

ANNUAL
REPORT

Bangor



MAINE
1951

Contents

- 3 *organization chart*
- 5 *administration*
- 8 *city home and hospital*
- 10 *development of city farm*
- 13 *by-pass highway*
- 14 *traffic*
- 17 *other developments of 1951*
- 23 *facts and figures*
- 40 *directory of city officials*

annual report of the

City of Bangor

for the calendar year

1951



CITY COUNCIL MEETS AT CITY FARM TO REVIEW PLANS

BANGOR CITIZENS ELECT

CITY
COUNCIL
(9 Members)
APPOINTS

CLERK AND AUDITOR

TREASURER

SOLICITOR

ASSESSORS

BOARD OF REGISTRATION

SCHOOL BOARD

WATER BOARD

LIBRARY BOARD

PLANNING BOARD

ZONING BOARD OF APPEALS

CIVIL SERVICE COMMISSION

HOSPITAL ADVISORY BOARD

RECREATION ADVISORY BOARD

CITY
MANAGER
APPOINTS

POLICE

FIRE

PUBLIC WORKS

ELECTRICAL

BUILDING
INSPECTION

RECREATION

WELFARE

CITY
PHYSICIAN

HEALTH

HOSPITAL
AND HOME

PURCHASING

PLANNING

FOREWORD

In the 1951 annual report, an attempt has been made to present the more important accomplishments and developments of the year in the narrative section of the report. At the back of the report are condensed tables and statistics for those who wish to review the work of each department.

This year for the first time, a separate and complete annual financial report has been published. Because of this, only condensed and simplified financial statements are included in this report.

Municipal government is a large enterprise requiring the cooperation and joint efforts of many persons. These pages record the work and accomplishments of the government of the City of Bangor, made possible by the diligence of its many employees and the wisdom of the policies adopted by its governing body, the City Council.

Administration

Finance

The year 1951 saw a number of innovations in the administration of city finances. On the first day of the year, a system of encumbrance accounting for expenditures was placed in effect. The encumbrance system means that when goods are ordered, an amount equal to the cost of the goods is set aside for their payment and is deducted from the available appropriation. Unless this system is used, the appropriation balance on the accounting record is misleading because it does not take into account the amounts which have been obligated through the issuance of purchase orders. Prior to 1951, some attempt had been made to keep a memorandum record of outstanding purchase orders. This was ineffective however. The value of a complete encumbrance system in controlling the budget was demonstrated by the fact that at the end of the fiscal year 1951, not a single department had exceeded its appropriation.

Another improvement made early in the year was the establishment of a uniform payroll system. Payrolls had been prepared on an irregular schedule. Some employees were paid weekly, some semi-monthly, and some monthly. Almost every day was pay day for some department. In order to correct this situation, all employees except those in the school department were placed on a weekly schedule and Thursday was established as pay day. The Auditor's office prepared pre-payrolls for salaried employees thereby eliminating the need for the departments to type up a new payroll each week. The work load in the Auditor's office has been reduced. Furthermore, it is now much easier to keep control of expenditures for personal services when each payroll includes all employees for a uniform period of time.

In computing the year-end surplus, a change was made to produce a true cash surplus figure, an innovation for Bangor. In previous years, an operating surplus figure had been computed by the simple expedient of adding the excess of accrued revenues over estimates to the amount by which appropriations exceeded cash disbursements. This method ignored three important factors: the financial condition of the city at the beginning of the fiscal period, the fact that revenues included receivables as well as cash receipts, and also the outstanding commitments at the end of

the period. This formula would have produced a surplus figure for 1950 of \$170,000. The actual cash surplus was \$97,147 and this entire amount was appropriated in the 1951 budget. The use of an actual cash surplus figure for budgeting is recognized as sound practice in municipal accounting.

A minor change was made in the elimination of the practice of publishing the monthly balance sheet in the local papers at advertising rates. The requirement of the charter is met by publishing the monthly report on the city's duplicating equipment and posting a copy on the bulletin board. This change has saved the city approximately \$200 per year. Actually a monthly balance sheet has no significance in municipal accounting and the charter requirement for its preparation should be changed to require other monthly financial reports which are of value.

CASH SURPLUS

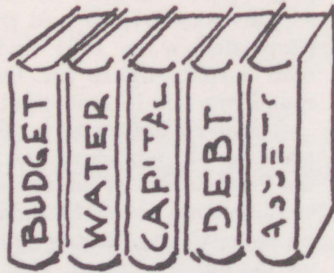
WHAT COUNTS
IS CASH ON THE
BARREL HEAD



FUND ACCOUNTING



NOW WE'VE
GOT THE BOOKS
STRAIGHT



During 1951, a complete revision of the various accounting funds was made. The city's accounts are now segregated into the following funds.

General Fund — All budgetary operating accounts

Capital Fund — All funds set aside for capital improvements.

Water Fund — All financial transactions of the self-supporting water department.

Debt Fund — All bonds and notes issued by the city are accounted for in this fund.

