

Municipal Review

AUTHORIZED BY BOROUGH COUNCIL EDITED BY BOROUGH MANAGER

Believing that the public is entitled to full knowledge of the Borough business affairs, this Review is one of a series that will be issued every month in an effort to acquaint the citizens and taxpayers not only with the facts pertaining to municipal government, but with the problems as well

Vol. I. No. 8

SEWICKLEY, PA.

October, 1926



ANGUST 23 RED LETTER DAY FOR SEWICKLEY

Start of railroad improvement through Sewickley. Photo shows view of steam shovel after having been ruined by fire after breaking gas pipe, being "dug out" by another steam shovel.

RAILROAD IMPROVEMENTS

H. W. Hinkley, engineer in charge of the railroad improvements through Sewickley tells Kiwanis Club what the company proposes to do in Sewickley, which is of the greatest interest to every resident of the town.

Mr. Hinkley's talk was as follows.

The elimination of grade crossings in the boroughs of Sewickley and Edgeworth has been a subject for almost continual study and discussion for over fifteen years. Through the untiring efforts of William Walker of Shields, the Pennsylvania Railroad Company has accepted a plan for the relocation of the railroad along the river bank from a point east of Glen Osborne, to a point one-fourth of a mile west of Shields. This plan, which originated in 1914, contemplated the relocation of a four-track railroad for nearly three miles. This general plan was revised, and now comprises a six-track railroad for the entire distance, which the company expects to complete within three years.

This project includes the reconstruction of freight and passenger facilities. The first items of work undertaken will be the construction of six subways, the removal of 250,000 cubic yards of earth excavation, to be deposited in railroad embankment, and the placement of 960,000 cubic yards of excess fill. The final step will be construction of 6,000 feet of freight yard track and 84,000 feet of Class A main line track.

Studies looking toward the elimination of grade crossings in Sewickley and Edgeworth were undertaken as early as 1900. After the completion of the highway bridge over the Ohio River at Sewickley in 1911, the travel over the Chestnut Street crossing was so

greatly increased that the question of grade crossing elimination was revived with much interest early in 1912. About that time it was suggested that it would be better for the railroad company to relocate the tracks along the river bank, but plans and estimates were prepared to show that such a change in location of four tracks and the attending facilities would cost about \$1,000,000, and the price then seemed prohibitive.

What Plans Include

So other plans and estimates were prepared for lowering the tracks of the company through the borough of Sewickley. Provision was made for an overhead bridge at Broad Street and the vacation of other crossings. These plans were submitted to representatives of the Sewickley council in February, 1912, and council engaged E. K. Morse as consulting engineer. As a result of his investigations the railroad company was asked to make some changes in its plans. Revised plans were submitted to the Sewickley council in March, 1913, and the company and the representatives of council practically agreed that the work of grade separation should be carried out at an estimated cost of \$494,032.00. This amount would have covered the cost of overhead bridges at Pine, Broad and Walnut Streets. The borough was expected to contribute the sum of \$82,966 towards the cost of this work.

But this agreement covered only the elimination of grade crossings in Sewickley, and about that time the question of relocating the tracks along the river from Glen Osborne was revived. Mr. Walker and others took up the matter vigorously to see what could be done towards moving the railroad to

(Continued on Page 3)

PROCEEDINGS OF COUNCIL

October 12, 1926

Members present at this meeting were Ellerton, Kuhn, Miller, Hutchinson, Cunningham, Rose, Miller, Chaplin, Burgess, Solicitor and Manager.

Joe Rupert of upper Nevin avenue appeared before Council and requested that Council build a storm sewer on the course of the Run which runs through his property, and which overflows during every rain owing to the lack of capacity for caring for heavy rains. Mr. Rupert of course agreeing to pay one-half the cost of the sewer as has been the custom heretofore when watercourses are enclosed through private property.

Council agreed to construct immediately 164 feet of storm sewer through the property of Joe Rupert and Lewis Tucci on a 50-50 basis.

Mr. W. R. Woodward, President of the North Boroughs Associated Councils, and Park H. Martin, engineer member of the Association, appeared before Council relative to the proposed highway through the North Boroughs, and asked the cooperation of the Sewickley Council in endeavoring to make this boulevard possible.

