

Bud Clark

SR 2084, Oral History, by Joseph W. Carlisle

1995 April 6



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Tape1, Side 1

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JC: So one of the first questions would be, how do you get around the city now?

CLARK: Oh, how do I travel around the city? Well, I travel by bicycle of course, and I travel by automobile, and I travel by foot, and I travel by TriMet, and I travel by canoe [Laughs]. And I get around very nicely using all those methods. But mainly I get around by bicycle, that's the main way I get around. When I was in office, of course, I'd take a long bicycle ride every weekend, and actually, I find now that I don't do that as much as I did then, but I needed the time and the exercise, and kind of the privacy, but there's also certain things that would be going on around the city, and I would take a big sweep, or a big circle, and then go look at different things. Like that Columbia South Shore, I rode about 40 miles one day, just riding up and down through that seeing what it was like, before they started the roads or anything.

JC: So, how do you view the current transportation system, all of those things that you mentioned combining together?

CLARK: Oh, well, it's going to be better. I mean having Max — of course I take Max out to Gresham and bike back or vice versa, depending on where the wind blows. Goose

Hollow is very impacted right now by the construction, and a lot of businesses up there are really frustrated, but in the long run it will be very good because we're focusing on mass transit in the city, and that's very important, I mean. It means those people that really want, really need to drive can drive and get around easier, but obviously with the growth we've been having, I think the most frustrating thing I know of right now is the traffic situation and kind of the aggressiveness of drivers that you haven't seen, I've never seen before. I mean, people are halfway through the intersection before they stop — and speed up, and slow down — and so we want to learn how to get some manners into this deal. [JC laughs] A little consideration, I think, will make the traffic flow better.

JC: So, does TriMet make it easy and convenient for you to use your bike, and...

CLARK: Oh, yeah, I can put my bike on Max and take it. I've never gone on the buses, but I can do that too. But, most of the time, I mean, I can get around faster than the bus can, you know, on a bike. I live close in; I live in Northwest Portland, but my mother lives on 26th, on the other side of the river, and — but I get over to her place easier by bicycle than I can by any other way, you know. So, bicycle is what I use most of the time.

JC: So, how do you see the problems that still are with us in transportation working out in the future?

CLARK: Well, I think Portlanders really believe in the Max and rail. As I said, I grew up with streetcars in town; they called them streetcars then. And that's how you got from one end of the — basically you could go all the way out to Hillsboro at that time, or Forest Grove — I don't know, I think you *could* go to Forest Grove on the train. Of course those were taken out, and the last one — they called them interurban cars — the last one I remember was the one that went to Oregon City. You could take an interurban to Oregon City — across the Hawthorne Bridge and then [you] took the tracks out. That right of way has been

closed off somewhat, but they could reinstitute that, and they will have a north/south to Oregon City at some time.

But I think that's the only thing to do for the future, because I think the population ought to be concentrated in city areas and then have your open spaces close around. You don't want something like L.A., where you got to drive for hours just to get out of the city. You want it so you have open spaces. So I think, the 40-mile-loop plan and the trails — I mean, when I was in office as mayor, we bought Springwater Line, and we bought the line that goes to Oswego, and those are, one is being used as a train still; the other one is going to be used as a trail that you could ride bicycles and horses, etcetera, to get around on. And then, it connects to the green spaces to other green spaces. It's better so that you can get home at night and you can drive up and you can go skiing in the evening and then come back, rather than having it so that the city is so spread out that everybody actually has to stay in their homes, or doesn't have the choices that they have now. Because we live in a real paradise, a real Eden, you know, when you can drive to the coast in an hour, and you go to the mountains in an hour, and go to the wine country in an hour, down in the Willamette Valley you know. So, we don't want that destroyed. We want to figure out how to preserve that.

JC: So, what type of transportation system would you like to see be implemented for the future, for the metro area?

CLARK: Well, as long as the density is the way it is they ought to complete the light rail project. They ought to have light rail going to Vancouver and complete this north/south lines, and, of course, east/west lines are under construction now and working. And hopefully, eventually, they will get a system of very fast rail, between, say Eugene, Portland, Tacoma, Seattle, and all the way up to Vancouver, B.C. 'Cause, I look at it as we're kind of like one nation up here in the corner of the North American continent. And air travel's fine, but with a fast train service, I think you'd have better service, and we wouldn't have to take a long cab trip to get to the airport, you know. I mean, as it is now, the airports are far

enough away that it would just be good to have a fast rail service. I think of Europe, and Japan and so forth — have a Shinkansen from Eugene, to Vancouver, B.C.

JC: Makes sense.

CLARK: Yeah. And then also, I should say, go east too, I mean, to Boise would be nice. Whether it would be an easy or fast route at this point or not, I don't know. Maybe that's a longer-term future. But when I was a kid we traveled by train. My grandparents lived in Idaho, and you could take the Portland Railway, was the name of the train. It came all the way from Chicago, you know, and of course that's how people traveled then — I mean, most people traveled. There was some air travel, but I don't think during the war anybody traveled by air. So, trains are a good way to go, but you got to almost have separate tracks and so forth. So we'll see in the future.

JC: So, how do you think there, how do you think it would be possible to get people to use their cars less?

CLARK: Less? Well that's a real difficult one, because people love their automobiles, you know. And the ads are just constantly going, that this is going to give you [freedom] — of course it doesn't give you freedom. I mean, it's all in a sense a lie, but it makes you think that this is a life and freedom, but when you're stuck in a freeway traffic jam, they will discourage people.

I don't know how that's going to be possible. I mean, whether the price of gasoline is going to go up to a realistic [base?] — maybe we're just going to have to burn up all of the gasoline in the world before we get to that point, I don't know. In fact, people love their automobiles; it is like being back in the womb, you know, with more freedom. [Both laugh]

JC: Supposedly. So, we'll switch gears here for a little bit. So, what types of activities do you enjoy in your spare, in your free time?

CLARK: Well, I use bikes just to get around all the time, and I do that some, for recreation. But then I go canoeing, and I'm going to go canoeing this weekend, actually, with Chet Orloff, I guess it is, down at the lower Columbia. Then I have friends that go elk hunting, and we go deer hunting, and I'm mainly a photographer, but I like to go on those trips with my friends. I was up in the Steens last year for a week. I had never — I had always been wanting to go up there in all the years that I've lived, my whole life in Portland, or Oregon, and I'd never been there before. It was just fantastic — so seeing Oregon and seeing the out of doors and participating in it one way or another. Just, what, less than a month ago, just about a month ago, we went down to the Grande Ronde River for the first time this year, you know, and followed the Skagit River with [Grey Elliot?] last year about this time. And so mine mainly is outdoor recreation, I guess you'd say.