Fixed Asset Fund — This is a group of accounts representing the inventory of the city's fixed assets.

Prior to 1951, all of these items were combined in one fund. Not only did this make it very difficult to understand the financial structure of the city, but it also produced a surplus figure which had practically no relationship to annual budget operations.

Toward the close of 1951, in the preparation of the annual budget for 1952, a revision was made of the budget classifications of expenditures and revenues. The new expenditure classification provides for a uniform description of expenditures throughout all of the departments which facilitates budget analysis of expenditures, comparison between departments, and summarization for reporting purposes. The new classification also includes a rearrangement of budget accounts to correspond to the functional divisions of the department. This permits a closer correlation between the dollar budget for each year and the work program of the various departments.

Revenues were reclassified according to their source rather than by the collecting department as had previously been done. The new classification follows the uniform pattern recommended by the National Committee on Municipal Accounting and facilitates comparisons with other cities as well as permitting better analysis of our own revenues. The new expenditure and revenue classifications were put into effect on January 1, 1952.

Prior to 1950, the city operated on an accrual basis for revenues and a cash basis for expenditures. In other words, a revenue item was recorded as soon as it was earned, without regard to collections, and expenditure items were not recorded until the check was written, without regard to obligations and accounts payable. This is the opposite of established conservative accounting practice. The installation of the encumbrance system corrected the expenditure side of the picture. In 1951, during the preparation of the 1952 budget, provision was made to correct the revenue side as well. In estimating revenues for 1952, only the actual anticipated collections were used. The city is in the same position as any individual, it can't spend money that it doesn't have.

At the same time, plans were made for handling the revenue accounting on accounting machines rather than on a manual basis. The new system was placed in effect on January 1, 1952, and shows for each revenue account the accrued revenue and the actual cash collected.

Personnel

Early in 1951, the City Council voted to give each city employee a pay raise of \$350 per year. This was the first pay adjustment since September, 1947 and was in recognition of the increase in cost of living since that time. At the same time, the council agreed to have a job classification and salary standardization survey made.

The consulting organization, Public Administration Service of Chicago, Illinois, was employed to make the survey. The School Board voted to have their non-teaching positions included in the survey and the Library Board also asked to be included. The Water Board voted not to have the positions in that department included.

Questionnaires were distributed to all employees on which they were asked to describe their duties and responsibilities in detail. The survey staff also made field studies and conducted interviews to gain a clear picture of each position. The positions were then grouped into classes, each class containing those positions which were so nearly alike that the same title could be used for them, the same salary range applied, and they could be treated alike in other personnel matters. Written descriptions, called class specifications, were prepared for each class of positions.

JOB CLASSIFICATION - PAY PLAN

I'M IN PRIVATE BUSINESS



I'M IN CITY DEPARTMENT A

I'M IN CITY DEPARTMENT B

EQUAL PAY FOR EQUAL WORK

In preparing the salary standardization plan, or pay plan, information was obtained from private employers in the community and from comparable cities in this area as to rates paid for positions similar to those in the city service. The pay plan which was prepared was based on this information with the intent of providing rates of pay which would permit the city to compete with other employers.

The new pay plan established a range of pay for each position with three or five steps in each range, depending upon the kind of position. Previously only one rate had been established for each job. Increases from step to step are to be based upon merit and will not be automatic.

The new pay plan was adopted, effective January 1, 1952. At the same time, a comprehensive set of personnel rules was prepared and adopted by the council. These rules prescribe the procedures for administering the classification and pay plan, establish hours of work and conditions for overtime pay, govern sick, vacation and other leaves, provide for consideration of seniority in layoffs, and establish an orderly procedure for the consideration of grievances.

The rules provide several improvements in working conditions. Employees of the Public Works and Electrical Departments who had worked a 5½ day, 49½ hour week were reduced to a 45 hour, 5 day week without any reduction in take-home pay. The effect of this was to considerably increase their regular hourly rate of pay and consequently their overtime rate.

Under the new rules, vacation leave is accumulated and is payable in the event the employee leaves the service and has vacation time to his credit. This was not possible under the previous arrangement.

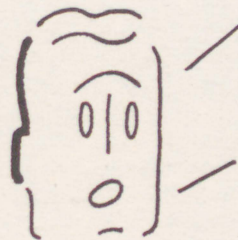
A very generous sick leave provision was adopted providing for the accumulation of sick leave at the rate of 1¼ days per month of service with a maximum accumulation of 120 working days. Under this arrangement, it is possible for an employee to accumulate in 8 years of service 20 weeks of sick leave at full pay. Another new provision permits an employee who is injured on the job to draw on his sick leave to supplement his workmens compensation to equal his full pay. Previously, unless the injury resulted from extra-hazardous duty, the employee could not receive more than the workmens compensation maximum of \$24 per week.

Capital Improvement Program

During the year, a beginning was made in the development of a capital improvement program. When completed, this program will constitute a long range plan of capital improvements based upon the city's ability to finance such improvements.

