

Hillsboro, Oregon
January 1, 1949

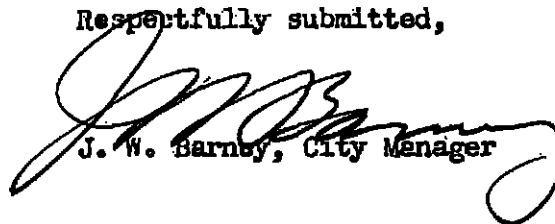
Honorable Mayor & City Council
City of Hillsboro
Hillsboro, Oregon

Gentlemen:

I have the honor of presenting to you the Annual Report of
the City of Hillsboro for the year ending December 31, 1948.

I wish to take this opportunity to express my appreciation to
Mayor E. A. Griffith, the members of the Council and to all
City Officials and employees who have so faithfully and ably
assisted in the functioning of our city government during the
past year.

Respectfully submitted,



J. W. Barney, City Manager

JWB:gh

CITY OFFICIALS - 1948

E. A. Griffith(Elected from Council to fill unexpired
term of H. S. Rogers, deceased)
April, 1945 Mayor
H. M. SeaboldWard 1 - May, 1945 Councilman
H. L. BickfordWard 1 - January, 1947 Councilman
B. F. PileWard 2 - August, 1940 Councilman
L. J. AlterWard 2 - January, 1948 Councilman
to serve unexpired term for F. E. Cornelius
W. V. McKinneyWard 3 - January, 1941 Councilman
A. H. AbtsWard 3 - January, 1943 Councilman

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J. W. Barney January, 1939 ..City Manager-Engineer
E. M. Bowman January, 1937 City Recorder
Paul L. Patterson March, 1933 City Attorney
W. C. Christensen June, 1927City Treasurer
A. L. Amacher July, 1937 City Auditor
W. A. Dillon January, 1929 Fire Marshal)
December, 1941 Fire Chief)
Melvin E. DeRock September, 1947Chief of Police
Dr. Hollister M. Stolte January, 1947 Health Officer

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Library Board

H. E. Wiley, Chairman	Mrs. Frank Peters
A. H. Abts	John Bailey
J. M. Person	Mrs. J. L. Searcy

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UTILITIES COMMISSION

F. V. Engeldinger	February, 1940	Chairman
J. M. Person	February, 1940	Commissioner
O. B. Gates	August, 1945	Commissioner
E. M. Bowman	February, 1940	Secretary
R. E. Wiley	February, 1940 ..	Superintendent
J. W. Barney	February, 1940	Engineer-Manager

PARK COMMISSION

Charles L. Walker, Chairman - Passed away March 11, 1948
B. H. Goodman, Commissioner - Appointed to fill unexpired term of
Charles L. Walker - May 4, 1948
E. J. McAlear, Commissioner
A. W. Hoffman, Commissioner, Resigned - May 4, 1948
Kenneth Cruse, Commissioner, Appointed to fill unexpired term of
A. W. Hoffman - May 4, 1948

CITY PLANNING COMMISSION

E. J. McAlear	President
Mrs. Emma McKinney	Commissioner
Mrs. R. P. Rasmussen	Commissioner
Orange Phelps	Commissioner
J. W. Bailey	Commissioner
O. B. Gates	Commissioner
Lloyd Anderson	Commissioner