JC: What types of outdoor recreation do you utilize in the metro area itself?

CLARK: Well, I use the trails, like I said, the Springwater Line, and bicycle paths different [places] along the Columbia, etcetera. I take my grandkids down to the park, and I use the North Park Blocks, you know. Well, that was part of our, that was urban renewal dollars — I don't know if it was urban renewal dollars — anyway, it was P.D.C. dollars; it was some dollars that they had, but we did over the park blocks, you know, the North Park Blocks. That used to be a place that was all — homeless people were camped there when I took over office, and they were having battles, and everything else. But anyway, now you go down there right next to Daisy Kingdom, there's a little playground for little kids in there, and they just love it. I mean, I've taken my granddaughter down there. I was talking to people; they make it a point to come down there and use that facility. They were introduced when they first came down to Daisy Kingdom, but now they come down there to go to the playground as much as they do to Daisy Kingdom, you know. So, those kinds of things are done. And of course my kids have played soccer, and I coached soccer, so we've used the facilities of the city forever, you know.

JC: So, do you feel that Portland offers a lot in the way of recreational activities?

CLARK: Oh, God, yes. You look at the stuff — the park, I mean. I don't even know why the park was in that business so much, but I know they are. But they have trips that they take out of town, and everything else you know, which are very reasonably priced. I found tourists use those trips too. They discover them and use them, you know.

JC: So what types of activities would you say are missing from weekend-type recreation in the Portland area?

CLARK: I just don't know of any. I mean, I'll tell you there are so many things to do here. There's almost too many things to do. It just amazes me that there's enough population to participate in everything. From, you know, you've got concerts on the weekends in the Waterfront Park, and Saturday Market, and you got people waterskiing the river, you got other people sailing the Columbia, and swimming everywhere, and so, I don't think I have ever seen a place, as I've traveled around the United States, where you have as much going on as you do right here in Portland. You don't have that high a density of population either, you know. You compare our density of population, it's nothing compared to the rest of the United States. New Jersey's got a thousand people per square mile. It's the densest state in the Union.

JC: Unbelievable.

CLARK: Yeah, it is. And you look at Philadelphia. The houses are only 25 or 30 feet wide, and then they are two or three stories high. And you've just got miles — as you drive along the freeway there, you see miles and miles of these you know. It's just amazing. Well, they have to go a long ways to get to recreation, but we've got it right here.

JC: Lucky us.

CLARK: Yeah, lucky us.

JC: As far as work in the metro area, where did your grandfather work, and what did he do for a living?

CLARK: Actually, I am a sixth-generation Oregonian actually, but I was born in Idaho [Laughs], which is — I was conceived in Oregon; I was conceived in La Grande. But my grandparents lived in Idaho on my mother and father's side. They lived in Fruitland Meadows, right on the border between Oregon, and Idaho. In fact the grandfather who got my grandmother over there, they actually settled around Heppner, on Butter Creek, and my grandmother was born in Butter Creek, that's over in Central, in Eastern Oregon, south of Pendleton. And he was a sheep rancher, and there was an opportunity for some land, and so about the turn of the century, I guess, they moved over to Idaho.

But anyways, one grandfather was a sheep [rancher] — oh that was a great-grandfather. My grandfather on my mother's side was in the real estate business and had a dry, a grocery store business, and so forth, in a little place called Fruitland, Idaho. My great-grandfather started the town actually, and that was relatively new immigrants. They'd come from Sweden. I mean, that side of the family had come from Sweden — my great-great-grandfather, or my great-grandfather had come from Sweden.

And then my grandfather on my dad's side was a plumber. I didn't know my dad's side of the family hardly at all, and he died just before I was born. So I never knew that side very much. In fact, I didn't meet my dad until I was 16 years old, and then I worked for him for a while as a plumber's helper when I first got out of the Marine Corps. But, it was interesting, because I had never been around my dad, and didn't know him, but it was interesting that even though you hadn't been enculturated by him, or anything, there were still certain things that were similar, so they had to be genetic somehow, you know. So, in

that sense it's very interesting. But we eventually got along, but he's been dead for a number of years now too.

My mother's still alive. She lives here in town. My mother moved here from Boise. My parents got divorced when I was two years old, and then my mother moved here. We moved here in 1937. She came over first, and I stayed with my grandmother in Caldwell, Idaho. And she got a job with the government, with the Farm Security Administration, which was one of those things of the, one of the New Deal offices, helping farmers get loans and things like that. And she worked in the Terminal Sales building here in Portland, Oregon, and we first of all lived in a little boarding house out on Union Avenue and Monroe at that time. Well, when I came here, I was like four and a half years old, and we traveled by train. My grandmother came over by train, and then my mother picked us up in the car, down by the railroad depot. And the streets were not one way then, you came up. But Old Town, then, you see, was — this used to be, Portland used to be the labor pool hub for the whole Columbia basin. I mean, everything was done more by hand than it is done now. You didn't have as much machinery and so forth, so all your logging, which was done up and down the Willamette Valley and even in Eastern Oregon, these workers, if they didn't work in the wintertime, they'd come back, and they'd live in rooms and apartments — and well, even on 3rd Avenue and down in the Old Town area, you know. They had this huge labor pool. Also, the farm-working population, see, that's very seasonal work. And then after, in the summertime, of course, they are all dispersed and go back out to work all over the Columbia basin. But at that time, they didn't, of course.

But anyway, Old Town — we got off the train, and here it was dark; it was in the evening, and I saw, I could see nothing but men down there, you know. I said, why does my mother want to move to a town where there's nothing but men? It doesn't make any sense, you know. [Laughs] And then, of course, I went to bed and could hear this clankity-clank at night, you know. And I thought, oh, this must be a town of old cars because they're making all this noise, you know.

Well, it was the streetcars going up and down Union Avenue, which is Martin Luther King now. But at that time the streetcars went out there. That's how people got around,

was by streetcar. You didn't have any busing either, you know. You didn't have any busing the kids by bus. So, you got a special pass, and you'd take the streetcar to the school, so you didn't have to have your system that you have now. That was my first impression of Portland, coming in. That focuses back on the urban renewal a little again, too.

JC: So what did your parents want you to do for a living, would you say?

