of Parks. Although the Ordinance read 50 cents a day, this was modified somewhat, and a charge of 50 cents a day for four days, then six days free, applied for the first ten days, then a straight charge of 50 cents a day for a renewal or extension of time.

Following is a segregation of the cost of the construction of the first twelve acre camp for 1921.

Clearing and grubbing	\$ 579.55
Sewers and drains	360.54
Water supply	264.16
Lighting installation	464.17
Fence	536.93
Comfort Stations	1,919.46
Administration Building	3,455.31
Kitchenettes	355.31
	<hr/>
	\$7,935.43

Construction work during the season of 1922, amounted to \$3,510.40, which put in shape the last twelve acres of the twenty-four acre tract. The expense for maintenance for the season amounted to \$9,231.86, for the operation of the entire tract.

The receipts for the season of 1922, amounted to \$10,829.00. This represented a total of 11,149 machines during the tourist season, or 35,376 persons.

February 16, 1923.

Mrs. Thoman,
Room 818, Oregonian,
City.

Dear Madam:

Referring to the attached inquiry upon the legal right of the City to operate a store in the Auto Park, permit me to quote Section 3, of the Portland City Charter, which you will readily observe gives the City Council powers broad enough to operate such a facility.

"Sec. 3. —Grant of General Powers:

The City of Portland shall be invested within its limits with authority to perform all public and private services, including those of an educational or recreative character as well as others, and with 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."

I am further advised by the City Attorney that there is no law or ordinance pertaining, which would prevent the operation of a retail store, and the handling of auto accessories.

Yours very truly,

C. P. Keyser,
SUPERINTENDENT OF PARKS.

CPK:GBR

The PORTLAND CHAMBER OF COMMERCE IS
CALLING A CONFERENCE OF AUTO TOURIST CAMP REPRESENTATIVES
FOR ALL OREGON, AT PORTLAND, WEDNESDAY, MAY 16, 1923.

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Early last year, the Chamber of Commerce of Spokane, called a Conference of Auto Tourist Camp managements, broad in its scope.

Later in the year, a Conference was held in Tacoma, at which the main topic of discussion was the Tourist. Shortly following, an organization of Auto Camps of Western Oregon, was instituted at a meeting in Roseburg. Last month a Conference was held in Seattle, and another in Spokane. Oregon has not yet held a general conference.

The main advantage of these conferences is not primarily in organization for its own sake, but rather in the different communities getting a working knowledge of each others attractions and facilities for entertainment and edification of the tourist, in order to reflect the maximum benefits to Oregon and the Pacific Northwest.

We need tourists to travel our excellent highways, to linger beyond their rush schedules, and to spread the fame of this motorists' paradise. Every community has its hook. The handiest bait for the hook is a well reported auto camp.

The early opposition of the hotelmen and garagemen has disappeared, and it has come to be generally understood that the auto tourist expects to camp, and is willing to pay moderately for cleanliness and pure water. He also appreciates any other features that make an attractive camp.

The purpose of the conference is to work out a plan of listing camps, and a system of entertainment, (more properly detainment), so that Oregon can sell more scenery, more locations, more natural advantages.

Our City has developed one of the most satisfactory camps on the road. The Chamber of Commerce has learned its value to the community and what is more, the value of spending considerable time and attention through committees, in acting as hosts and giving information. We would like to interest you in a statewide movement along the same lines.

Can you attend, or send a representative?
Chamber of Commerce, one day only, Wednesday, May 16.
Please appear, if only by letter, to acquaint us
with your camp and policy.

Auto Camp Receipts turned over to Miss Rhoades 5/22/23

No 11660	(1922 - 8.50 1923 6.00)	14.50
12600		112.00
12648		33.50
12693		63.00
12733		75.50
12784		89.00
12868		63.00
12885		88.00
12916		82.00
12942		118.50

(C O P Y)

June 29, 1923

Hon. George L. Baker,
Mayor, City of Portland,
City Hall.

