

Barney Reports on City Activities for Council

"A state of the city" message was presented to the council Tuesday night by Manager J. W. Barney. His report summarized is as follows:

Valuation Increases

While the general financial report on Hillsboro is good, the city will still carry a heavy bonded debt on its sewer system, and on its water system it will be necessary to issue more bonds before the project is completed. The 1946-47 budget will retire all special improvement bonds outstanding with the exception of a balance of \$20,000 on the recent airport bond issue.

Valuation has been continually increasing to the point where it has not been necessary to increase the millage. Barney said. "However, as we are controlled by the state budget law, limitations and it would be impossible to increase the levy materially for any special improvement that might be requested by the people."

Sewer System

The city's sewer system is operating satisfactorily and is showing a small profit each year, which is being re-invested in extensions. More land is needed and it is planned this year to extend the transmission line about 2,000 feet so as to almost double acreage available for waste disposal, making approximately 30 acres available.

Police Department

The police department was increased from four to five on January 16 of this year. Cost of operating the department during 1946 was \$11,175.45, and the revenue derived from its operation was \$3,876.50, leaving approximately \$7,300 excess of expense over income. "It is my opinion that with the increase in the revenue, the department will be materially aided, and I would recommend that this be done as soon as possible," Barney stated.

Traffic Signals

The traffic signals ordered last May should be installed sometime this winter or early spring giving relief to the problem of heavy traffic at First, Second and Third avenues on Baseline street. It was revealed Barney expressed the opinion that other traffic signals of some sort should be installed on the highway at Dennis avenue, Tenth avenue and perhaps at Oak or Walnut streets to help control traffic through the city.

Fire Department

The city fire department "is probably at the highest strength and on the most efficient operating basis in the history of the city," Barney reported. Three paid firemen, including the chief, are now maintained, in addition to an average of between 30 to 35 volunteers. The department has five trucks, and one trailer pump which was recently purchased from the federal government.

Hillsboro has for years been rendering fire protection to the area outside of the city and last year derived approximately \$2,500 revenue from this operation. This amount is not sufficient to defray the additional expense borne by the city in protecting this area, however, and it is hoped that

rural fire district will be formed of the area served and more satisfactory arrangements made for protecting the area," Barney said.

Two fire trucks are now capable of serving the rural area at a cost of \$1,000 per truck. It is suggested that the city is to give sufficient fire protection to the rural area, he stated. The city does not at the present time have room for a fire station, and a new fire station was recommended as one of the top needs of the city. All city departments are very crowded in the city hall, and if a fire station should be provided, it would then have ample space in the present building for all other departments for many years to come.

Park Improvements

Several improvements are planned for the city park, mainly in the nature of benches, which have been ordered, and the construction of tables for picnic purposes. Barney also said he hopes to be able to employ a man on full-time duty to look after the park this coming spring. Receipts from the park last year were \$4,228.75, and of this amount approximately \$1,500 came from the "Happy Days" celebration and approximately \$2,700 from the skating operation, it was revealed. The park has been practically self-supporting the last few years. "Shute park has many possibilities and can, with a reasonable operating budget, be made one of the outstanding parks of the valley," Barney said.

Municipal Airport

The airport now has two approved schools for training of veterans and activities there may increase considerably during the coming year. The city applied to the federal government last fall for approval in constructing a water line from the city to the airport and tentative approval to the project has recently been given by the federal government. The amount of \$8,100 or about \$5 per cent of the project, he indicated, and it was recommended that in view of the need of water at the port for domestic purposes and because of fire hazard that the city "make every attempt to avail ourselves of the federal co-operation on the water system as soon as possible."

Ed J. Ball has been acting as operation manager of the airport and W. J. Enschel has been farming the area outside the runways and building area. Receipts from the airport the last fiscal year, including agricultural lease, were \$5,553.74, and the expenses, exclusive of the original bond retirement and interest, were \$3,201.34.

Building permits issued within the city aggregated \$97,261 during 1946, of which \$44,000 represented 94 residential buildings (including two apartment houses as one unit each), it was reported. New business buildings aggregated \$140,000, counting \$80,000 for addition to Jones hospital. A total of \$92,661 represents repairs, alterations, private garages, etc., in the residential and industrial areas. "This represents quite a substantial growth in the city, and indications are that when materials are available the amount of building, particularly business buildings, will be greatly increased for a year or perhaps two," Barney said.

Approximately one mile of 18-inch cast iron pipe and 10 miles of 18-inch pipe on the water system improvement project have been placed from Hillsboro west to the mouth of Patton valley and the remaining 10 miles of pipe have been contracted for with delivery expected early this spring. Contracts for laying the remaining 10 miles will be let, probably in two units, just as soon as the pipe is delivered, Barney said. The access road from Cherry Creek to the dam site will be completed early this spring and the diversion dam will be constructed as soon as that is completed.

"It is expected that the entire project will be completed and put into service during the fall and winter of 1947," the city manager said.

Engineering costs and legal expenses to December 31 amount to \$27,364.48 and material such as valves and fittings furnished and installed by the city amount to \$8,393.16 and rights of way to date amount to \$2,305.49, making a grand total expended and under contract as of December 31st, of \$64,322.03. Of the total amount spent, approximately \$36,996.88 has been paid out of the operating fund and the remainder has been, or will be, paid out of the \$500,000 bond issue.