CLARK: I didn't get much direction that way. I was going to be a doctor at one time. My mother was a stenographer and worked downtown. I was what you'd call a latchkey kid, you know. And she didn't get married again — she had a lot of boyfriends — but she didn't get married again until after I was in the Marine Corps actually, or after that — college.

I started Portland State. I actually I started when it was Vanport. My first year in college it was an extension, after the Second World War, of Oregon State University and University of Oregon, and the heads of the departments and other professors would come to teach the courses. It was supposed to be on a temporary basis, originally, but eventually it became the college that it is today — and the university. And we should have had a university in the major city, in the city, a long time ago. I think that would have made a difference in the long-term development. Like the University of Washington has made in Seattle, you know. So, I think that's something that's going to help the city very much, by strengthening the university, Portland State University.

There's a lot of personal things there, and so forth. But I worked ever since I was a kid. My mother went into business for herself eventually. She'd been a stenographer for a variety of companies. And she was a secretary at [issue?], what they would call a public stenographer, at the Multnomah Hotel. That was her own little private business for a long time, so I had a good perspective of the downtown and businesses.

When I was in high school I used to set type for multigraphing machines that she had. She had what is called a letter shop. They didn't have Xeroxes then. I mean, people typed things and put lots of carbon paper in, or you had multigraph and mimeograph, and that's how you reproduced things for offices and etcetera. So it gave me a perspective, I

think, of the city. And then, we lived in a couple of parts of the city. We moved about every two years. I've lived on the other side of Mt. Tabor — I have lived in the Northwest most of the time, so it gave me a good view of the city as a whole and an understanding of how it worked.

But I wanted to be a doctor at one time, and I got a friend that was a, the dad was a doctor, and he actually discouraged me from being a doctor. It was not a life that he enjoyed. And then later, when I went to Vanport, I majored in business; I actually got a major in finance and a minor in chemistry. That's how they used to do it. They called it business and technology, and you would major in some field of business, and then you would get a minor in some industry someplace. Dean Maser used to come down. He was the dean of the school of business — fantastic guy. He had kind of gotten out of the corporate world. He had been a very successful C.E.O. and determined that education was where the future was. He died at a very young age, which was tragic, but he made a big impression on me, the overview of business and how things worked.

And then some personal things happened while — just before I entered the Marine Corps and kind of put me in — I don't know, my 20's were horrible. I was screwed up in my 20's. I did a variety of jobs. When I came back, out of the Marine Corps, I went to Reed College. The G.I. Bill just had enough, you know, to pay the tuition, so I had to work on the side, had a job as a [ship general?], working for an outfit out of Seattle. I was the only representative for them in town. I would call in ships. So I would go to a class at Reed, and then I would drive out to St. John and call in a ship and then come back to class. I would say that it ruined my education, but it was a good education itself because I had sort of the international trade part of the city of Portland. I got another nice, big overview of the city of Portland.

Then I dropped out of Reed. When you are taking statistics from a very dull professor in a spring class [from the southern side of Bellingham at three o'clock in the afternoon?] [Laughs] That is when I dropped out of school.

JC: So what type of work did you hope for your children?

CLARK: Well, I hoped that they would be better educated. But I have never forced my kids — I know people that even try to force their children into different professions, and I just don't believe in that. You have to give them the opportunity to give them choices and go in the direction that they want to go and provide them the freedom. So, actually I provided my kids with a greater freedom than I ever had — I mean, monetarily. We have got two through college — but they both work. Both Rachel and Jason have both worked. My oldest son, he worked through high school, and he left for a while — we didn't know where he was for a year and a half — and then came back and went to Job Corps, actually, and became an expert brick mason and worked for an outfit. Anyway, he is doing very well now and has for a number of years. He is in his early thirties and lives down in Oregon House, California, follows a Renaissance society. He plays his violin every now and then. He is in the construction business; I mean, he works for a contractor down there doing a variety of things, not just masonry.

Then my other son, Jason, is a mechanical engineer and works for Columbia Machinery and is married to Angela who is from Southern Oregon, who grew up down there and went to high school, and they have two children — two boys. One is two years old and one that was just born last December. She works for U.P.S. They both have good jobs. I worry about them, that they both don't spend enough time with their kids. They both work really hard and their jobs are very time consuming, especially [Angela?].

But my daughter just got her teaching certificate. I always thought she would be the first one to have children and grandchildren, but she has been living with this guy for six years now. And he is a neat guy. I wish they would get married and settle down. She just got her teaching certificate. So maybe things will change.

And my youngest son went to Russia. He was learning language, Russian and so forth. Instead of staying six months, he has stayed two years and married a Russian girl, Natasha, and they have a little daughter named Sophia. My only granddaughter is Sophia, who is sixteen months old. And now they are back here. They came back last July. So that

is another thing that I do now, I babysit a lot. I'm a pretty good [babysitter] — I have got a thing on the bicycle [Inaudible], take her in the car. We have a good time.

JC: That's great. What would you say would draw people to come to Portland, to move to Portland?

CLARK: Well, I always ask that question. That is the reason I asked you, what brought you. You were interested in planning. But mainly it was schooling that you applied to, which is good. That is wonderful, because we are getting that reputation. I think that Portland State has a better reputation than a lot of Portlanders do. Portlanders are very parochial in their thinking. They don't get out and see what the rest of the world is like. I think they would appreciate their home a hell of a lot more if they got out and compared it to other places, which they tend not to do.

What was the question again?

JC: What brings people to Portland?

CLARK: Yeah. Well, I have run into a surprising number of people that decide they want to move some place, and they just start [citing?] cities, and they come here then. Portland has a certain reputation, and I think it will — like the [Marine Corps?]. It will attract a certain type of person, at least I hope that tends to continue to happen, because that caring for the soil and caring for the environment and so forth, which seems to be a growing aspect of that here in the city or Portland and in the state of Oregon, the city of Portland. And I think that is a very good thing to encourage.

Other people here, they happen to know somebody, and they come, you know? That seems to be the biggest thing, is a personal relationship some time that they have with somebody. Either they get married to somebody or they have a relative here and they come to visit and they like the place and so they stay. Because it is not a very well-

advertised place either. You know, we have never — in the past there has almost been a discouragement of people coming. [Laughs]

JC: Especially from California.

CLARK: Yeah. Yeah, people worry about that because we feel we are going to need them, but at the same time you have got to be able to maybe control that to a certain amount and make sure that when things do move in and things are going to change, that they change in the right direction. You don't want to get too many people at one time.

JC: So, could you give any specific examples of opportunities that Portland gives people moving here?