Dear Sir:

I would like to bring to your attention the importance of the Auto Camp and express the opinion that it should be purchased at the earliest possible moment. The reputation of this camp has gone throughout the country and it is now said to be the finest and best equipped of any in America. The business of the Camp has increased rapidly and up to this time almost double that of 1922. In my opinion this property should be purchased this coming year, if possible, as its value is steadily increasing and our investment there is now too great to be scrapped. The area of the tract is 25.09 acres. The assessed valuation is \$52,700.00. The full value on the basis of which I purchased most of the playground property would be plus 1/3 making \$70,266.67. We now occupy about 24 acres, a small square on the southeast corner of the tract having been withheld from us by the Ukase Investment Company. Our rental option will expire in 1924 at \$225.00 per month. At the expiration of that time this Company will undoubtedly ask a greater rental.

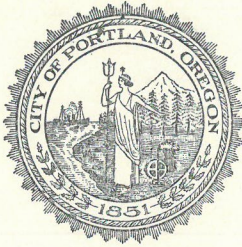
I am of the opinion that we will not be able to purchase the property as low at that time as we can today.

I suggest in the best interests of the City that this matter be investigated at an early date.

Very truly yours,

(Signed) S. C. Pier

Commissioner of Finance



C. P. KEYSER,
SUPERINTENDENT

CITY OF PORTLAND, OREGON
DEPARTMENT OF FINANCE
S. C. PIER, COMMISSIONER
BUREAU OF PARKS

July 5, 1923

Mrs. O. A. Kimball,
Kansas City, Mo.

Dear Madam:

Your communication to Mayor Baker, written from Lebanon, under date of May 12th, has come down to me for reply. Yours is one of many reports from visitors to our camp from which we gauge the measure of our success and from tourists like yourself, we derive many opportunities to see ourselves as others see us.

I am glad to know that you were favorably impressed with Seattle's auto park and hospitality. I attended a convention on auto camps in Seattle in April. At that time the people in charge of Seattle's auto park complained that practically all the tourist traffic that reached their camp passed through Portland and they begged of us not to send California tourists to Spokane over the Columbia Highway and to assist them on prevailing on Spokane not to route Yellowstone tourists to California over the Columbia River Highway. I am wondering if all their blandishments are as successful as their appeal to you might seem to indicate. In any case we are glad to have them attracting tourists to the Pacific Northwest. In the meantime we shall probably continue to operate our camp without any more frills than it has.

Thanking you for your interest, I am,
Very truly yours,

C. P. Keyser
Superintendent of Parks

Returned
to
Sender 7/14/23

July 16, 1923

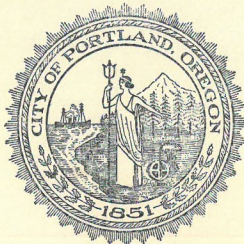
Mr. Arthur Goldsmith,
Chamber of Commerce.

Dear Sir:

I am enclosing herewith a letter from Ex-Commissioner
Pier presenting a recommendation on the purchase of the Auto
Camp which will give you the information more in detail than
was brought out in our discussion at the meeting yesterday. I
believe the Chamber should interest itself in this acquisition.

Very truly yours,

Superintendent of Parks



CITY OF PORTLAND, OREGON

DEPARTMENT OF FINANCE

S. C. PIER, COMMISSIONER

OFFICE OF CITY TREASURER

WM. ADAMS,
CITY TREASURER

Sept. 7th, 1923

Mr. C. P. Keyser,
Supt.Park Department,
City.

Dear Sir:

Referring to the Knauth Nachod and Kuhne Traveler's check for \$20.00 deposited with this office for collection by Miss Rhodes of your Department, I have to date been unable to make collection of this check.

I wrote the Security State Bank of Upham, North Dakota, July 31st, as follows:

" I am holding K.N. & K. Traveler's check No. T 28,963-01 for \$20.00 paid to me by Anna G. Johnson. This Traveler's check was sold by your bank June 7th, 1923. I am informed that you will pay the same upon presentation at your bank. Kindly inform me immediately so I can forward the check for collection."

