

ARCHITECT HAS CITY BEAUTIFUL SCHEME FOR SCENE OF THE BIG FIRE



Chapman street facade, showing, from left to right, Multnomah clubhouse, Auditorium, Woman's building, ornamental entrance to Morrison-street extension and entrances to Stadium.

Taking that portion of the recently burned over district belonging to the Multnomah club together with the old Exposition building property as a site, Portland's well-known landscape architect, Thomas Hawkes, has designed an initial plan for a "city beautiful" which includes a magnificent stadium surrounded by a group of imposing public buildings. The plan of the architect calls for a stadium with a seating capacity of twenty thousand people, which may be enlarged to where it will seat ten thousand more; new home for the Multnomah club, convention hall, a woman's building and a public natatorium.

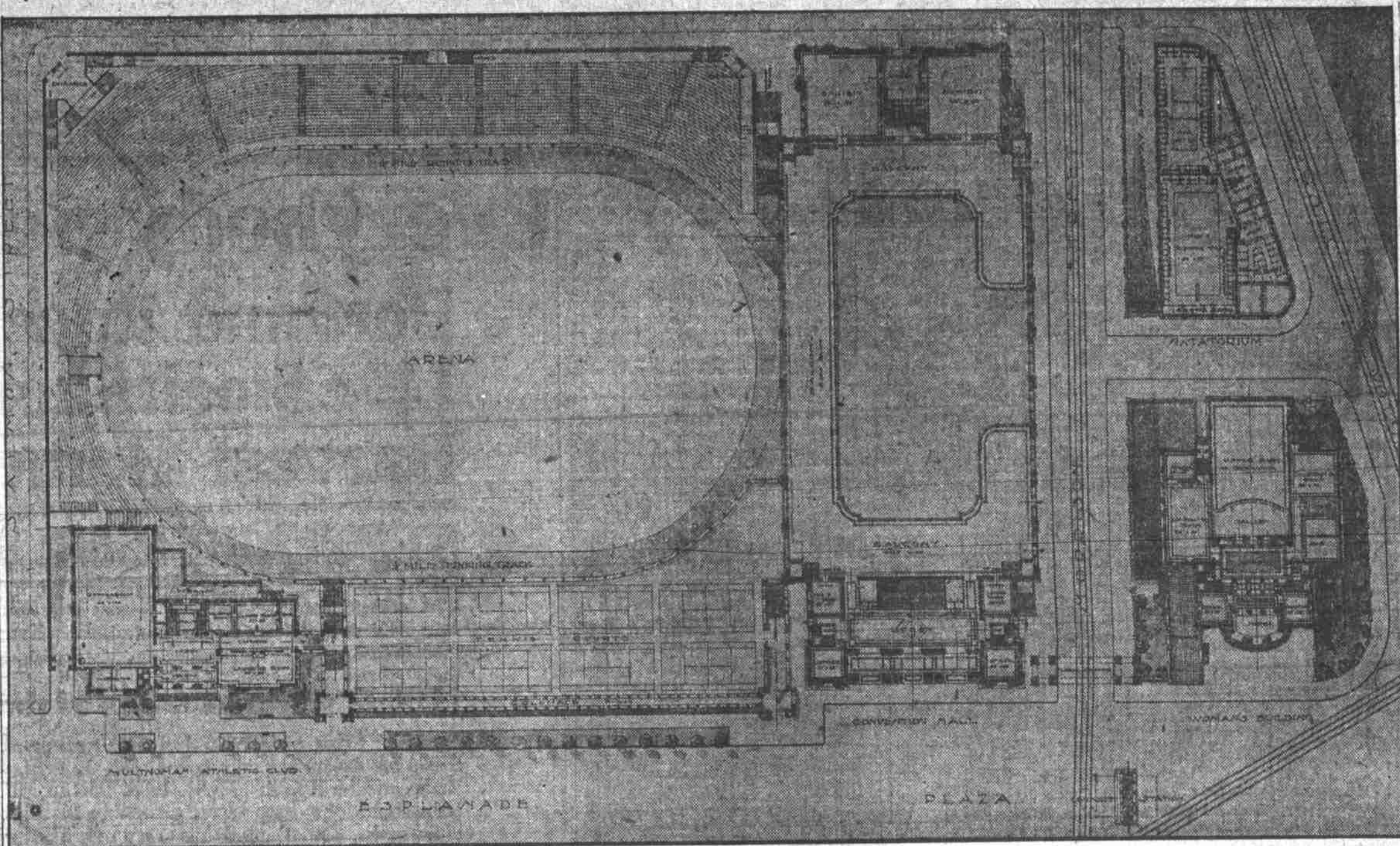
While the cost of carrying out the architect's plans has not been gone into minutely, it is believed by those who have seen the design and who are competent to express an opinion as to the probable outlay required to complete the improvement, that the whole work can be done for considerably less than a million dollars. Mr. Hawkes' plan for the utilization of the Multnomah field and Exposition site has been seen by a large number of Portlanders who are interested in beautifying the site, and almost without exception they have approved it and declare it to be entirely feasible and practicable.