The proposed route is as follows: from the Manchester Bridge to Allegheny Avenue, along Allegheny Avenue and its connection to the Columbus Avenue Bridge over the railroad, which bridge should be rebuilt to make direct traffic possible; thence along the railroad, cutting off the present right angled turn and along California Avenue to the Island Avenue or Chateau Street Bridge. From there it should run along the bluff above the tracks, crossing the Woods Run hollow with a new bridge, although the new California Avenue Bridge now under construction could be used if necessary; crossing Verner Avenue by a bridge; the largest bridge required across Jack's Run leading to River Avenue, Bellevue; another bridge at Dilworth Run, and a small one over Birmingham Avenue, at Avalon Station and a bridge across the hollow at Ben Avon Station. From there the route would be the present Brighton Road through Ben Avon and Emsworth, as at present contemplated, although some day the scenic highway should be continued along the river front at least to Emsworth Station. There should be a curve elimination in the Brighton Road in Emsworth at the "Clock House," thereby avoiding the dangerous curves and grades now existing, which would not be difficult in the opinion of County Engineer Schmidt, who recently went over the route with Messrs. Woodward and Martin.

Mr. Martin explained the need of the co-operation of all North Boroughs. Large amounts of money have been expended by the county in other sections, \$20,000,000 being expended in the South

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Hills district alone, and we should certainly get our share. This boulevard being a western outlet for Pittsburgh as well. Estimated cost to be about \$3,000,000 from Pittsburgh to county line. Mr. Martin said it was a big proposition and all the North Boroughs should join together in order to secure it.

On motion Chaplin, seconded by Cunningham, the following resolution was unanimously passed:

Whereas, the North Boroughs for many years have suffered for want of a highway to Pittsburgh, and whereas, the County of Allegheny is spending a great amount of money in Glenfield and Haysville Boroughs, and whereas, the main highway to Pittsburgh from Emsworth is through the congested boroughs of Avalon, Ben Avon and Bellevue, and whereas, the taxes paid by certain of the North Boroughs are largely in excess of benefits received from the county, and whereas, for many years the North Boroughs have sought relief from these conditions, and whereas, the late E. M. Bigelow, who did much for the county, projected this boulevard, not only for the North Boroughs, but for the City of Pittsburgh as well, and whereas, it seems to us who are large taxpayers, not only in the North Boroughs, but in the City of Pittsburgh, this boulevard should be built, especially as it is the main highway between Pittsburgh, the Beaver Valley and the West.

Therefore, the Borough of Sewickley joins in a petition and prayer to adopt a plan to the end that this boulevard should be built.

Mr. Woodward invited Council to attend the next meeting of the Associated Councils at Bellevue, Thursday, October 28th, and the president appointed the following committee to represent Sewickley at that meeting: Chaplin, Cunningham and Miller.

On the suggestion of Mr. Bevington that traffic congestion might be considerably relieved if Beaver Street between Chestnut Street and Blackburn Avenue were widened three feet by taking 18 inches from the sidewalks on each side of the street, the Manager submitted an estimate on the cost of this work, which is as follows: Setting back light standards, with necessary connections to present cable, \$3,900.00; the construction of 2,014 lineal feet of concrete curb and gutter, \$3,021.00; changing the radius of nine corners, \$150.00; setting back gas and water shut-off boxes, fire plugs, etc., \$500; or a total estimated cost of \$7,571.00.

The Manager stated that there is a question of whether the electric light cables, which have caused considerable trouble in the past, will not do so again if they are disturbed, the construction not being up to modern standards; the construction of the combined curb and gutter should also be laid to meet the proposed resurfacing of Beaver Street.

Council decided to instruct the Manager to prepare comprehensive plans for this work, deciding at the same time not to be considered doing the work this fall as no allowance had been made in the budget for this work, and that the project be placed in the 1927 budget.

The Manager reported that the 30 minute parking being enforced on Beaver Street has improved congestion considerably, and it was decided to lay the proposed ten minute parking ordinance on the table for another 30 days.

The Finance Committee report a balance in bank of \$15,627.75, which with a number of bills payable, will show a fine balance at the end of the year.

