

Sanitary Plant—Punchboards—

(Continued from Page One)

(Continued from Page One)

Springfield may obtain power elsewhere, even from a private utility.

4—Springfield will be obligated to sell electricity "at the lowest possible rate."

5—Springfield will be required to keep separate books on power revenues. Revenue will be placed in a special fund—not the general fund.

6—Every five years Bonneville will have the right to review electric rates if the BPA system isn't "paying out" satisfactorily.

7—When Springfield makes a connection with Eugene and when the permanent point of delivery is ready (Springfield's proposed new substation), Bonneville will discontinue service to the temporary point of delivery which will be located at 19th and Q Sts.

8—Bonneville will have the right to place metering equipment in Springfield's permanent substation.

Other outstanding council action of the evening was the setting up of machinery to provide city meat and milk inspection. Councilman Arthur McChesney led the way by suggesting the city hire Dr. L. G. Helterline, Eugene milk and food inspector, to provide similar service for Springfield. The council agreed after lengthy discussion. Dr. Helterline will receive \$1200 yearly for his services.

Earlier McChesney pointed out that grade "C" milk was being "dumped" in Springfield. He explained that in areas where cities have inspection services the state enforces such inspections and requires conformity to certain minimum requirements.

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council's police and finance committees for study. Councilman C. C. Crumbaker asked the city attorney if the police power of the city would enable the council to ban punchboards entirely.

Attorney John Pennington's answer was that he felt sure the power would be effective in such a case, but this view was mildly challenged by Wilson as he closed his presentation.

Routine acceptance of committee reports marked most of Monday night's meeting, but a 30-minute debate was evoked by a proposal that the council act to open Ferry St. farther north beyond Eleventh Ave.

Ferry St. now stops approximately half a block beyond Eleventh, but in the area beyond H. R. Catell of Portland has proposed to build a \$700,000 six-story apartment house to house 72 families.

Leland Roberts of Eugene represented Catell Monday night to explain that original plans had called for a 12-foot driveway extending from the present end of Ferry St. to the apartment site. The federal housing authority, however, has made a requirement that the route to the apartment be 50 feet in width.

To meet this requirement, Roberts said, the apartment builders will need to acquire, or to have the city acquire property now at the edge of lots owned by George Hitchcock and H. A. Dunbar. Having failed to reach agreement with these property owners, Roberts said, a petition had been filed to have the street opened through use of the city's right of eminent domain. Catell has offered to assume all costs incurred in condemnation of the street right-of-way and the costs of paving the new street section.

To give the opposing argument, both Hitchcock and Dunbar were present at Monday night's meeting.

Hitchcock expressed concern that they had not been notified and given a chance to appear before the council's public works committee last week when it recommended the street opening. He urged that members of the council view the property in question and become acquainted with all the facts before taking final action.

He also objected to the use of the right of eminent domain "to promote the interests of a single party rather than those of the general public."

The council finally referred the matter back to its public works committee with instructions to view the land involved and to encourage, if possible, private settlement of the issue.

Among reports presented to the council at this meeting was that of a combined council-chamber of commerce-planning commission committee on results of a questionnaire survey to determine businessmen's sentiments toward the one-way street system now in effect downtown.

Pending further statistical breakdown on the questionnaire results, the council took no action other than to accept and file the committee's report.

Similar action was taken on a report pertaining to the city jail problem.

Without a place to keep run-of-the-mill prisoners since the county last month "evicted" them from the county jail, the council had directed that an architect's study be made to check the cost of re-vamping the present city maintenance shops for use as a jail and police headquarters.

Plans and quotations prepared by Architect Ralph Beardsworth were referred to the council Monday night showing that the overall project would require approximately \$175,000.

At present, the city has on hand only a \$75,000 cash nest egg that can be used for building a jail. Accordingly, the council Monday night accepted its committee's recommendation that further study be made to see what type of temporary arrangement might be made at the Fifth and Olive maintenance building or to build a temporary jail adjacent to the county lockup.

In a finance committee report, the council was informed that Commonwealth, Inc., a Portland investment house, has inquired about the possibility of purchasing the present city hall. This notice, however, brought no comment from the council. The report was approved and ordered placed on file.

Concrete actions taken by the council included authorization for construction of a metal arch culvert-type bridge to carry both Seventeenth Ave. and Pearl St. over the Amazon Creek.

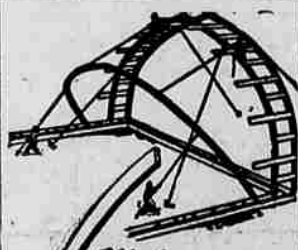
The Cascade Engineering and Construction Co. of Harrisburg already holds a contract to construct bridges at Pearl, Nineteenth, Oak and Chambers Sts. By relocating the Pearl St. structure and rerouting the Amazon channel a short distance, the bridge now will be placed at the Seventeenth Ave. intersection.

The council also approved a plan to have the grassed center strips removed from Agate St., between Franklin Blvd. and 15th Ave.

Sewer laying operations already have resulted in the center strips being torn up. Now the strips will be leveled and graveled and allowed to settle through the winter. Next summer, according to this plan, they will be paved to permit parking on both sides of the streets and a wider route for traffic from Franklin to Eleventh Ave.

Only three ordinances were passed at this meeting, two of them dealing with rezoning and replating actions.

The third extends special parking rights to physically incapacitated war veterans who drive special equipped automobiles. These veterans will be granted annual permits, upon written request, which will enable them to park overtime in meter and one and two-hour parking zones. A similar ordinance already is in effect in Portland.



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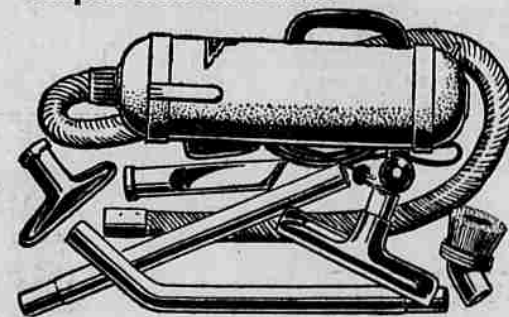
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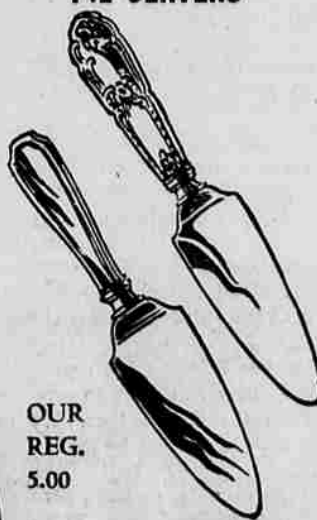
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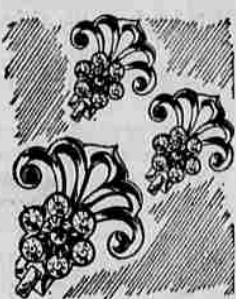
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