Laid Plans Early.

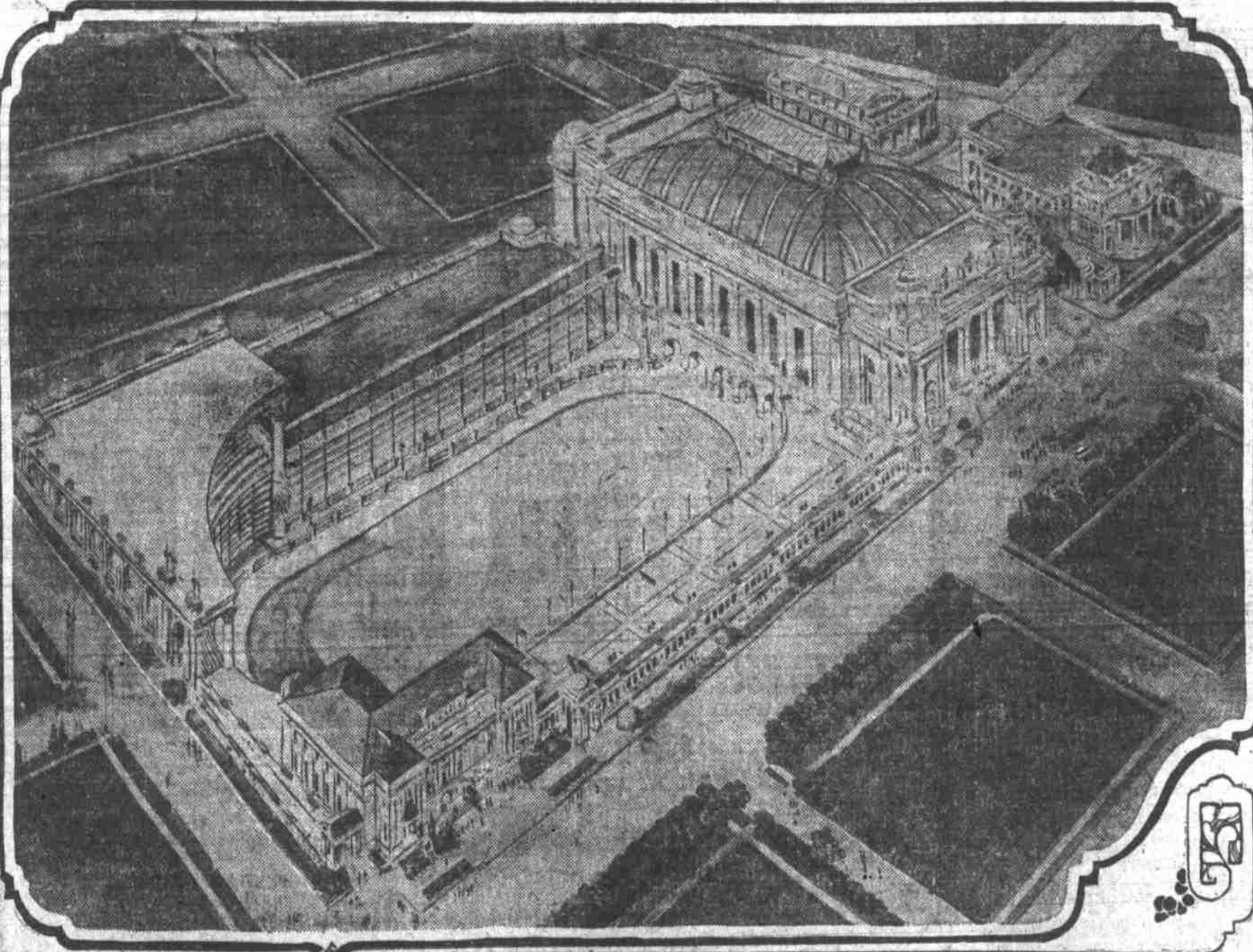
While discussing his plans for the improvement of the Multnomah field and the property to the north, Mr. Hawkes said: "I awoke from my slumbers on the night of the conflagration and was startled by the bright glare and reflection of the fire that consumed the Exposition building and Multnomah club and was fascinated by the weird and startling effects produced on the surrounding landscape, the beautiful pictures that the hillsides presented with the houses and trees silhouetted will be a lasting memory. After convincing myself that the fire would not extend to any very great extent, I began to think of the use that could be made of this large burned over area that would be for the public's benefit. For several days following the fire the thought was in my mind. Day by day it assumed a more tangible form until at last the whole conception became crystallized and I was compelled to put my vision into definite shape and properly present it to the people of Portland."