CLARK: Well, of course with the livability, which I think people are going to be looking towards more than ever before for places because the type of livability that you have here is difficult to find. I mean, the West Coast — I never realized what wonderful weather we have in the Pacific Northwest. You used to think it rained all of the time and all of that sort of thing, but you have choices that you don't have other places. From the Mississippi on, or even this side of the Mississippi all the way to the East Coast, you basically have the same weather. You have these very difficult winters, very cold winters and very hot, humid summers, and then it cools up at night. We have cool nights. We don't have to have screens in our windows, you know, really. A lady in Mississippi said, "Oh I [Inaudible]. That is where you don't have to have screens on the windows" you know? [JC laughs]

Everything is earlier here. We just came back from Philadelphia. Even though the English draught, they are plowing and putting fertilizer on the ground. We come back here, and here are all of the flowers in blossom, and the leaves are all out and everything. I found that Washington, D.C., the Japanese cherries just came out. Well hell, our Japanese cherries have come and gone. They did that a month ago, you know? We are much earlier here, even though we are farther north.

We are being moderated by the ocean; it makes it a much milder climate. It is kind of that — well, we have proven that with the Pinot Noir grapes. It is kind of like a climate like France more than it is like the West Coast. But that is because the air flows across — when it flows across water like that for a long period of time it moderates the climate there. And then when it flows across land for a long period of time it gets colder and colder and so in the East Coast you are going to have colder weather farther south than you would here, etcetera.

So I just think that we are just very fortunate, and we ought to know it [Laughs] and appreciate it and not denigrate it, you know.

JC: So would you say that people are happy in their work settings and in their general work life as far as its relationship to leisure time activities?

CLARK: It is probably hard for me to analyze that. I think in general people are, for all I know. I always had been glad that I had a flexible schedule so that I could take trips at different times of the year and not have to get time off for this and that. I have always been in business with myself and that makes a big difference. When I was at the city of Portland, here everybody is working eight to five, you know? I mean, boy that's [dedication] — because my mother worked that way all of her life [too?], you know. So maybe I appreciate it more than a lot of other people, having your freedom. I think that we ought to have our sights on not just putting our nose to the grindstone, accumulating wealth. I think there is too much emphasis on accumulation of things and stuff and objects. I've got one of everything, I am sure. I just can't find it at home, but I know it is there. I have enough of everything now.

I'll tell you one thing, I think health insurance — now, I have employees and so forth. But the Clinton administration, I wish we would get the health plan that would work. And Oregon, I think, is a little ahead of the other states. I have actually seen my son come back from Russia and being [a pillar in the economic?], and then his wife, being from some place, how she looks at things differently. [There's probably a lot of benefits that are here?]

that I didn't even know existed before, getting medical care and so forth that I didn't know was [given?]. But at the same time, there is a lot of people that want to work just to get benefits because medical care costs so much. I wish we had a national healthcare plan. I think that is a real crying shame that we don't. This is not a political interview, right?

But that is one of those reasons of making people happy and work. I mean, that is one reason that people like working for the government because they just [work for?] the city of Portland [so that they can get?] a good health plan. We had to even have it cut it back while I was in office. We had to get them to buy in because the health costs were rising so fast that it was raising our labor costs. That was a major factor in [raising?] labor costs, was the cost of health insurance.

JC: So, finally, if you were trying to describe Portland and the area to someone who had never been here, what types of things would you point out?

CLARK: Well, I used to — of course, that used to be my job, you know, was telling people — I mean, I greeted people all of the time at conventions and things like that. And I tell ya, I always enjoyed that because I always [liked?] selling Portland and Oregon and talking about that. Out at the Goose Hollow Inn — and this race still goes on, but we were one of the first participants. I had a master's team of runners. I am not a runner, but I have a lot of friends that are and I would try to support. But, it is the Hood to Coast run, it is called, you know?

And you start at Timberline Lodge early in the morning. And you got 10 members of this relay team. And you start up there and you run through the — you start at Timberline, where there is people beginning to climb the mountain that early in the morning. The sun is just barely starting to come up. You just barely begin to see light in the east as a matter of fact, when they start running down that hill. You have got to use flashlights and everything so that they can see their way down from Timberline Lodge. They run, I think it is five miles; each run is five miles, and they run another five miles — you know, then the relay, and they do it down the line.

But here you see from — here you are on the edge of the desert, or not the desert, but Eastern Oregon is an entirely different climate than you have here. And it is mild compared to the East too. I used to think, oh, God, it is really cold here on the other side of the mountain. Well, hell, it isn't as cold as it is in Minneapolis, I'll tell you that.

But, and then you run through the foothills, the berries and so forth that you see around Gresham and those beautiful nurseries and nursery stalls [Inaudible] there. Then they run to the city of Portland, where you have got all of the — one of the oldest symphonies in the nation. The Oregon Symphony is going to have its one hundredth anniversary here real quick. It is one of the oldest-running symphonies in the nation. You have got the Junior Symphony right here in [Inaudible] Oregon, which is the oldest junior symphony orchestra in the nation. You have got all of these cultural things going on. Good theater, etcetera, good music, best jazz, all of these kind of things when you come in to this metropolitan area — that you have got everything that you can find, that you are going to find, in any other city in the United States or in the world almost, you know — tremendous variety of food and things like that. So you have got that kind of dynamic going on here while you have also got the river where you can fish; you have got salmon right in the middle of the city, in Portland. And you have all of this other recreational stuff.

And then they run out through Beaverton, where you get the high tech industry. You have got good clean neighborhoods in area. The city of Portland has got good neighborhoods too, don't get me wrong about that. And then you go through the wheat fields in Tualatin Valley, and you go to the Coast Range — another recreation area — and then you come down into [Inaudible] area beaches, which are three hundred miles of coastline, well that is just in a straight line [Inaudible], 300 miles of coastline that all belongs to the people of the state of Oregon. It belongs to everybody that comes here, and it isn't just part of it privately owned, but it is something that belongs to everyone.

You run this all in one day, you know? And that is running, just running, groups running. Where else in the United States are you going to get that variety, [that scene?] you know? It is just, I don't know of any place — maybe you'd find it on the West Coast, I guess. So.

JC: Is there anything else that you would like to add about Portland in its present day?