I received no reply.

I also placed this Traveler's check for collection with the First National Bank. They advised me today that they are unable to make collection and that the best procedure would be to sue the Security State Bank of Upham, North Dakota.

I have referred the Traveler's check to City Attorney Frank S. Grant, with instructions to proceed to collect the money for this check if it is possible.

Very truly yours,

Wm Adams
City Treasurer

WA/N

Ritter, Lowe & Co.

REALTORS

REAL ESTATE, INSURANCE, LOANS AND INVESTMENTS

201-202-203-205-207 BOARD OF TRADE BUILDING
FOURTH AND OAK STREETS

PORTLAND, OREGON

August 29, 1923

Park dist

Honorable George L Baker, Mayor
City Hall
Portland, Oregon

Dear Mayor:

We understand that there is a possibility of the City of Portland purchasing property for auto camp purposes so that permanent improvements may be made for the convenience of auto tourists. In the event that you should decide on such a move, we would like to have you consider a certain piece of property we have for sale which we believe is ideal for this purpose. It is located on East 82nd Street which is a main highway running south, and only a few hundred feet from Sandy Boulevard, the main traveled artery going out the Columbia River Highway. It is also convenient to city street carline and other city conveniences which may be required for auto park purposes.

This property has sufficient slope to afford excellent drainage, and lying as it does, is surrounded by large tracts of land which are more likely to be used by institutions requiring large parcels of land; for instance, the Shrine Hospital has acquired a large parcel, also the Hill Military Academy, and the Servite Fathers have each large tracts which they are improving to suit their particular purpose. Therefore, we believe that an auto tourists' park would be very appropriately located on the tract of land which we are submitting to you for consideration.

We are enclosing herewith a map of that district. The property in question consists of 69.09 acres which we have designated by red pencil mark; there is approximately a 1,300 feet frontage on 82nd Street, and about 1,900 feet on the north line running east and west. There are 10 acres joining the 59.09 acres on the southeast end of the tract, making a total of 69.09 acres owned by our client.

We are offering this property for sale at \$1200 per acre. If this interests you, and should you want further details, will be glad to furnish same at your convenience.

Yours very truly,
RITTER, LOWE & CO.

By

A. R. Ritter
President

ARR:MP
ENCL.

511 10th. Ave. N.
Seattle, Nov. 5, 1923

C. P. Keyser
Superintendent of Parks
City of Portland

Dear Sir:

I have pleasure in advising that the Auditor's office
forwarded check for \$16.00 in payment of my claim, and
and I now wish to thank you for your very kind attention
to this matter and assure you that I feel that you have
handled this matter very liberally.

Again thanking you, I am

Yours very truly,

E. H. Savage

November Ninth
Nineteen Twenty-Three

Mr. W. K. Smith
Ukase Investment Co.
City

Dear Sir:

Under the terms of our lease of the Auto Camp grounds, I believe we have another year's occupancy with no option, either to purchase or renew. Trying to fix a policy, I have recommended to the Council that they adopt Ex-Commissioner Pier's recommendation of purchasing before the expiration of the lease.

Would you be willing at this time to name a figure for an option at the end of, say, 1925 or 1926, with a rental meanwhile? I am awaiting the action of the Tax Conservation Commission, and if I might know what the ultimate purchase price would be in order that we might work toward it this knowledge would simplify my argument for the purchase. I might state here, that the Council has determined not to spend much more on improvements until the City may own the land.

Sincerely yours,

CPK/NN

Superintendent of Parks

COMPARATIVE STATEMENT ATTENDANCE AT MUNICIPAL AUTO CAMP

1921 - 1922 - 1923.