MAYORS CITY OF HILLSBORO

Name

A. Luelling	Dec. 8,	1876	to	Dec. 10,	1877
Chas. T. Tozier	Dec. 10,	1877	to	Dec. 3,	1878
A. M. Collins	Dec. 3,	1878	to	Dec. 2,	1879
W. D. Pittenger	Dec. 2,	1879	to	Dec. 18,	1880
P. M. Dennis	Dec. 18,	1880	to	Jan. 2,	1882
R. Crandall	Jan. 2,	1882	to	Dec. 13,	1882
Thos. H. Tongue	Dec. 13,	1882	to	Dec. 10,	1883
A. M. Collins	Dec. 10,	1883	to	Dec. 7,	1884
R. Crandall	Dec. 7,	1884	to	Dec. 14,	1885
W. D. Hare	Dec. 14,	1885	to	Dec. 13,	1886
Thos. H. Tongue	Dec. 13,	1886	to	Dec. 9,	1887
F. A. Bailey	Dec. 9,	1887	to	Dec. 3,	1888
S. T. Linklater	Dec. 3,	1888	to	Dec. 2,	1889
S. B. Huston	Dec. 2,	1889	to	Dec. 5,	1890
F. A. Bailey	Dec. 5,	1890	to	Dec. 11,	1891
F. A. Bailey	Dec. 11,	1891	to	Dec. 6,	1892
J. D. Merryman	Dec. 6,	1892	to	Dec. 5,	1893
J. C. Hare	Dec. 5,	1893	to	Dec. 4,	1894
S. B. Huston	Dec. 4,	1894	to	Dec. 5,	1895
R. B. Goodin	Dec. 5,	1895	to	Dec. 8,	1896
W. N. Barrett	Dec. 8,	1896	to	Dec. 5,	1899
Geo. H. Wilcox	Dec. 5,	1899	to	Dec. 4,	1900
F. A. Bailey	Dec. 4,	1900	to	Dec. 2,	1902
W. N. Barrett	Dec. 2,	1902	to	Dec. 15,	1903
B. P. Cornelius	Dec. 15,	1903	to	Dec. 4,	1906
John Dennis	Dec. 4,	1906	to	Dec. 1,	1908
J. W. Connell	Dec. 1,	1908	to	Dec. 7,	1909
A. B. Bailey	Dec. 7,	1909	to	Dec. 6,	1910
H. T. Bagley	Dec. 6,	1910	to	Jan. 5,	1915
W. N. Barrett	Jan. 5,	1915	to	Jan. 2,	1917
John M. Wall	Jan. 2,	1917	to	Jan. 4,	1921
A. C. Shute	Jan. 4,	1921	to	Feb. 5,	1924
J. B. Trullinger	Feb. 5,	1924	to	Jan. 6,	1925
M. P. Cady	Jan. 6,	1925	to	Jan. 2,	1929
O. Phelps	Jan. 2,	1929	to	Jan. 2,	1935
J. H. Garrett	Jan. 2,	1935	to	Jan. 3,	1939
H. S. Rogers	Jan. 3,	1939	to	April 20,	1945
E. A. Griffith	April 27,	1945	to	Jan. 4,	1949
H. S. Seabold	January 4,	1949	to	----	

STATISTICS

Area of City of Hillsboro - 1.54 square miles

Population - 1910 - 2,016 Federal census
 1920 - 2,468 " "
 1930 - 3,039 " "
 1940 - 3,747 " "
 1948 - 5,000 Estimated
 1949 - 5,500 " "

Tax Rates and Assessed Valuation

Assessed Valuation

<u>Year</u>	<u>Assessed Valuation</u>	<u>Millage Rate</u>	<u>Amount of Tax</u>
1948 - 49	\$ 3,020,720.66	14.1	\$ 42,592.16
1947 - 48	2,796,066.76	13.7	38,306.11
1946 - 47	2,418,289.81	15.5	37,483.49
1945 - 46	2,374,305.85	15.1	35,852.01
1944 - 45	2,301,967.93	15.5	35,680.50
1943 - 44	2,187,831.62	15.8	34,567.74
1942 - 43	2,134,100.66	15.9	33,932.20
1942 - 6 mos.	1,980,472.68	7.5	14,853.54
1941	1,888,106.42	17.6	33,230.67
1940	1,886,629.47	17.4	32,827.35
1939	1,844,479.33	16.8	30,987.25

Comparison of Hillsboro Tax Rates for 1948-49 with Other Cities in Washington County