Use of the 10-mile unit will greatly improve the service this coming season and will provide sufficient water and good pressure. However, the city will be faced with heavy expenses for pumping into the new line during the low water season, Barney said. "The exact amount of additional money to be raised to complete the system will be determined as soon as estimates on the remainder of the work have been revised. It appears now that it will take approximately \$150,000 additional bond issue to complete the project," Barney reported to the council.

The city manager concluded his

SCOTT'S SCRAP BOOK



By R. J. SCOTT



Street Widening Program Suggested

(Continued from page 1)

Main to Jackson—grade, surface and curbs; S. Connell avenue, Oak to Walnut; grade, surface and curbs; E. Grant street, Third eastward to connect with Birchwood Park addition; E. Cedar street, Sixth to Tenth—install curb on south side and widen existing macadam surface; and to widen the following: S. First avenue, Main to Baseline; N. First avenue, Jackson to north city limits; E. Main street, Sixth to Eighth; E. Lincoln, Fifth to Sixth.

Sidewalks ordered by the council are: On the west side of S. Connell avenue, from Jackson street north to the north boundary of Garden tracts addition; north side of Jackson street, from Adams avenue westerly to N. Dennis avenue, excepting such portions thereof as have been previously constructed; on the east side of S. Tenth avenue between Main and Washington street, also on the west side of N. Adams avenue from Jackson street north to the north boundary of Garden tracts addition. Barney recommended that in places where the sidewalk is not continuous the gaps be filled in with concrete as soon as materials are available.

City of Hillsboro during 1946 installed sidewalks on the east side of N. Tenth avenue between W. Lincoln and W. Jackson and on the west side of N. Connell avenue between W. Main and W. Lincoln. Sidewalks were also installed on E. Jackson between Sixth avenue and Seventh avenue and on the east side of S. Ninth avenue between Main and Washington streets.

Projects undertaken during 1946 which are to be completed during 1947 are: Tenth avenue, Main to Baseline, grading, surface, and curbs and the widening of S. Fourth avenue between Main and Washington street; Tenth avenue improvement grading was completed early in the year and most of the surfacing was placed, however it will be necessary to construct curbs and complete the grading preparatory to paving the street during 1947; S. Fourth avenue—a curb was installed on the west side and crushed rock placed in the

widened area in 1946, the balance of the work to be done in 1947.

Barney listed the following work as being petitioned by the property owners and ordered by the council, paving E. Jackson street from Sixth to Connell road; S. Seventh avenue, Baseline to Washington street—grading, surfacing and curbs; E. Edison street, First to Second, construct curbs and widen existing macadam.

Principal street work accomplished during 1946, according to the city manager's report: "W. Washington street from Range street westerly—a distance of 403 feet installing curbs on the north side of the street and paving the north half of street including the Oregon Electric railroad tracks at a total cost, exclusive of railroad tracks, which was done direct by the railroad company, of \$1,142.50. This expense was borne by the property owners."

"South Dennis avenue, Main to Baseline—paving with asphalt at a total cost of \$3,665. This expense was borne by the property owners. W. Lincoln street, First street to railroad tracks—paving with asphalt concrete at a cost of \$992.93.

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Meeters Accepted by Northwest Cities

(Continued from page one)

pleasure to hear their comment. They say they can now find a place to park and do their shopping and make their deliveries, paying 1c for 12 minutes, 2c for 24 minutes, 3c for 36 minutes, 4c for 48 minutes, or 5c for one hour."

Oregon City, by City Manager J.

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This expense borne by the property owners.

In addition to the paving, the city resurfaced several of the existing pavements, namely: W. Main, Connell to Lincoln; E. Main, Third to Fourth; E. Main, First to Second; E. Main, Tenth avenue eastward to Jackson; S. Second, Lincoln to Jackson; S. Second, Baseline to Oak; N. Third, Lincoln to Jackson; S. Third, Washington to Oak; E. Washington street, Third to Sixth.

Grading and surfacing project undertaken during the year and completed: South Ninth avenue, Main to Washington, grading, surfacing and curbs—\$1,251.31. The cost of this improvement was borne by the property owners. Miscellaneous paving was done in city streets during 1946 as follows:

Ernie's Signal Service

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Thursday, February 6, 1947, HILLSBORO (Ore.) ARGUS—3

Twenty Vets Oked For Farm Training

Twenty more veterans were approved for on-the-farm training at a meeting of the Washington County Veterans Advisory committee in Hillsboro Friday afternoon.

Elmer E. Guertgen, chairman of the committee, presided. The new group increased to 128 the number of vets now enrolled in the county program, according to W. E. Sawtell, instructor.

Those approved Friday: Hillsboro—Walter G. Hering; Forest Grove—Lawrence A. Kindel; L. Franzen—"I have made inquiries from the businessmen on Main street and they inform us that the farmers who came to Oregon City are on the whole very well satisfied, because of the fact that before their installation, it was almost impossible to find a place to park on Main street particularly during Saturday. In fact we have had less than the expected amount of complaint regarding meters from anyone due to course to the very marked improvement in parking conditions in Oregon City." (Written a little over a month after installation.)

George E. Milne Jr., Carl H. Romeike, Kenneth E. Willis, Odie L. Bradford, Theodor G. Lebeck, Joseph W. Vandecorver, Glen W. Kallmar, Banks Albert C. VanDomeien, Blake E. Ferrell, Melvin L. Love, Cornelius—Charles C. Adams, Francis H. Hertel, Joseph T. Bernard, Venonia—John E. Willis, Beaverton—Daniel W. Bates, Buxton—Virgil Foster; Cherry Grove—Everett M. Lee; Gales Creek—Francis S. Rohr.

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