					Machines registered.		
					<u>1921.</u>	<u>1922.</u>	<u>1923.</u>
July	1.	-	-	-	47	84	120
	2.	-	-	-	52	98	134
	3.	-	-	-	51	97	180
	4.	-	-	-	50	63	122
	5.	-	-	-	48	98	87
	6.	-	-	-	57	113	70
	7.	-	-	-	51.	111	149
	8.	-	-	-	43	89	157
	9.	-	-	-	48	69	142
	10.	-	-	-	49	103	180
	11.	-	-	-	50	102	185
	12.	-	-	-	61	124	158
	13.	-	-	-	65	97	114
	14.	-	-	-	49	86	152
	15.	-	-	-	40	86	157
	16.	-	-	-	55	83	157
	17.	-	-	-	62	106	175
	18.	-	-	-	59	92	185
	19.	-	-	-	57	105	180
	20.	-	-	-	64	105	177
	21.	-	-	-	72	110	169
	22.	-	-	-	61	96	142
	23.	-	-	-	101	89	170
	24.	-	-	-	35	112	171
	25.	-	-	-	39	115	170
	26.	-	-	-	68	111	162
	27.	-	-	-	62	88	171
	28.	-	-	-	61	102	134
	29.	-	-	-	54	93	153
	30.	-	-	-	50	82	174
	31.	-	-	-	43	106	176
Total Registrations in July - - -					1704	3015	4773
Registrations previously reported					1289	2275	3755
Total Registrations during Season to July 31,					2993	5290	8528
Total Deposits for July regists.					852.00	2921.50	4053.75
Previously reported					578.00	2366.50	3373.00
Total Receipts for Season to July 31,					1430.00	5288.00	7426.75
Receipts from phone tolls and comfort stations - July							14.16
TOTAL RECEIPTS							7440.91

Comparative Statement Attendance Municipal Auto Camp
1921 - 1922 - 1923.

	<u>1921.</u>	<u>1922.</u>	<u>1923.</u>
	Machines.	Machines.	Machines.
Prior to May 1.		149	420
Prior to May 9.	133.		
May 1	- - - - -	18	15
2	- - - - -	17	13
3	- - - - -	11	12
4	- - - - -	12	26
5	- - - - -	13	24
6	- - - - -	5	40
7	- - - - -	9	18
8	- - - - -	14	33
9	- - - - - 20	12	34
10	- - - - - 8	13	32
11	- - - - - 9	14	33
12	- - - - - 7	5	25
13	- - - - - 12	6	27
14	- - - - - 12	12	20
15	- - - - - 9	16	36
16	- - - - - 16	18	34
17	- - - - - 14	16	45
18	- - - - - 16	17	32
19	- - - - - 15	20	28
20	- - - - - 7	16	37
21	- - - - - 10	16	34
22	- - - - - 6	21	33
23	- - - - - 8	21	43
24	- - - - - 24	12	26
25	- - - - - 24	20	46
26	- - - - - 11	17	34
27	- - - - - 11	13	23
28	- - - - - 11	18	40
29	- - - - - 9	25	32
30	- - - - - 10	29	36
31	- - - - - 27	24	39

Total Machines registered in May	286	480	950
Prior to May	<u>133</u>	<u>149</u>	<u>420</u>
Total Registration May 31-	419	629	1370.

Total receipts prior to May - - - - -		87.50	387.50
Receipts during May	<u>143.00</u>	<u>587.50</u>	<u>930.50</u>
Total receipts to May 31.	\$143.00	675.00	1318.00

(March 19, 1924)

Financial Statement

-

Municipal Auto Camp

	<u>Receipts</u>	<u>Disbursements</u>
1921	\$ 3,276.50	\$ 12,855.96
1922	10,829.00	13,596.10
1923	17,290.00	14,859.35
1924 (estimate to date)	299.50	2,639.04
1924 concession	451.53	
	<u>\$32,146.53</u>	<u>\$45,950.45</u>

Of the above disbursements, the following represent improvements:

Clearing and Grubbing	\$ 2,131.37
Sewers, drains and water	1,416.59
Lighting	464.17
Fence	734.14
Comfort stations	3,043.28
Administration Building	3,563.11
Kitchenettes	603.72
Laundry	226.45
Registration Building	66.09
Total improvements	<u>\$12,248.92</u>

3043.28
810.74
1392.52
5246.54

Number of machines registered

1921 - - - - - 6,686
1922 - - - - - 11,149
1923 - - - - - 18,424

St. T. Sherrill

New Offering

\$100,000.00

7¼% Cumulative Preferred Stock

OF THE

Tourist Service Corporation

PORTLAND, OREGON

"A Strictly Investment Issue"

CALLABLE AT 110

SINKING FUND RESERVE

Price \$100.00 per Share

G. K. WENTWORTH & CO.

211 Lumbermens Building
PORTLAND, OREGON

Telephone Broadway 8893

St. T.