The report of the Police Department for the month of September was as follows: Lodgers, 34;

Arrests:—

Entering a building	5
Assault and Battery	1
Drunk	1
Passing red light	2
Reckless Driving	2
Disorderly Conduct	1
	12

Fines, \$16.00.

The report of Tax Collector Sands for 1925 taxes was as follows: September collections, \$110.60; balance to be collected, \$3,032.44. 1924 taxes, September collections, \$110.60; balance to collect, \$501.21.

The report of Tax Collector John Lamont for 1926 was as follows: Amount of duplicates, \$89,576.94—amount collected to October 1st, \$77,549.60, balance to collect, \$12,027.34.

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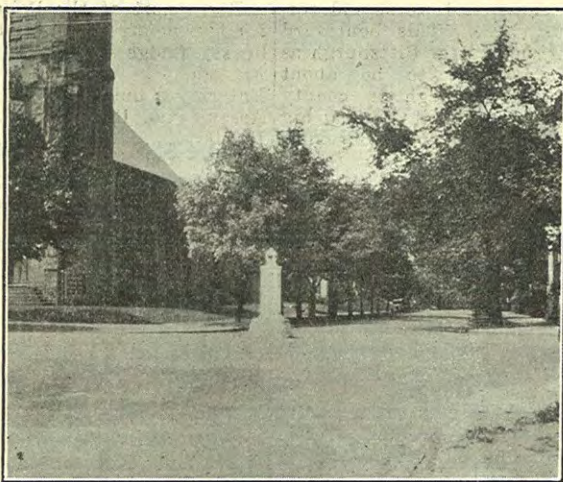
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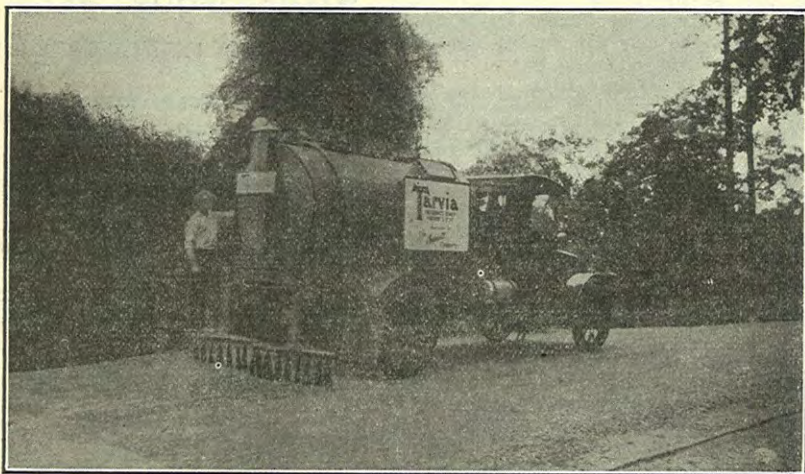
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New Traffic Beacon recently installed at Broad and Thorn Streets. This intersection of late had shown need of some traffic regulation.



"THE TAR TRUCK"

A familiar scene during the Summer months on our asphaltic streets. Many people "hate the sight" of this truck as it leaves its "smear" on the streets of the town, but if they only realized how well it preserves the streets it covers, they would welcome its appearance.

RAILROAD IMPROVEMENTS

(Continued from Page 1)

the river bank. An estimate was prepared showing that it would cost \$650,000, exclusive of right of way, to rebuild the four tracks in the proposed location, and thereby eliminate the grade crossings in both Sewickley and Edgeworth boroughs. This amount alone would have exceeded the estimated cost of the Sewickley project by about \$166,000. If you will recall the business situation in 1913, you will understand, of course, how difficult it would have been to induce the officials of the railroad to consider an expenditure so greatly increased.

Mr. Walker, however, was not discouraged with the outlook, but repeatedly brought the matter to the attention of the representatives of the railroad and of the borough councils until a plausible solution was found for the problems involved in the proposed relocation. He had the enthusiastic support of such men as W. L. Clause, Robert Wardrop, W. F. Lloyd, W. D. George, C. P. Byrnes, Henry Oliver, J. Frederick Byers and Hamilton Stewart. With these men Mr. Walker formed an association known as the "River Bank Protective Organization." It was

largely through the efforts of this organization that the railroad company was able to obtain a right-of-way along the river.