CLARK: Well, I just hope we are going to be able to maintain the livability on into the future. That is the biggest thing, the most difficult time, the biggest challenge you have. You know, the native population, and you can talk about any population on the West Coast. But you had one of the strongest, the highest-density indigenous populations of Native Americans that lived in this lower Columbia area, from The Dalles to Astoria, in the United States of America. High culture with, I don't know, they had canoes. I think they had [Inaudible] too, [head out to sea?] in these West Coast canoes out there and everything, you know. They were relatively peaceful, considering tribes. They controlled the trade [all the way], you know, the Chinook controlled the trade. They were wiped out in [two?] years, 1831 and [1832?]. Some villages, one hundred percent of the people died of malaria and so forth. They had...

[Inaudible for ten seconds]

Have that to go down the tube on us too, you know? Which is very possible. The way I see it, this is the demise of the salmon. I mean, the salmon are going away. We have got to think about all of these things when we — we got to make things bigger and better, and [with] everything new we are going have to say, “What is it going to cost us? What is going to be the big change here?” Because every time you change one thing, something else is going to change.

JC: Well, thank you very much for your time. I appreciate it.

CLARK: Thank you Joseph. Yeah.

[End of Tape 1, Side 1]
[Tape 1, Side 2 BLANK]

Tape 2, Side 1
1995 April 6

CLARK: Are you going to ask me questions then, and then we'll go down the line, or do you want me to just tell you what my first, kind of, impressions are?

JC: That would be great.

CLARK: Yeah. Well you started talking about the impact of urban renewal. And I remember it so vividly, and I was really upset about it when it happened. Because, I went to Lincoln High School, and Lincoln High School at that time — I graduated in 1949 — the student body came from Oswego, all the way to Linton, the other direction you see, the whole west side of Portland. We even had some people almost from West Linn. So you had the richest and the poorest. Old Town was a, basically an Oriental ghetto; probably 90, 95 percent of the Oriental population lived in Old Town, and there were some up in South Portland too.

But the big thing about the impact of urban renewal was taking out this section of South Portland. South Portland, where St. Lawrence School, Catholic schools, there was multiple Jewish synagogues, etcetera, of different nationalities — and that was one of the balancing factors of Lincoln High School, was this huge population. It was like a miniature Brooklyn; I always say it's like a miniature Brooklyn, you know, where you had this big diversity of people from southern Europe, Italians, and Jews, and so forth, and a large immigrant population. In fact, there's some people that even want to make a monument up close to there, towards the immigrant movement that came into that area.

Well here, suddenly it's like taking out, you know — New York, of course, is a bigger city. But it's like taking out this whole neighborhood, like taking out this miniature Brooklyn that's sitting here in Portland — this vital, very hard working and lively area out of the scheme of things in their urban landscape, and it just didn't make any sense to me at that time. And I was mad for a long time, just because they destroyed a neighborhood. But in

the long run it had the effect of starting the neighborhood association movement, and a variety of other things, so that when they came and said we're going to start tearing down Northwest Portland, Lloyd Keefe was up there on the stage at Chapman grade school, and he said — he was head of planning at that time, and all the neighborhood came together there — and he said, "These neighborhoods get old, and these buildings get old, and they've got to come down."

Well, he was lucky he didn't get torn off the stage. [JC laughs] There was a minister there from the Lutheran church that moderated things and calmed things down, but it made it — the hospital wanted to do urban renewal along with Consolidated Freightways over there.

And there was eventually a truce, and areas were defined, and actually the hospital got most of what they wanted, but it shrunk 'em back into an area, and it made it so that the Northwest District Association started, which was one of the first really organized neighborhood associations in the area, in the city of Portland. And we got land use planning, and got it defined where the, where was going to be business, and where was going to be residential area, and on down the line.

It also had the effect, urban renewal did, of bringing in the business area in downtown Portland, so that eventually you had the downtown plan. And that made a relationship between the business community and urban renewal so that they developed even a greater plan. I mean the first plan didn't talk about, I think, pedestrian oriented — but certainly it does now.

And so it has led on to a succession of things, so that planning — I mean, Portland is ahead in planning above any city I know in the nation, and probably worldwide. I mean, I can't speak worldwide, but I certainly know in the United States, and it has one of the best reputations. You go to other places and they ask you, "How do they do it?" And you tell 'em it started way back with urban renewal. [Both laugh]

And of course a lot of people were against urban renewal at that time. But it succeeded because of Ira Keller and a variety of other people that, especially Ira Keller, I think, who was very strong about it. And [Nedluk?] was there, and course the — my place,

how I was involved, it was to go into business, but that was a personal decision at the time of my life, and I was looking for a tavern that would fit what I thought would be successful.

I started out with nothing, and my wife and I at that time — she was eventually killed — we worked very hard to save enough money to go into business. We only had \$1500, \$1600 in cash, and then we had some credit card too, money, but I had worked as a waiter at Jerry's Gables, and learned that I was good at that business. Prior to that I'd been kind of a beatnik and done a variety of things. But I was 30 years old when this was happening, see. And I, my wife saved me, in a sense, in bringing me back into the world, and I decided this was our only choice, 'cause I'd been fooling around so long, who was going to give me a job, you know?

Anyway, so we looked around. And actually where the Goose Hollow Inn is now was Ann's Tavern, and she was going to sell that to me at that time, but she just, we made a verbal agreement, and she was going to lease it to me, and then she came back a month later, at the end of January, 1961 and said she'd changed her mind. She didn't think I could make a living there, or make it. And so I learned from that, that you got to get things on paper and make sure things that happen.

Anyway I'd worked at Jerry's Gables, which you wouldn't know of, but it was up in, it's the place called the Shadows now. It's right where 6th merges into Broadway, or Broadway merges into 6th, just across the freeway. And that's where I discovered that I was a good waiter and that I could do this sort of thing. But I wanted something that was in that vein. It had turned into a dinner house, but I wanted a tavern to fill a niche where people could come and talk and get together and have good music and have good food. But most taverns didn't have food at that time. He got into the dinner business there, which was unusual. And he had steaks and big salads and all that kind of thing. And I've always been a beer drinker, and usually you couldn't get anything to eat except potato chips or something like that, you know. So I was looking for something that was — I didn't want a neighborhood tavern where you're going to have the same people in, kind of, every day, and I didn't want an old man's tavern. I was very young at the time. If you see the picture, I look at myself and I think, "God, I was young then." [Both laugh]

Anyway, it had to be near the school. I wanted this intellectual element, where people discuss things and talk about issues and so forth. And so I looked between that time, between January and May, and finally found this place that was called the Drop In Tavern, and at that time, you see, Market was the northern border of urban renewal, and Arthur was the southern border, and then it went from — what was it, 5th? No, 3rd, 4th — it was 4th, and 4th down to, basically down to the river or down to Front Avenue, I guess it would be. And everything, it was just all empty. All the buildings had been torn down. This was in 1961. I bought the, well, it used to be called the Drop In Tavern, on May 15, 1961.