Tourist Service Corporation

PORTLAND, OREGON

TOURIST PARK

The site of Tourist Park comprises approximately forty acres situated on Union Avenue North at the intersection of Columbia Boulevard. The property was purchased by the Tourist Service Corporation and is being converted into a strictly modern tourist park, with every convenience for the comfort of its patrons. The entrance to the park is on the direct line of traffic across the Interstate bridge and readily accessible to tourists from either direction over the Columbia and Pacific Highways.

ACCOMMODATIONS

When completed, Tourist Park will afford accommodations for 5,000 cars daily, supplying camping sites, swimming, boating, bath and toilet facilities, laundry, kitchen equipment for campers, and comfortable, attractive cottage for those who desire to prolong their stay. A large community house and dancing pavilion will be one of the features. The company is now negotiating with concessionaires who will operate a grocery store, meat market, delicatessen, confectionery, ice cream and soft drink parlor, garage repair shop and any other concessions necessary for the convenience of the tourists.

STRATEGIC POSITION

That the site for Tourist Park has been wisely chosen may be judged from figures compiled by Strong & MacNaughton Trust Company during July and August, 1924. In the former month 155,186 autos crossed the Interstate bridge and in the latter 160,814. The total number of persons crossing the bridge in stages, automobiles, and street cars was 518,394 during July and 527,745 during August. It is estimated that fully 6,000,000 persons pass the site of Tourist Park during the course of the year.

DEMAND FOR SERVICE

It is estimated that Portland will have 750,000 visitors this year, nearly forty conventions being listed by the Chamber of Commerce during the 1925 convention season. Approximately 300,000 of these visitors are expected to come by motor. In 1924 cars registered at the Portland Municipal Automobile Camp numbered 22,293, showing the possible patronage of a park equipped to handle all classes of tourists.

A RESIDENTIAL PARK

The construction of two important industrial plants in the immediate vicinity will create a demand for the construction of permanent homes on a portion of the company's holdings. The plant of the Steel Tank and Pipe Company, directly opposite Tourist Park and now nearing completion, will employ 700 men, while several other plants contemplated, or under construction, will give employment to as many more. The resulting demand for cottages and bungalows at a reasonable rental will assure a steady revenue between tourist seasons.

Following is a statement from Mr. Brewer, Vice President and Manager, as to estimated cost of construction and maintenance, and probable earnings:

CONSTRUCTION

Clearing, grading and street surfacing, \$8,000; sewer and water systems, gas and lighting, \$8,000; landscaping, \$1,500; community house and baths, \$5,000; administration buildings, \$2,500; stores and concessions, \$9,300; bungalows and cottages, \$14,500; laundry, kitchens and comfort stations, \$5,000. Total, \$59,300.

SOURCES OF REVENUE

Tourist service, \$30,000; store rentals, \$10,740; concessions, \$7,600; furnished cottages and bungalows, \$7,875. Total, \$56,215.

FIXED CHARGES

Salaries, \$6,700; water, gas and electricity, \$1,540; taxes, insurance and repairs, \$2,100; advertising, \$1,000; miscellaneous items, \$2,540; total operating expense, \$13,800. Payments on property, \$13,367. Total expense, \$27,247.

Net Revenue	\$28,968.00
Preferred stock dividends	\$7,250.00
Sinking Fund	5,000.00
	<hr/>
Surplus.....	\$16,718.00

OFFICERS OF THE COMPANY

W. P. La Roche, former City Attorney, President; E. S. Jackson, real estate, Vice-President; E. E. Doyle, Auditor, Secretary and Treasurer, and J. W. Brewer, Vice-President and General Manager.