The officials of Edgeworth borough who favored this project were: Edward A. Beck, Henry T. Irwin, Burgess; F. F. Brooks, president; A. O. Pearce, Henry Oliver, Alvan L. Davis, Lawrence C. Woods, C. S. Reno, Charles Harrison and Watson B. Adair, solicitor.

The officials of Sewickley borough were: James C. Chaplin, Walter E. Patton, Reuben Brewer, E. P. Sands, Don Rose, Edward Duff, Jr., borough engineer; F. G. Paulson, W. S. Murray, M. S. Robinson, O. S. Richardson, Burgess, and Charles A. Woods, solicitor.

After a thorough canvass of the situation had been made, a statement of the various items of salvage and of relocation charges indicated that there would be a deficiency of \$125,430 in making provisions for the new right-of-way. This condition of affairs was discussed at a conference in Mr. Peck's office on September 24, 1914, and Mr. Walker agreed to be responsible for a \$60,000.00 share of this deficiency. Formal plans were presented the boroughs of Sewickley and Edgeworth for approval. The Sewickley council passed an ordinance on June 15, 1915, covering the removal of the tracks from their

present location to the river bank. The Edgeworth council passed a similar ordinance December 8, 1915. A contract was made with the "River Front Protective Organization" on May 5, 1916. These contracts were approved by the Public Service Commission of this commonwealth on July 8, 1916.

This work was undertaken in good faith, but due to the extraordinary circumstances occasioned by the war, all construction on this project was brought to a halt. With the main items unchanged, except by a reduction of the quantity of fill which still remains well in excess of 600,000 cubic yards, the company is now fully prepared to complete this undertaking as promptly as business conditions will permit.

Complete Solution

It is the aim of the Pennsylvania Railroad Company in so doing, not only to make a complete solution of the grade crossing problem in the boroughs of Sewickley and Edgeworth for all time, and to make possible the development of a vast area of land which is now undesirable for residences due to the present location of tracks, and further to provide the site for a grand boulevard which will be a great advantage in the present day traffic conditions, but also to provide passenger and freight facilities which will be adequate for the needs of this community.

To Give \$125,000.

Under the contract, the borough of Sewickley is to contribute the sum of \$125,000 toward the project, but in return the railroad company is abandoning for the benefit of the community its right of way through the borough of Sewickley, and also donating its station ground for a public park. Therefore, it seems to me that the citizens of Sewickley are obtaining an improvement which will result in a great public benefit for a very small contribution in money.

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CHICAGO TO TRY

CONCAVE STREETS

**Drainage Will Run Off in Center
Instead of in Side Gutters**

Because a youth was roiled by the sight of young mothers trying to jostle their baby buggies over high curbs and determined that some day he would remedy the situation, Chicago is to adopt a new type of concave thoroughfare.

John J. Sloan, president of the board of local improvements, is chief advocate of the plan and, incidentally, the same young man of years ago.

Sloans streets will be dish-shaped. That is, both sides will slope toward the center and there will be no curbs.

No Side Gutters

Instead of gutters and catch basins along either side as is the common practice, there will be a common gutter directly in the middle.

This new manner of construction, according to engineers, will save Chicago millions of dollars every year.

First, it is estimated that by having the gutter in the center draining both sides from an almost imperceptible grade, the city can cut its approximate \$5,000,000 cleaning bill in two.

Franklin's Idea

By this new principle, originally advocated in less complete form by Benjamin Franklin more than 100 years ago, the city street cleaning department will have half as much work to do.

Pedestrians will have dry footing all the way across for the reason that the drainage will be constant and more frequent.

Also, the new plan will cut down enormously the special assessment taxes of abutting property owners in districts where streets are to be laid, widened or improved.

15 Per Cent. Cheaper

Sloan estimates the new type of construction is almost 15 per cent. cheaper than the old type and that the saving in taxes to the assessed property owners will amount to from \$30 to \$40 a front foot.

In addition, Sloan says, such a street presents a uniform and attractive appearance.

The central gutter, formed by what amounts to a three-inch drop in a 30-foot street, serves as a line of demarcation for opposite bound traffic, thus eliminating accidents.

The plan is not easily applicable to streets having car lines and has been tried out in Chicago in an experimental manner with such great success in a crowded market center that now 25 miles of the new type construction is being contemplated.