<u>City</u>	<u>Special City Millage Rate</u>	<u>Total Millage Levied within the City</u>
Banks	17.1	87.2
Beaverton	20.3	93.3
Cornelius	16.5	78.1
Forest Grove	17.6	86.1
Gaston	21.9	85.9
Hillsboro	14.1	81.4
Sherwood	18.8	89.0
Tualatin	23.6	89.8

FINANCES

The finances of the City generally are in good condition as shown by the last annual audit. However, due to the 6% limitation law it was impossible to levy sufficient funds in the 1948-49 budget to provide an adequate operating revenue for the fiscal year and it is very possible that a special levy in excess of the 6% increase allowed by statute will be necessary for the 1949-50 fiscal year.

The bonded debt of the City is as follows:

General Obligation Bonds

Airport Bonds - 1942, Outstanding	\$ 16,000.00
Sinking Funds provided by 1948-49 and past levies	16,000.00
Fire Station Bonds - 1948, Outstanding	85,000.00
Funds for Retirement Provided in 1948-49 Budget	8,500.00

Total General Obligation Bonds Outstanding	\$ 101,000.00
Sinking Funds Provided	24,500.00

Net amount of outstanding Bonds not provided for by Sinking Funds	\$ 76,500.00
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Sewer Fund Revenue Bonds

Total Sewer Fund Bonds Outstanding at Beginning of Fiscal Year, July 1, 1948	\$ 100,000.00
Retirement as per Budget During Fiscal Year	4,000.00

Total Sewer Fund Bonds Outstanding June 30, 1949	\$ 96,000.00
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Water System Revenue Bonds

Total Water Bonds Outstanding December 31, 1948	\$ 909,000.00
Total All Bonds Outstanding Not Offset by Sinking Funds or Specific Budget Appropriation	1,081,500.00

It might be well to note here that the Sewer Bonds are being retired entirely from sewer service revenues and Water Bonds entirely from water users revenues.

POLICE DEPARTMENT

The Police Department now consists of six officers including the Chief, one patrol car equipped with two-way radio communication, with the central broadcasting station in the Police Office.

It has been our aim to continually increase the efficiency of the department and at the same time to improve the relations between the department and the public, and it appears that considerable progress has been made during the year.

The total cost of operating the Police Department during the calendar year of 1948 was \$18,254.94 and the total revenue derived through the efforts of the department was \$11,351.00. Arrests made during the year totaled 963 as compared to 903 during 1947.

Due to the heavy patrolling required, 43,000 miles during the year, I feel that a second automobile should be added to the force as soon as finances are available.

The parking meters (207) have been operated throughout the year and the total gross revenue from that source amounted to \$14,295.31 or \$5.75496 per meter per month.

FIRE DEPARTMENT

The Hillsboro Fire Department consists of five trucks, three paid firemen including the Fire Chief and between thirty and thirty five volunteer firemen. Three trucks are equipped with two-way radio communication.

A good training program has been carried on throughout the year and the department has maintained a very fine operating record.

The department answered 71 calls within the city during the year and 35 calls in the rural area. 97 1/2 miles were traveled during the year by the department and 23,600 feet of hose laid in.

970 man hours were required in responding to calls within the city and rural area.

Fire losses within the city amounted to \$89,589.18 of which \$85,987.00 was represented in the fire at the Tualatin Valley Co-operative Grain Elevator.

Construction of a new fire station costing approximately \$85,000.00 was started in July, 1948, and the building should be ready for occupancy during February, 1949.

The building was designed by Annand & Kennedy of Portland, Oregon, and John R. Barfield was the general contractor.

The \$85,000.00 bond issue was insufficient to provide a completed structure and it was necessary to leave part of the second floor unfinished. Financing of the remainder of the work should be arranged during the year.

WATER SYSTEM

The new eighteen inch steel water transmission line, including intake structures, was completed and put into service on September 20, 1948, assuring an adequate supply of water for the future.