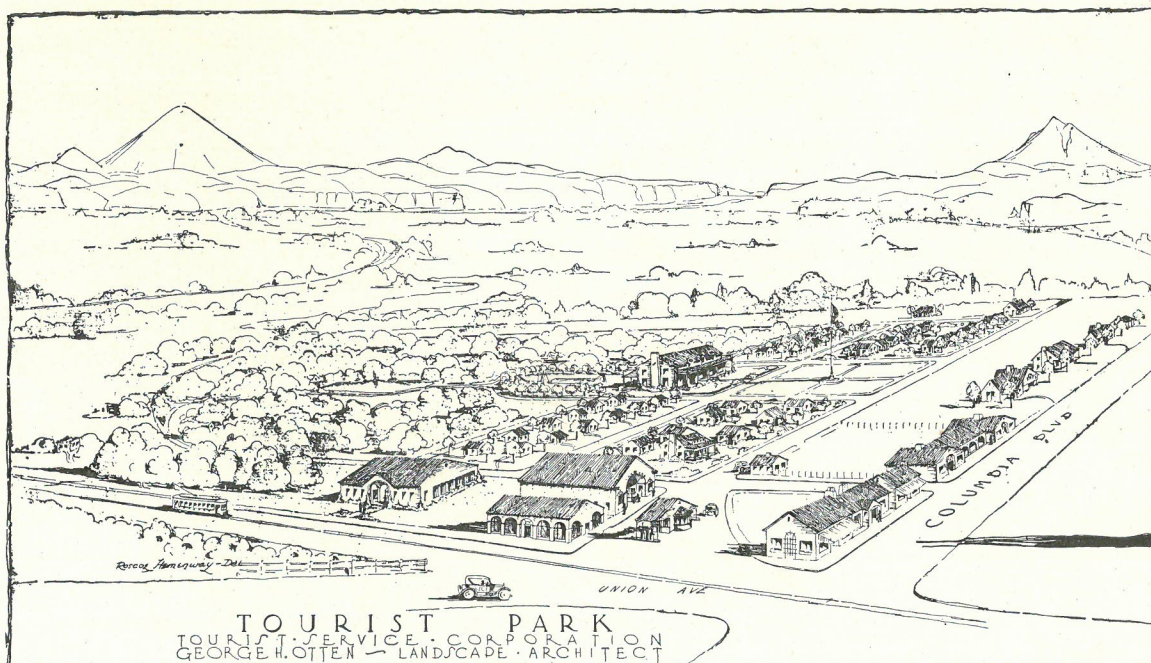
For many years Mr. Brewer was associated with the Portland Chamber of Commerce, and later was Secretary of the State Chamber of Commerce. He has therefore had large experience in catering to and handling tourists. He is a man of wide business experience and under his management Tourist Park is assured of competent, progressive and honest administration.

G. K. WENTWORTH & CO.

211 Lumbermens Building
PORTLAND, OREGON

Telephone Broadway 8893

The above, while not guaranteed, is compiled from sources of information which we believe to be reliable.



Receipts and Disbursements, Municipal Auto Camp

	<u>Receipts</u>	<u>Disbursements</u>
1921	3,276.50	12,855.96
1922	10,829.00	12,844.28
1923	12,290.00	15,713.19
1924	25,325.04	16,635.66
1925(March 31)	<u>408.48</u>	<u>4,476.63</u>
	\$52,129.02	62,525.72

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	\$52,129.02	62,525.72

ARTHUR A. SHURTLEFF

LANDSCAPE ARCHITECT

11 BEACON STREET, BOSTON, MASS.



April 22, 1925.

Park Department,
City of Portland,
Oregon.

Dear Sirs:

Will you please send me
for the use of the Boston Park Department
a plan, if you have one for general
information, showing the layout of your
"Tourist Camp" for the accommodation of
motorists? If you have photographs of
"Tourist Camp" conditions, such pictures
will be very useful.