STREET PARKING TO PASS

**Custom Will Pass, as Did Practice of
Allowing Cows to Rove**

Parking space in city streets is doomed to go the way of city cow pastures of 30 and 40 years ago and for the same reason says Morgan A. Collins, general superintendent of police of the city of Chicago.

"We read funny accounts in the papers of pigs running about in the streets a generation ago, but these stories will not seem any more comical 15 or 20 years hence than the stories about automobiles parked on the streets," Chief Collins said. "Congestion retarding and jamming traffic has doomed this practice."

Traffic Cop: Don't you know you can't turn around in the middle of the block?

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SAFETY IN A UNIFORM CODE

All States Should Have Same Traffic Laws, Plea

Several surveys made by the National Safety Council and other organizations, on the traffic situation in this country, point to the necessity of uniform laws for all the states.

They stress the large number of accidents due to ignorance of local laws and conditions, and the growing congestion from increased traffic.

The uniform laws would result in safer and smoother motoring conditions throughout the country. They would make street crossing safe for pedestrians as well as drivers.

They would help open up the crowded downtown streets of large cities. And they would save time and money, as well as life, in the uniform and methodical regulation of motoring.

Governors of the various states, large state and national organizations and influential individuals are for a uniform motoring code.

Fall Leaf-Skidding Warrants Attention

The motor touring fraternity will make many a trip this fall, through adjoining and remote country sides, as well as the possible daily expedition to the shop and office, and wherever the automobile appears, there, too, is the more or less dangerous specter of leaf skidding.

This is the gist of the Pittsburgh Motor Club's last bulletin, sent from its headquarters, in the William Penn Hotel. The bulletin does not mean that autumn leaves have a habit of skidding on sight of a gas buggy, but that said gas buggies are prone to skid when aforementioned leaves have accumulated on road or street. These nefarious leaves, like many mortals, are at their worst on dark and rainy days, the bulletin further insinuates, and while it takes the well known moonshine to make some men dangerous, just a little moisture from the dew, collected beneath these leaves, makes them insidious enemies of society.

Down to facts, the Pittsburgh Motor Club warns all motorists not to make sudden application of brakes while passing over an accumulation of leaves, since unexpected skidding will result, with possible serious results.

A SAD BLOW TO THE COMEDIANS

New Jersey Rules Against Freak Signs on Cars

The epidemic of attaching one or more alleged clever signs beneath the license plate or elsewhere on the car has forced the State Motor Vehicle Department of New Jersey to demand their removal. Motorists were given until July 10th under the penalty of revocation of their licenses to remove them.

A man more than 70 years old walked 10 miles from his home to adjoining town. When he reached his destination he was greeted with no little astonishment by an acquaintance.

"You mean to tell me you walked all the way! How did you get along?"

"Oh, first rate," the pedestrian said, "that is, I did until I came to a sign 'Slow Down to 15 Miles an Hour.' That kept me back a bit."

"Slautoist" is the new name adopted in San Francisco for hit-and-run motorists. San Francisco is conducting an active campaign against drivers who injure or kill pedestrians and run away.

Announcing the opening of Dr. Charles W. Boyd's Small Animal Hospital—Corner Locust Place and Division Street, Wednesday, October 22nd. Telephone 1258-J.

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SPEAKERS URGE**NEW OHIO RIVER
BOULEVARD AT
BOROUGH MEET**

Armstrong, Brown Tell Representatives
of Advantage

MAY BE PLACED IN BOND ISSUE

The proposed new Ohio River boulevard, to run through the North Boroughs, connecting Pittsburgh at Island and California Avenues, Northside, with the Beaver Road and Lincoln Highway, was proclaimed a necessity by Chairman Joseph G. Armstrong of the Board of County Commissioners, Director Norman F. Brown of the county public works department, E. L. Schmidt, county engineer; Fred Lyon, city engineer, and other speakers at a meeting of the representatives of every borough in that section in the Bellevue borough hall last night. The boulevard probably will have to be built through a bond issue, the speakers declared.