The cost of the project is as follows:

Engineering	\$ 62,602.90
Right of way	3,473.04
Legal & Advertising	2,331.83
Access Road	72,510.57
Intake Structures	10,293.82
Pipe Line	719,877.19

Total	\$ 871,089.35
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Water Rights

The city holds the following water rights:

Patton Creek or Tualatin River, permit No. 10408 - 15.0 sec. ft.
Sain Creek, certificate No. 1882 and certificate No. 3930 - 5.0 Sec. ft.
The water right on Scoggins Creek was relinquished in 1948 because of the fact that development appeared to be uneconomical.

The following is a summary of existing water mains in the transmission and distribution system.

Distribution System

1"	23,900	feet	-	4.527	miles
2"	27,550	"	-	5.218	"
4"	34,075	"	-	6.454	"
6"	32,950	"	-	6.240	"
8"	952	"	-	0.175	"
10"	1,400	"	-	0.265	"
12"	7,050	"	-	1.335	"
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Total	127,850	Feet		24.214	miles

WATER SYSTEM - 2

Transmission Mains

12" wood	36,960 feet	- 7.00000 miles
18" Metal	112,166 "	21.24356 "

Total	149,126 feet	28.24356 miles
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The water system is entirely self supporting and all outstanding bonds, totaling \$909,000.00 are being retired yearly from revenue derived from the water utility.

The gross operating earnings of the system as of December 31, 1948, amounted to \$110,785.03 as compared to \$101,404.57 on December 31, 1947, and \$44,672.75 in March, 1940 when the system was purchased by the City.

Part of this gain is represented in increases of the minimum rate. However no rate increase has been made effecting water used in excess of the minimum allowance of 400 cubic feet and by far the major portion of the increase in gross revenue is due to the increased water consumption.

BUILDING

Following is a tabulation of the building permits issued in the City of Hillsboro during the years of 1946 - 1947, and 1948.

Building permits issued for year 1946

		<u>No.</u>	<u>Dollars - Est.</u>
Residential -	New	93	\$ 366,300.00
Apartments -	Duplex-New	5	110,000.00
Commercial -	New	12	153,299.00
Industrial -	New	3	10,200.00
Miscellaneous	Remodel	106	57,462.00
Total - - - - -		219	\$ 697,261.00

Building permits issued for year 1947

Residential -	New	63	\$ 302,395.00
Apartments -	Duplex-New	1	3,000.00
Commercial -	New	8	105,400.00
Industrial -	New	5	90,500.00
Miscellaneous	Remodel	141	89,089.00
Institutions-	New and Remodel	5	465,607.00
Total - - - - -		223	\$1,055,991.00

Building permits issued for year 1948

Residential -	New	44	\$ 291,000.00
Commercial -	New	17	187,200.00
Schools &	Add. &		
Churches	New	7	491,166.00
Alterations		109	123,606.00
Total - - - - -		177	\$1,092,972.00

PUBLIC PARKS

Very little has been done during the year other than general maintenance because of the reduced budget for park purposes.

If at all possible a substantial appropriation should be included in the next fiscal budget for betterment work. Shute Park, if properly developed would be a real asset to Hillsboro as it is used by thousands of people during the year.

Revenues from the park operation have decreased from \$4,103.85 in 1947 to \$2,706.58 in 1948. This represents a decrease of approximately \$500.00 in revenue from the Happy Days Celebration and approximately \$900.00 in the skating operation.

Development of Bagley Park was begun during 1948, and was enthusiastically supported by the community. A total of \$1518.31 including \$814.79 from the McQuillan Estate has been contributed by individuals and service clubs for purchase and erection of play ground equipment to December 31st, and in addition to this amount the Hillsboro Rotary Club constructed a cyclone fence 100' x 100' around the small childrens play area at a cost of \$664.85.