Includes Whole Burned Area.

"In developing my plan I have taken the whole of the burned area from Salmon street on the south to Wash-



Ground plan of proposed improvement of the property of the Multnomah Athletic club and the site of the old Exposition building, showing Stadium, Auditorium, Multnomah club, Woman's building and public natatorium from drawings by Thomas Hawkes.



Birdseye view of projected million dollar improvement of Multnomah field and exposition site.

ington on the north, and from Chapman on the east to Stout on the west, irrespective of ownership, and have treated it on a broad, comprehensive scale. My purpose is to widen Chapman street, on the west side, as far south as Salmon street and so create an esplanade and plaza clear through from Salmon to Washington streets over 150 feet wide, from which ample space a grand perspective will be obtained of the stately buildings forming it.

The Multnomah club building is placed at the extreme south, and the arena, containing a one-quarter mile track 20 feet wide, will be surrounded by a stadium capable of seating 20,000 people, while if required 10,000 additional seats could be temporarily

provided at other advantage points. The north end of the arena would be in line with the north side of Yamhill street. Morrison street would be continued westward to Washington street and between the north end of the arena and the south side of this new Morrison street the convention hall will be placed extending from the plaza on the east to Stout street on the west, having a seating capacity of 20,000 people. On the space between Morrison and Washington streets is placed a woman's building, a beautiful structure devoted to woman's usage.

Proposes New Street.

"A short new street is projected from Trinity street southward to intersect the new Morrison street and in the irregu-

lar boundary formed by these streets and Washington street I have indicated a public natatorium, while on the remaining triangular space between Morrison extension and Washington street is indicated a site for a station for a subway, which is bound to be built in Portland before many years have passed.

"It will be observed that I have treated the whole as a public project and divorced it entirely from commercialism; that each building is detached and isolated and having ample space around it and being constructed of noncombustible material, could be readily protected in case another fire should occur among the congested frame buildings in the neighborhood.