Chairman Armstrong told the borough officials to help the county provide for the improvement. He declared the boulevard would bring the boroughs closer to Pittsburgh and it would be a great benefit in the elimination of grade and street crossings. He stated that if he is re-elected as a commissioner he intends to see that the boulevard is included, among a number of other needed major projects, in another bond issue to be put before the people. He was assured that the residents of the boroughs would back up the bond proposal and carry on a sincere fight for its approval.

Benefit to County

Director Brown stated that the proposed thoroughfare would be a benefit to the entire county, and an advantage to the city, as it would give a direct, simple route for all visitors and tourists from the West. He declared that the effect of the boulevard would be comparable to that of the Liberty Tubes in developing the South Hills. He declared that if a bond issue is approved by the people, the boulevard would be the first improvement on which the county would start, in the six or eight big issues now believed imperative for county's good.

James Chaplin, Sewickley, president of the Colonial Trust Company, said his district pays \$40,000 a year for road taxes and does not have the roads. He spoke of the traffic congestion caused by the many detours necessary to enter the boroughs from Pittsburgh, which would be done away with through the boulevard, and declared that Sewickley intends to spend \$300,000 to \$400,000 in that borough alone. He offered a resolution thanking the county and city officials for attending.

Approved 100 per cent.

Park H. Martin, borough engineer for Bellevue, Avalon and Emsworth, and chairman of the boulevard committee, went over a map he had of the new road and declared that every borough had taken official action on the improvement, stood 100 per cent. in favor of it and were going to do all possible to make it a reality by co-operating with the county.

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Engineer Smith said he heard the North Boroughs district was the finest place in Pittsburgh to live and he knew it could enhance its value greatly with the boulevard. He, like Director Brown, declared the highway would cut in half the present time of travel to Pittsburgh and would shorten the present distance by 1,600 feet.

Attorney John Winter urged everyone to get behind a bond issue, if that were necessary.

Thomas, Neely, a former legislator representing that district, said this is the first time Leetsdale has joined with the other boroughs and that the boulevard is the first step in establishing the only thing needed in the boroughs—good traffic facilities. A H. Burchfield, vice president of Joseph Horne Company, spoke for the thoroughfare from the standpoint of the merchant, and declared the mercantile men must have arteries from the city or they will strangle.

Other speakers were Fred Shatz, a downtown store superintendent; Register of Deeds Joseph Mackrell and Chief Engineer Fred Lyon.

May Cost \$4,500,000

The boulevard will cost probably \$4,500,000, according to Director Brown. It will be five and one half miles long, as follows, 3.4 miles in Pittsburgh; 1.0 miles in Bellevue; 0.8 of a mile in Avalon and 0.3 in Ben Avon. The grades will be moderate throughout and dangerous curves will be eliminated. Two and a half miles will be new construction, it was stated, and the balance, reconstruction and widening of city streets. The project involves the building of eight highway bridges, three of which, over Woods Run, Jacks Run and Spruce Run, are major improvements.

According to Director Brown, the new artery should be 36 feet wide, because it is nearer to Pittsburgh than the improvements the county is making west to the Beaver county line, which are but 27 feet wide.

The road will run along the top of the bank north of the railroad tracks, it was stated, as a river road would go through expensive mill property and a sea wall would be necessary. The proposed location abandons almost entirely all cross streets. There will be feeder streets, it was said, but Superior Avenue, will be the only thoroughfare to cross the boulevard in its entire length.

The House Agent—"You say you have no children, gramophone or wireless, and you don't keep a dog. You seem just the quiet tenant the owner insists on."

The House Hunter—"I don't want to hide anything about my behavior, so you might tell the owner that my fountain pen squeaks a bit."—The By-stander.

"Do you understand the traffic signals?" the girl driving with the out-of-town license was asked. "Perfectly," she replied. "When the car ahead of me starts, I do the same."

Judge—"What gave you the impression that the prisoner was drunk?"

Cop—"He was engaged in a heated argument with a bus driver."

Judge—"But that does not prove anything."

Cop—"Well, sir, there was no bus driver there at all."

MUSEUM TO HOLD FOLIAGE EXHIBIT

Various Tints of Leaves in Autumn Will Be Shown

REASON FOR COLOR CHANGE

The Carnegie Museum has put on a temporary exhibit of foliage showing the various colors of leaves at this time of year. The leaves were collected on the field trip of the Botanical Society to Chestnut Ridge, above Hillside. Some of them have been waxed by Mrs. K. G. Kutchka, this being one of the methods of retaining for a time the color of such leaves. Other specimens have been dried.