The previous owner had, he was an older Greek gentleman, and he'd hurt himself on the ice, had stumbled, and had been closed up for several months. It was within my budget; I could buy it, you know. And even then it took work and, kind of, conniving to convince the liquor commission that I could make money there and I wasn't going to go broke. And at that time you couldn't borrow money on a tavern or anything like that. It was strictly — and you had to buy a license. You couldn't go out and get a new license; that was virtually impossible.

But I thought this one would fit my needs, and it would work. So, and to get this part of it over, by the time that I'd gotten — fixed the floors and done these sort of things, I'd spent all my, all our money up to about 25 hundred bucks, because we'd had some credit too, out there. And I got the notice in the O.L.C.C. that I could open, and I get my license. And I had to go borrow \$100 from [Buy?] Finance in order to be able to buy a keg of beer and put some money in the till. But it all worked out, you know, in the long run, that we made it and everything else.

But the object was, like I say, this whole area from Market Street to Arthur Street, the same grid system is still there. See, it still had the 200-foot blocks; some were longer, and some, they kind of sloped — but it was, the fields were all just grass. Where the buildings had been was just grass, and it had been bulldozed over. The curbs and the streets were all there. And then, so the people that worked downtown, they parked their cars there, see. And this is what made the tavern a good location, because if people were parked there that worked downtown, would park their cars up there, then they come up,

walking by the tavern on their way home. And it made a good place for them to meet, and then they'd all go to their cars and go home. So it worked out very well that way.

I thought, also, being close to the auditorium, which was directly across the street — the tavern was not quite on the corner of where 3rd and Market is. And it was a building, a 2-story apartment house building with a court in the middle, and I was one side of the, kind of, storefronts — one on each side of it. And I was on the southern side, or southern slope. There was another tavern that was [close to us in?] the middle of the block. There was another tavern down at the corner that was very successful called the Rendezvous, which did a lot of business with the S.U.P., Sailors' Union of the Pacific, and they — he had been doing a good business for a long, long time. He helped me too, actually, 'cause I'd go down there and get change and things like that. And he had machines in there to play, where I had no games of any kind. My place was strictly for conversation, and beer, and then food — then I experimented with food. But that location, and all that, it was just desolate down there, basically. I mean, south of there. And basically, people just parked their cars there.

I just remembered, I'll think of his name in a minute, he's an artist and a film producer, and I can see his face, who had a festival down there — used some of, couple of those blocks, and had a big festival one time. I'll think of that in a while, maybe. I'd just forgotten about that.

So, anyway, I was discouraged with urban renewal, but it's, in the long run, it was the right decision to make. And the Ira Kellers — and their point then was that the people are going to be selling their houses down there. They are all older houses, generally. They always said they were real nice inside because they didn't want to fix up the outside, 'cause they didn't want the tax collector raising their taxes. [Laughs] Anyway, the kids were moving out into the suburbs, as we saw. And Ira Keller had come from Chicago; he came here to retire and then went back into business again, in the container business, and he didn't want happening here what he'd seen happen in Chicago. So that was the major instigation for this urban renewal thing. And one of Terry Schrunck's, you know, real progressive things that he did. Of course he was convinced by Ira Keller and everything.

JC: So how exactly did you first hear about urban renewal?

CLARK: Oh, it was during that time. They started talking about urban renewal. I think that most people thought, overall they thought it was a good idea, except the fact that it was going to destroy this neighborhood. That was my mind. But a lot of people, after the Second World War, they look at things as, old was bad. They wanted to tear everything down. I mean, they wanted to tear down — if it weren't for Eric Ladd and some other people, you wouldn't have the Pittock Mansion. That would have been torn down. There's older buildings. We were kind of the forefront of that too — because, I think, of this surge to tear buildings down and then suddenly realizing, are they going to tear 'em all down? I was in the Marine Corps between 1951 and 1954, and I came back, and the old Portland Hotel had been torn down. Well it was a gorgeous, gorgeous building. It was a landmark in the city of Portland. What'd they do? They put a parking lot there. Meier and Frank tore it down and put a two-level parking lot in that spot. Well, here the automobile was taking over the whole city. And all the streetcars were gone. They'd all been taken out by that time too. So by those actions, which were dramatic actions, I think it might have raised the level of awareness, that we'd better do something to preserve our city.

JC: There were only, I believe, four business that were able to stay throughout, or four — actually, not even businesses, I think. The Boy Scouts were allowed to stay. American Linen was allowed to stay, and there were two...

CLARK: Oh, I guess American Linen building was there already, wasn't it? They took a lot of moving to do that maybe. Maybe it fit into whatever their plan was. I didn't realize the Boy Scouts had always been there, but I guess — but that's a new building.

JC: Yeah, I think the building was only a few years old, and I think American Linen fit in because they were considered light industry.

CLARK: Yeah, yeah.

JC: So how, exactly — were you forced out, or....

CLARK: Well, see, this upper part had already been — I didn't know it. I thought I had several years left. And I had a two-year lease, or something like that, with an option. And then, actually, a guy came and bought the option. I should have been — I was too naive then, but he paid me a good sum of money at the time, when I needed money more than I needed a lot of other things. But he paid me money for that option, and then, here suddenly, a few months later — of course I was there from 1961; I was there five years. But, suddenly in August of 1967, I got this notice that I had to be out by November 29th. And it just floored me. I just didn't — it was just amazing to me that it happened.

In the meantime — but you know, I talked about buying Ann's Tavern up there, which I turned into Goose Hollow Inn. That had been — she'd come back in the meantime, or called me up and said she was interested in selling again. And so I'd been negotiating to buy that again, and finally in 1967 — we signed the papers in May of 1967 to buy Ann's Tavern. And I was going to have two taverns. I wasn't just going to have one, you know. And so, I started remodeling it in July, I think it was, or maybe it was — I think I got the notice about the end of August about moving, because I had started remodeling up there before I got the notice that I had to move out down there.

But I got the notice, and we had this big party before we left, just a huge — the closing night was just ridiculous. I mean, we ran out of beer; we ran out of everything. And we'd go down to the next tavern — the Model Inn was down there — and buy a case of beer and bring it back up, and then all those customers went up to the Spoutin' House, I mean, up to the Goose Hollow Inn. And I never thought you could do that well with a small tavern. But it was the way it was organized; the way I rearranged the organization, we sold more beer and food, more than I ever thought we could. I'll tell you that.