Play ground equipment purchased during the year amounted to \$994.86 and erection of the equipment was started in December. Further development of the play area is expected during the coming year.

AIRPORT

Business on the airport was not too brisk during the year according to the operators and it is felt that private storage hangers would be a big help in stabilizing the activities on the field.

Cash receipts amounted to \$4,245.27 during the year as against \$6,962.89 during 1947. This decrease in cash receipts is offset by the accumulating equity of the City in the hangers as provided for under the lease agreements.

A total of \$6,687.77 was spent during the year for maintenance and betterments. The major items of betterment were fencing and crushed rock or gravel surfacing on the roadways and parking areas.

One of the major needs of the port at this time is a water line served by the Hillsboro water system to afford a safe drinking water and also to provide adequate fire protection.

SEWER SYSTEM

Sewer line extension constructed during 1948 amounted to only 288.5 feet of 8" line. 118.5 feet to serve the new business buildings at Tenth and Baseline Streets and 170 feet on the south side of Baseline Street between Ninth and Tenth Avenues to serve the new business buildings in that location.

New service connection totaled 63 of which 52 were residential and 11 were commercial, industrial, or institutional making a total of 1507 active sewer connections.

I wish to again call attention to the fact that both the sewer mains and the domestic disposal plant are over loaded.

I would recommend that a complete survey of our sanitary waste disposal system be made at once.

The survey should show among other things, the maximum expansion that can economically be made in the present plant and the maximum demand that might be made upon the plant when all the area tributary to the plant has been fully developed, together with plans for pumping sewage from the areas within and adjacent to the city, to the present plant if capacity can be provided and the development of another plant if said survey should prove such action necessary.

Until such time as the present disposal plant can be enlarged sufficient to properly treat all domestic waste I would recommend that all plant effluent be chlorinated during the low water seasons.

I would again call your attention to the heavy infiltration of storm water into the sanitary sewer lines.

Under present conditions on unpaved streets, the storm water accumulates in the ditches along side of the roadway and in many instances directly over the sanitary sewer, and due to the flat grades the run off is very slow, allowing a great amount of such storm water to find its way into the sanitary sewer by infiltration, thus over loading the lines. in the rainy season.

It is difficult to estimate the amount of water now reaching the sanitary sewer lines or how much of this could be eliminated by proper street drainage, but it is my belief that

SEWER SYSTEM - 2

if the majority of the more important streets were paved and proper storm drains provided, it would reduce the flow in said sanitary sewers to such an extent that we would eliminate the damage and inconvenience now being experienced in flooded basements and overflowing manholes, and in addition thereto it would provide room for addition of new services within the present system.

While the street system is entirely separate from the sewer system it is my belief that an aggressive street improvement program is a more reasonable answer to the problem than constructing additional sanitary sewer lines and constructing a disposal plant much larger than is necessary for the normal sanitary sewage flow.

Treatment of industrial waste by the irrigation method has proven to be quite successful and much more economical than any other type of treatment used at this time.

We used the overhead sprinkler type of irrigation as much as possible with available equipment and the results from the standpoint of amount of water disposed of per acre and the reduction of B.O.D. were very encouraging.

Even though we were handling approximately one million gallons per day in the peak seasons, we were able to keep the effluent reaching the river in such condition that no damaging effect on the Tualatin River could be detected.

The chief crops raised were:

Beans	12.2 acres	132	tons
Corn	16.0 acres	43.55	tons
Cauliflower	3.0 acres	542	crates
Barley	30.0 acres	23 $\frac{1}{2}$	tons

The remainder of the property was used for disposing of excess water which could not be utilized by irrigation.