Why Colors Change

There is a prevalent belief that the autumn colors are due to frost, but this is wrong. A light frost may be a factor in the formation of the colors, but any considerable frost will kill the leaf tissues and result in more or less dead colors.

There are a number of coloring materials in leaves. One of the commonest in the green coloring matter known as chlorophyll. This chlorophyll requires for its best development a moderately warm temperature and moderately strong light. As autumn approaches, with its cool nights and often bright days, the green chlorophyll is broken down faster than it is formed and, if there are other coloring matters in the leaves, they begin to show more prominently, as the green coloring matter disappears.

Give Reddish Tint

Another set of coloring materials in the leaves is known as the anthocyanine. These are usually dissolved in the presence of strong light, sugars and tannins. They form more abundantly at low temperatures than does the green chlorophyll and they are usually red when in acid sap and blue or violet in alkaline solution. These are largely the colors which give the reddish or purplish tints to so many unfolding buds and shoots in the early spring before the green chlorophyll forms and masks them.

Other coloring matters in leaves are the Carotene and Ianthopylls, both of which are yellow or orange, and which occur in the pigment granules in the leaf along with the chlorophyll. When the chlorophyll disappears these substances may be abundant enough to dominate the color of the leaf and then we have the bright yellows or oranges of such trees as the birches, tulip trees, sugar maples and beeches.

As a farmer was leaving for the city with a load of produce he asked his wife if there was anything she wanted, and she replied "I believe not." When about a hundred feet from the house the wife called to him, "Henry, I was just thinking while in the city you might drop into one of those stores and get a jar of that 'Traffic jam' I read about in the papers."

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**Calendar of Meetings and
Other Information.****BOROUGH COUNCIL**

Second Tuesday of each month at 8
o'clock P. M., in Council Chamber.
Edward Ellerton, President.
Wm. Booth Miller, Vice President.
John C. Hiteshew, Borough Manager
and Secretary.

Chas. A. Woods, Solicitor.

O. S. Richardson, Burgess.

Members—Second Ward

Jas. C. Chaplin, Wm. Booth Miller,
W. W. Cunningham.

Members—First Ward

Edward Ellerton, C. D. Bevington, J.
A. Hutchinson.

Members—Third Ward

Don Rose, Robert Kuhn, Chas. Rich-
ardson.

SCHOOL BOARD

First Tuesday of each month at 8 P.
M. in school building.

Walter Patton, President.

Bayard Christy, Vice President.

A. E. Tweed, Secretary.

William Rand, Custodian.

Members.

Walter Patton, Bayard Christy, David
Challis, Lee Purdy, A. C. Robinson.

WATER COMMISSION

Meets quarterly in water office in
municipal building, first Wednesday of
January, April, July and October at
8 o'clock.

Edward Gray, President.

A. E. Tweed, Secretary.

D. L. S. Neely, Collector.

Jacob Besterman, Superintendent.

Members

Edward Gray, Andrew Drynan, Rob-
ert McFarland, J. L. Stewart, George L.
Craig.

BOARD OF HEALTH

First Monday of each month at 4:45
o'clock P. M., in Board of Health room,
municipal building.

Mrs. W. D. George, President.

H. L. Lang, Secretary.

S. Y. McFarland, Health Officer.

Members

Miss Harriett Browne, Mrs. W. D.
George, Dr. Myrtle Feltwell, Fred Jones,
Bradley Burns.

Dental Clinic

Board of Health room, Thursday 9:30
to 4:30; Friday 1 to 5:30.

Baby Clinic

Miss Bauman, Nurse.

Wednesday afternoons 2-4 o'clock,
Board of Health office, municipal build-
ing.

Social Worker

(Union Aid Society)

Mrs. Carolyn McC. Mohn. Telephone
Sewickley 980. 9-10 o'clock each morn-
ing, municipal building.

District Nurse

Miss Harriett Browne. (Day cases
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Community Nurse

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Mrs. McAvoy, Logan Street. Tele-
phone Sewickley 759-J. Community
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ough matters call Sewickley 81 or 584.

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