So it turned out fortunately, but I didn't know it was going to turn out that fortunately at the time. I got very little. I didn't get anything, actually; they stored some of the old equipment — my equipment wasn't worth a damn — the old back bar stuff, for several years. But I think I made 'em keep it more as a punishment, in a way, because you know, there was nothing else. And maybe I wasn't a strong enough person to get money, moving money or something like that either.

JC: So were you asked to leave by the city, or was it...

CLARK: Oh sure, by the Portland Development Commission. Yeah. No, they said it was going to be urban renewal-ized, and they were trying to help renters who had to move, a bit. I mean, they helped some, but not much, really. But I had to get out, and my business — I was out of business. Now, if I hadn't been fortunate to have bought this other place, they might have helped me look for another location or something, I'm not sure what would have happened in that case. But as it is, it turned out all right.

I always thought that auditorium location was going to be good too, you see, because you can serve the people [coming out of the auditorium?]. But I found out too, even though I had a parking lot right next to it, that when there's something going on at the auditorium, it takes up all the parking around it, and your regular customers can't get to your place.

So, I discovered that it's better to have, to be a distance away from a public facility like that, because the business it's going to bring you is very sporadic. They come in, might have a quick beer, and leave, and you work your butt off, and you don't have that much in the till. Whereas when you have a steady night with people coming in and going out all the time, it makes it so that you don't have to work as intensely, and the volume of money increases [proportionally] — I mean much higher — just because of the rhythm of things, rather than just, quick rush, everybody wants a beer and then goes, you know? So, you learn lessons as you go down the line, about business, about different things.

But they remodeled the auditorium while I was there too. In fact, and I can't remember whether it was — it wasn't, I think I moved out before it was finished.

JC: I believe so.

CLARK: Yeah, I moved out before it was finished. But they just gutted the whole — it was amazing that they could put it back together as well as they did. They did a good job. One of my customers, Nick Taylor, he — Channel 6 was just down the street — these guys worked at Channel 6. They worked in the news; they were the cameraman and news people and everything. But, they used to do the news at five, and then they had time off, and then they went back and did the news at 11. And so they'd come up, and they'd meet their wives, and so forth, and have lunch at the Spoutin' House, you know. And Nick Taylor — while they were doing it, they had a big fence around it — and Nick Taylor went out, and they wrote it, on the outside, "Home of the Polish Ballet," because it was like this bombed-out building. It was an ethnic joke, probably, which shouldn't have happened, too, but it was strange.

But anyways, these guys coming up from there, like Charlie Royer, who was one of those people, and he eventually became the mayor of Seattle, you know. He was a newscaster at that time, for Channel 6, and went up to Seattle later and eventually ran for mayor. Barbara Roberts used to come in and meet her husband. She was married to Frank Sanders at that time, a different person. That is who she had her children by. And so we, Barbara was telling this story when we were, I think it was the Democratic Convention, and here all the three of us were back in the early 1960s, you know — she was a housewife, well, she was a bookkeeper, too, and a housewife, but had no intention of political ambitions at that time at all, and whether [Inaudible] did or not I don't know, and here I was, the bartender you know? It is kind of interesting, I think.

JC: Definitely.

CLARK: Yeah. So I got run out, [Inaudible] down, and things look better. Do you know that Darcelle, he had a Caffé Espresso down there? I just happened to remember that too, you might want to interview him and see what he says.

JC: Great.

CLARK: Yeah.

JC: So, how would you say the people living in the area and the other business owners were affected? I mean, obviously, they were forced to leave. What types of affects did that bring on to those people?

CLARK: You know, it would be hard for me to say. I mean, if you're talking about people that moved out of the neighborhood, because that happened — see, they started tearing those buildings down, probably in 1958. And like I say, by the time I was there it was 1961, and it had all been taken down. Some people would come back up and look once in a while, I think, but things were fairly run down.

And 3rd Avenue then was really an extension of skid row. I mean, there were all these bars along 3rd Avenue, and they — all the old drunks, I mean, there was people that would take, when the welfare or when the social security checks came in, they'd take cabs up and down the street and drink up all down the street. I would discourage that. I had winos that had been coming in and buying wine and were really down-and-out people. I put some of the down-and-out people to work, actually cleaning up some things too, at different times. But it was a real skid-row situation at that time.

Different taverns got moved out; the Old Glory is over on Burnside now, and it was really a dive then. They had hard liquor, but it was a rough, rough place. And then of course the union hall was down was just down the street a couple of blocks, and there was a lot of union offices around. The Carpenter's Union was —[Lesch's?] was down the street, which was another bar and cocktail lounge and lunchtime place, but a very busy place.

And then the Carpenter's Union was above that, so. And the S.U.P. was down another street. So you had a lot of blue-collar union people coming into the area all the time. And like I say, it was an extension of Burnside and an extension of skid row, really. All the way up, with a lot of working people.

JC: So, you said that long term, you think that it was a good idea. But, at the time, especially when you were being forced out, what was your opinion of it? Did you see it as potentially being good long term, or...

CLARK: No. At that time, I didn't see it at all. No, to me it was just making room for rich people, you know. For instance, in that period of time they'd built one of the first towers in the south auditorium side, you know. And here they're going to charge for a studio apartment — it won't sound like anything to you — but it was going to be 135 bucks a month for a studio apartment. Who in the dickens, who in the world, could possibly afford to stay in a studio apartment for \$135 a month? This is back when people are making a buck and a half an hour and two bucks an hour, you know. And so it was something for the wealthy.

And the other thing was, and I still believe this, you know, what you do is the, you know, the people come back in, and they buy it and put it higher on the tax rolls, you know, but at the same time they gave the park area back to the city. So what does that mean? That means the city's got to take care of the lawn that's around your big tall beautiful building and so the tax payers are paying for mowing your lawn. Why can't I donate my lawn to the city of Portland? And will they mow it and keep it in good shape for me, like they have there? [JC laughs]

Actually, in many cases, in most respects, and most people will agree on this now, that the design is not good, of the urban renewal, you know, the first south auditorium site of urban renewal. It creates dark spots; it's got dangerous spots in there by the way that it's designed, and you walk in that area sometime and you'll get frightened, because there is some undesirables be sitting there, and you don't know what the hell they're going to do, you know. And you're not in any position to, there's nobody to call to or anything else

like that. So, it tends to have that focus as of being that closet of that enclosed — people are protected there. It's like building a fence around things.