"The site is unique and has enabled

me to make a design that while permitting the beautiful and harmonious proportions of perfect architecture, as developed on a level esplanade, allows me to have the floor of the immense auditorium and the athletic arena on the same level in the bottom of the gulch. This, apart from its great advantage from the viewpoints of utility and scenic effects, means a great saving in cost.

Space Under Street.

"Morrison street is continued as a bridge, the open space under it being utilized, and there will be a roadway at its side with easy grade for reaching the lower floor of the building. This arrangement will be of inestimable advantage at the times when the big

convention hall may be used for exposition purposes, stock shows, etc.

"The execution of this design would create a center of interest in Portland analogous to that of the Place de la Concorde of Paris. The advantage of the juxtaposition of the arena, stadium and convention hall, is obvious. The en-

trances to these buildings and grounds would be amply sufficient for large crowds, while the exits in case of fire

or panic would be unexampled in their capacity to quickly release the great multitude of people.

"It now remains to be seen if my ideas are practical. The first question, of course, to be determined is: Does Portland need such improvements? The club house must, of course, be rebuilt; the stadium ought by all means to be constructed as a part and parcel of the athletic equipment of the Multnomah club, while there seems to be a consensus of opinion as to the necessity and value of a convention hall. The women know whether they consider themselves entitled to have a building exclusively their own.

Need Natatorium.

"All cities should have, and most of them have, public natatoriums. If the usefulness and need for these improvements is comprehended, the next question arises as to where it would be possible to obtain a better site for them. I do not know of any that will begin to compare with it, either from its geographical or topographical position."

"The transportation facilities to that section of the city are ample. But what is of equal importance is the fact that this site has the advantage of allowing all these structures to be grouped, thereby forming a complete whole that will compose a stately, majestic and imposing center of a 'City Beautiful,' unequalled, I believe, in any city anywhere."

Local Travel Discontinued on Oregon-Washington Limited

Owing to the large volume of through travel the Oregon Railroad & Navigation company has found it necessary to discontinue carrying local passengers on its Oregon-Washington Limited between Portland, Hood River and The Dalles, in either direction. The order is effective Thursday, September 1st, and remains in force until further notice. The trains affected are, east-bound from Portland 10 a. m.; west-bound from The Dalles 5:00 p. m.; from Hood River 5:45 p. m.; arrive in Portland, 8:30 p. m.

September Excursions

To Eastern Point.

On September 2 and 3 the Canadian Pacific will sell special round trip tickets to eastern points at very low rates. Tickets good for stopovers going and returning. It costs no more to travel via the true scenic route.

FILE PETITIONS FOR ANNEXATION

Many Property Owners Want St. Johns to Become Part of Portland.

Petitions bearing the signatures of 303 property owners of St. Johns were filed yesterday with the city auditor, asking that the city council take steps to place on the ballot the proposition to annex St. Johns to Portland. The people of this thriving little town are very enthusiastic over this matter, coming forward in great numbers to declare they wish to be a part of Portland.

The committee which circulated the petition was composed of A. T. Boldon, J. H. Fletcher and P. T. Hanson. They report that when the question is put to a vote of the St. Johns people it will carry by a large majority. The signers on the petitions filed yesterday represent about one third of the voters. They could have obtained many more, they state, but all they wished was enough to place the matter on the ballot.

The Portland city council will be asked to authorize the placing of the question on the ballot for the November election. There is no question but that this will be granted. Plans for street and municipal improvements are under way for all of the northwest section of Portland.

Those opposing this proposition are making strenuous efforts to direct attention to the city council. It was cited that the indebtedness of Portland is \$24,000,000, and that St. Johns taxpayers would be compelled to shoulder part of this. As a matter of fact the indebtedness of Portland is only \$6,225,500. This is considered very small, when it is considered that unusual improvement and activity has taken place.

Those opposed to the annexation plan are using every effort available to win in many cases they have used false figures and facts. The heavy taxpaying element of St. Johns favor the idea, however, and a bitter fight is anticipated over this question. It is entirely in the hands of St. Johns voters.

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