SEWER SYSTEM - 3

Total gross income from the farm in the 12 months period ending December 31, 1948, amounted to \$20,192.65 divided as follows:

Farm crop income - - - - -	\$ 18,758.57
Rent of farm house - - - - -	340.00
Industrial waste disposal- - - - -	<u>1,094.08</u>
Total all income - - - - -	\$ 20,192.65

The expenses for the same period, not including bond service or depreciation on capital investment, is as follows:

Farm labor, operation- - - - -	\$ 15,372.72
Seed, fertilizer and small tools - - - -	2,644.43
Gasoline and oil - - - - -	897.18
Wire and posts for bear year - - - - -	1,178.87
Equipment Maintenance- - - - -	<u>614.44</u>
Total operating expense- - - - -	\$ 20,707.64
Equipment - Irrigation pipe, sprinklers, etc. \$	2,923.39
Buildings - Permanent - - - - -	<u>750.53</u>
Total capital investment - - - - -	\$ 3,673.92
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Total All Expenditures- - - - -	\$ 24,381.56

The above figures indicate that the disposal farm just earned sufficient revenue to carry the operation less the capital investment of \$3,673.92.

Much of the labor costs were incurred by irrigating crops and also in irrigating waste land intirely for disposing of excess water.

This cost can be materially reduced by the installation of adequate irrigation pipe and sprinkling equipment, reducing the cost of moving pipe and sprinklers to a minimum.

As previously discussed with the Council I feel that the irrigation process should be developed as rapidly as possible by the addition of permanent pumping and sprinkling equipment sufficient to handle the maximum amount of waste that may be delivered to the farm.

Miles of Sanitary Sewers in Hillsboro - - By Districts - By Sizes

	6"	8"	10"	12"	14"	15"	16"	18"	24"	Total
Sewer Dist. No. 1, Lin. Ft. -	-	18,924	1,864	1,824	1,858	-	463	927	-	25,860
Miles - - - - -	-	3.584	0.353	0.345	0.352	-	0.088	0.176	-	4.90
Sewer Dist. No. 2, Lin. Ft. 9,101	9,101	51,322 5,511	3,363	8,090	-	5,945	-	420	-	78,866 78,866
Miles - - - - -	1.724	9.720 7.835	0.637	1.532	-	1.126	-	0.080	-	14.711 14.832
Outfall Sewer (Sanitary)										
Lin. Ft. -	-	-	-	-	-	-	-	-	5,650	5,650
Miles - - - - -	-	-	-	-	-	-	-	-	1,070	1.07
Total Lin. Ft. - - - - -	9,101	70,571 70,246	5,227	9,914	1,858	5,945	463	1,347	5,650	110,376 109,751
Total Miles - - - - -	1.724	13.422 13.304	0.990	1.877	0.352	1.126	0.088	0.256	1.070	20.781 20.902
Industrial Sewer, Lin. Ft. -	-	922	2,456	-	-	-	-	-	-	3,377
Miles - - - - -	-	0.175	0.465	-	-	-	-	-	-	0.64
Industrial Outfall, Lin. Ft. -	-	-	5,363	-	-	-	-	-	-	5,363
Miles - - - - -	-	-	1,016	-	-	-	-	-	-	1.02
Total Industrial	-	922	7,818	-	-	-	-	-	-	8,740
	-	0.175	1.481	-	-	-	-	-	-	1.66
Total Sewers-Lin. Ft.	9,101	71,168 71,793	13,045	9,914	1,858	5,945	463	1,347	5,650	110,491 119,116
Total Sewers-Miles	1.724	13.479 13.597	2.471	1.877	0.352	1.126	0.088	0.256	1.070	22.401 22.522

STREET DEPARTMENT

The street system of the City of Hillsboro consists of a total of 31.5 miles. This mileage includes certain designated roadways that are not dedicated as city streets but are essentially a part of the city street system.

An extensive street improvement program was continued through 1948, all new work being paid for by property owners.