Yours very truly,

A handwritten signature in dark ink, appearing to read "Arthur A. Shurtleff".

Dictated by
Mr. Shurtleff
M

Adviser to the Boston Park Department.

April 28, 1925

Mr. Arthur A. Shurtleff,
Landscape Architect,
11 Beacon Street,
Boston, Mass.

Dear Sir:

In answer to your letter of April 22nd relative to our municipal auto camp, I am enclosing herewith plans of our camp as it was when originally opened in 1921. After the first year it was found necessary to add additional land and an additional twelve acres to the south was leased. This makes the site about twice the size shown on the general plan herewith. The original kitchenette were open. We are this year building an enclosed kitchen which is located in the newly acquired 12 acres. There has also been constructed this year an open air theatre in this same section. If there is any other information you wish, if you will let me know I will be glad to write you further.

Very truly yours,

Superintendent of Parks

PORTLAND CHAMBER OF COMMERCE

PORTLAND, OREGON,

ADDRESS ALL COMMUNICATIONS
TO THE CHAMBER.

IN YOUR REPLY PLEASE REFER
TO FILE

August 4th, 1925.

Honorable Stanhope S. Pier, Commissioner,
City Hall,
Portland, Oregon.

Dear Mr. Pier:-

Some time ago when the question of municipal auto camps and private camps was before this organization, we were informed through some sources that the city planned to continue its municipal auto camp until the close of its lease next year, and that during this season and next season, you would be able to determine quite fully the propriety of any further extension of municipal operation.

A rumor came to me today to the effect that you planned to close at the end of this season, although your lease goes on for another year.

We would appreciate information as to your plans in respect to the municipal auto camp, as we are deeply interested in its operation having, in fact, been the principal agency in getting the city to undertake the care of auto campers. We are studying the situation constantly in respect to municipal and private ownership, and would appreciate your views if they have changed since our last reports.

Sincerely yours,



GENERAL MANAGER

WDBD:T

August 5, 1925

Mr. W. D. B. Dodson,
General Manager,
Chamber of Commerce.

Dear Sir:

Commissioner Pier asked me to acknowledge receipt of yours of August 4th relative to our policy at the Auto Camp. At this time the policy is determined on two points. First, there has been an ordinance passed which will eliminate auto camps within the city limits at the end of 1926. Second, it is and has been the policy of the tax levying bodies to require the camp to be self sustaining. On this latter point we will be in a better position to predict what may be done next year after we have counted the receipts at the end of September. I think anybody will tell you frankly that the city is endeavoring to get out of the Auto Camp business as soon as it can be properly carried on by private enterprise which I think is in substantial harmony with the attitude of the Chamber.

Very truly yours,

Superintendent of Parks-

Copy to Commissioner Pier

Single Copies 25 cents

Subscription \$2.00 yearly

149

The
FORECAST

AMERICA'S LEADING FOOD MAGAZINE
SIX EAST THIRTY-NINTH ST., NEW YORK

April 12, 1927.

Office of The Mayor,
Portland, Oregon.

Dear Mr. Mayor:

We are publishing an article on Model Tourist Camps
in the June number of THE FORECAST.

Your camp has been described by the author of this
article as one of the outstanding camps in the United
States. Have you a photograph of it that you could
send us to illustrate this article?

Assuring you that we will appreciate your kind co-
operation, I am

Sincerely yours,

Henrietta Glee

THE FORECAST MAGAZINE.



HG/RT

April 26, 1927

Henrietta Gee,
The Forecast Magazine,
6 East 39th Street,
New York City.

Dear Madam:

Answering your letter of April 12th relative to our municipal auto camp, for the past two years our municipal camp did not take in sufficient fees to cover expenditures and as the public seemed to be adequately served by the many private camps now in existence, we ceased to operate a municipal camp at the close of the 1926 fiscal year, November 30, 1926.

Very truly yours,

Superintendent of Parks