Well, we don't believe in that in the city of Portland. We want things open so you walk up and down the streets, and the streets are safe, so there's been a lot of criticism. I mean that you would know it, you wouldn't do that again. We wouldn't build that again. I can assure you of that.

I was surprised the businesses up there didn't do better than what they'd done. I thought about even taking over a space up there, but I just thought the rent was too high, and I couldn't afford it. Well, even they didn't get the traffic they thought they'd get either, so it wouldn't have worked in any case. But...

JC: What was your opinion of the development commission? I mean as far as the work that they were doing?

CLARK: Well, I had no truck with them at that time. I just felt it was just a heavy-handed dealing, and they were just running over the people, and not treating people right. Not being as considerate as they should about things. This was just something coming from city hall. I mean, government was a long ways away from me then, you know. I looked at government more as a threat. Well, it was a threat. It was taking my business away, you know. [Laughs] And you figured you couldn't do anything about it, that you were without any power at all; you felt powerless. And they were just going to do it, and you tried to get around it as much as you could or tried to figure out ways to survive.

Because there was a lot of people who lived in that block. There was apartments. I mean, there was apartments above me. [Axel?] lived up there. And of course that's been destructive too. I mean, the housing has been taken down over the years. That's what our modern housing plans are all about — even around, like Portland State.

When I was a kid, you see, I went to Shattuck grade school, was the first grade school that I went to, and Portland State wasn't there when I went into the Marine Corps in 1951, either. It was moved up there in that period of time. But that's where — all that

housing, all these apartments and so forth that used to be up there, that used to be the workforce for downtown Portland. All those people could walk to work every day, back and forth, you know, and so by putting Portland State there, they took out that housing, and moved people around even more. And of course the area I was in, on 3rd Avenue, was single-room occupancy. I mean, [Axel?] lived in a one-room apartment and ate out, and he was an old Swede, and he used to work for an outfit that made all the lutefisk every year. He comes in smelling just like fish, like you can't believe, 'cause they took this dried fish out of barrels, and then soaked it, twelve soakings, I think he told me, or something, to bring it back, and it becomes lutefisk for Christmas. He was Scandinavian.

But that's why we got Peter Paulson and Central City Concern and all these people that started the housing programs — so we got single-room occupancy, and so we got places for the Northwest Pilot Project to, where older people can stay and afford to be able to live in the downtown area and in other parts of the city too. There's really a shortage of housing, as things have happened.

JC: So would you say that you were pleased with the overall outcome of urban renewal, or would...

CLARK: Now I am, now I am, oh yeah. What I'm saying is it led to certain things that wouldn't have happened otherwise. And it put Portland way ahead in this planning area, compared to what it would have been. And so you have a strong downtown community, and you go around the United States and find out how many strong downtowns you have. And how many downtowns, I mean, hell, you don't want to even walk in downtown Seattle, on the weekend, you know. I haven't been up there in several years now, so maybe it's not fair for me to say that. But it also led to the transportation plan, the coordination and transportation planning, and land use planning, which Seattle hasn't had ever. They never coordinated those two things, and so they got themselves in a hell of a mess, in my opinion. The traffic is just horrendous. So, it was beneficial. It was kind of hard to swallow, but, no I'm very pleased with the results. We got, while I was in office we [adopt?] the Central City

Plan, which jumps the river and starts defining what's going to happen on the other side of the river, besides the downtown area. And, in fact I just saw on the city council the other day, we achieved many of the actions that were determined. And it also makes it so that when you have got these long-term plans, that every time you get a new elected official in there, the boat isn't changing course, you know. You've got some continuity.

That's another big thing that the Portland Development Commission did. I really like the development commission now. I wish the hell they hadn't castrated the Ballot Measure 5 the way they had to do it. But it made it so you did have these public improvements, and they always have to sell 20-year bonds, etcetera, and it gave the city a longer-term view than it had in the past. Because generally, the in council and the planning commission that had been making these projections and these directions and they didn't always have that long of a view. I mean elected officials are noted for, they've got a view of the world as long as they are in office, the four years they're in office, and that's about it. And that's the reason I started Future Focus too, while I was in the city of Portland — was to get other areas of planning by setting goals in the future, and the mayor now is carrying that on with the Portland Progress, Multnomah County Portland Progress Board, which is setting benchmarks to solve all different social problems, economic problems, education and a variety of things, you know, so you keep your eye on the goals for the future. That goes on from one elected group of people to another and you got guidelines, and you can always go back and argue these things, and hopefully you've got enough of a constituency that they're going to promote that and make sure that that continues on, but it might not happen. I mean, look at the land use laws that are being attacked now, that McCall put in. Thank God Kitzhaber's in there.

JC: Exactly. Would you say — or were there, or are there any parts that urban renewal or any plans that you would have liked to have seen initiated...

CLARK: Back then?

JC: At that time or now, in retrospect.

CLARK: Well, I'm probably the last mayor to put in more — we had more urban renewal plans going in the history of the city when I was in office and some of them are still going on. The south shore, the Columbia South Shore, is a huge industrial area in urban renewal, and we had a heck of a time talking the Parkrose School District into participating, and so forth — that the idea was to upgrade that whole area and get industry in there and transportation facilities. It's a different kind of renewal, but that's one that is happening.

The south water, or the waterfront project — I think [we was ?] about ready to close that out, but you look at the tax increase that was — what was it? Oh, we voted for the convention center and we put back on the rolls, after paying the bonds off, a part of the waterfront urban renewal. I can't remember the name of it exactly, but it was like where the World Trade Center is. It used to be P.G.E.'s building, there. We put that [back?] on the tax rolls, and that actually reduced the taxes that city of Portland residents would pay that would be increased by the convention center going on the tax rolls. You know, but it paid for the bond of the convention center. So it had a tremendously beneficial effect, but it's kind of hard to sell and let people understand how it works, you know. Because you're taking something off the tax rolls for a period of time, until the bonds are payed off and so forth, but then it brings it back on at a higher rate, and it preserves your city, rather than losing the tax base of the city, you actually increase the tax base of the city.

JC: Is there anything you'd like to add on this subject?

CLARK: Oh, well, and then you create jobs too. See, like at that Columbia South Shore, you are creating jobs at the same time, which brings more money into the economy.

JC: Great.

CLARK: Okay.

[End of Tape 2, Side 1]

[End of Interview]