A total of \$131,680.25 was spent during the year on street and sidewalk construction, all of which was paid for by property owners except \$4,006.16 paid by the city in the widening of South First Street between Main and Baseline Streets, and \$17,134.26 on street maintenance as follows:

Engineering	\$ 1,849.92
Street cleaning	2,671.77
Traffic	2,468.25
Maintenance	9,041.18
Resurfacing existing sts.	296.00
Miscellaneous	370.17
Retirement program	436.97

Total	\$ 17,134.26
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The total income that can accrue to the street fund each year is approximately \$20,000.00, divided as follows:

\$16,000.00 from state gas tax fund and \$4,000.00 from county road levy assessed by Washington County and refunded to the cities in proportion to the assessed valuation of the city, no levy is made by the city for street purposes.

In the past few years the actual maintenance of city streets has been somewhat neglected because too much of the revenue has been used for widening and resurfacing existing streets.

I feel that this practice should be avoided and that street widening and resurfacing should be done by a special levy for such purpose, providing of course that such a levy would be above the 6% limitation and would require a vote of the people.

I believe that if the voters were aware of the necessity, a special levy for a specific project would be carried, especially when it is shown that present investments might be jeopardized unless sufficient maintenance funds are provided.

CONCLUSION

Much has been accomplished during 1948 in the matter of street improvements, building of a fine fire station, completion of the water system, and various improvements made in the different city functions. However, much remains to be done, and the year of 1949 may be very trying to the city administration and to the people, because of tightening financial conditions.

First. I would call your attention to the operating finances. Due to the heavy increase in cost of government brought about by increased population inside and outside the city, the increased cost of salaries and materials and all things entering into the government operation, the general operating budget, controlled by the 6% limitation, has jumped from \$28,916.30 in 1943-44 to an estimated \$72,665.00 for the current year of 1948-49.

This heavy increase has been offset materially by increased revenues other than taxes, up to this time. However, as money becomes a little tighter these revenues drop off very rapidly and it is possible to increase the tax levy for operating purposes (without a vote of the people) only 6% per year, therefore I would anticipate considerable difficulty in budgeting sufficient funds for efficient government operation in the next year.

Second. In awarding the contract for the fire station last fall it was necessary to delete some of the inside finishing items in order to keep the contract within the \$85,000.00 bond issue.

Also, in order to avail ourselves of the additional space in the city hall, made available by the new fire station, it will be necessary to remodel the city hall extensively and I feel that such a remodeling program should include a rest room for ladies at least and for men if possible.

It will be impossible to finance either the completion of the fire station or the remodeling of the city hall out of the operating budget, therefore I feel that a bond issue sufficient to cover the cost of both items should be submitted to the voters this year, in order to provide sufficient office space for the administration of the city government.

CONCLUSION -2

Third. I would recommend that a reasonable street improvement program be carried on through the year as it has been demonstrated in the past years that building improvements are made mostly on the better improved streets which all tends to make a city a better place in which to live, and also I feel that such a program would materially relieve our over crowded sewer plant and lines.

Fourth. As previously discussed with the Council, I would recommend that a comprehensive study or survey be made of our domestic disposal system to determine as nearly as possible the maximum area to be ultimately served and to also determine the maximum capacity that can be developed by enlarging the present plant, and all other matters pertaining to the sewage disposal problem.

Fifth. I would recommend that the industrial waste farm be developed to maximum efficiency by the installation of irrigation equipment as previously discussed with the Council.

Sixth. I would recommend that a study be made of our zoning problem by a reputable planning and zoning consultant so we might be able if necessity was shown to re-zone our city in conformity with the best interests of the city as a whole.

Seventh. I feel that the city water system should be extended to the airport as soon as such a project can be financed, to provide a safe source of water for domestic purposes and also to provide fire protection for the new hangers recently erected on the port.

Eighth. I believe it would be very worth while to the city and all its inhabitants if the park facilities of the city could be substantially improved and I would recommend that a long range plan be prepared for the development of our parks and that a reasonable appropriation be allowed in the budget each year to support this program. Our parks should be a place of comfort and beauty instead of just another utility to maintain.