Each department submitted descriptions of projects which it felt were desirable. These projects will be reviewed by the Planning Board and the City Council in the formulation of the program. This program will not be a fixed and rigid list of projects to be built but will be a flexible plan, to be reviewed each year and amended as circumstances require. A considerable amount of work must be done however, before this program can be completed.

CAPITAL IMPROVEMENT PROGRAM



WE NEED A LOT OF IMPROVEMENTS



BUT WE CAN'T AFFORD THEM ALL

City Home and Hospital

The year 1951 saw major changes made at Bangor's "City Farm". The farm was an old institution, first established more than one hundred years ago. Under the terms of the ordinances, the institution on lower Main Street combined the functions of almshouse, workhouse, house of correction and hospital. In addition, authority existed under the ordinances to use the almshouse for the care of neglected and abused children but this has not been done in recent years.

Farming Program Abolished

The total area of the City Farm was approximately 160 acres. This land has been farmed for the purpose of raising food for the use of employees and residents of the institutions. All milk, meat, eggs and most of the vegetables consumed were raised on the farm.

The actual farm work was done by paid employees with some assistance from prisoners sentenced to the house of correction. The budgeted payroll for the farm in 1951 authorized the following positions, in addition

to the Superintendent who divided his time between the home and the farming operations; truck driver, two full time herdsmen, two full time farmhands and extra seasonal help amounting to the equivalent in pay of two additional full time employees. The appropriation in the 1951 budget for farm operations was \$4,347. This was a net figure after crediting to the farm the price of food used by the institution and also crediting miscellaneous sales of produce.

In the spring of the year, a study was made of the cost of operating the farm as compared with the cost of purchasing food on the open market. On the basis of this study, which showed that a substantial savings could be accomplished by purchasing food rather than raising it, it was decided by the City Council to cease the farming operations and to sell the farm equipment and livestock. Contributing to this decision was the fact that the farm land, adjacent to one of the better residential sections of the city, seemed to have potential uses which would be more valuable to the city than to continue to use it for farming. The proposed bypass highway, discussed in another section of this

VIEW OF CITY FARM FROM WEBSTER AVENUE



report, would have cut the farm property in two and this was also a factor contributing to the decision.

On May 3rd, an auction was held at the City Farm which realized net receipts of \$12,395 from the sale of equipment and livestock. It was a tribute to the previous management of the farm that the herd sold at excellent prices bringing an average of over \$400 each for twelve milk cows and an average of \$240 for seven steers. The City Council voted to place the entire proceeds of the sale in a reserve fund to be used to improve the facilities at the home.

Developments at the Home and Hospital

At the end of June, Mr. and Mrs. Charles H. Newell resigned from their positions as Superintendent and Matron of the City Home. They had served the city for more than ten years in this capacity and in addition had supervised the City Hospital up until the time of the fire in 1948.

In July, the Council amended the ordinances governing the administration of these institutions. In the new ordinance both the Hospital and the Home were combined under the direction of a single superintendent. This was an important development. Both institutions are housed in the same building. All of the dietary facilities and laundry and housekeeping operations were centered in the Home. Combining the two institutions under single direction eliminated possibilities of friction and increased the flexibility of operations.

Another important change made at this time was the repeal of the ordinance permitting the use of the institution as a house of correction. With the cessation of farming, there was no longer any suitable occupation for prisoners. Furthermore, the institution, combining facilities for hospital care of the chronic ill and dormitory care of aged persons, was not a suitable place for housing prisoners. At the same time, the authorization to use the institution for the care of children was also repealed.

In July, Oscar L. Modesto was appointed Superintendent of the City Home and Hospital. The new superintendent is professionally trained and has had several years of experience in hospital administration. With his experience in the business administration of hospitals as well as a thorough knowledge of hospital procedures, he has been able to put into effect a number of changes to improve the operation of the institution.

A major change to increase the comfort of the resi-

dents of the Home has been to move them from their former quarters in the old home building to the third floor of the hospital wing. This wing, which was rebuilt after the 1948 fire, has every modern convenience and arrangement for comfort and privacy. The hospital wing has a total of 40 beds. Of these, 22 are on the first two floors and to date have been adequate for the number of patients we have had. With the present census in the Home, the residents can be accommodated in the 18 beds in the third floor. In this location they can be given more attention by the nursing staff, have better quarters and considerably more privacy.

If the census increases, it will be possible to make renovations in the home building as its facilities are required. Present plans call for reserving the major portion of the funds resulting from the sale of farm equipment and stock for this purpose.

Notable economies have been effected in the operation of the institution. The laundry has been closed and all institutional laundry is now being done under contract. This change permitted a reduction in the budget of more than \$2,000 in operating costs. In addition, it has saved the city from the necessity of investing several thousand dollars in laundry equipment replacements which would have been necessary if we had continued to operate the laundry.

Two employees were laid off who had been employed as firemen. The institution has an automatic oil heating plant which requires about one hour of attention each day. Previously two full time firemen were employed. This reduction saved \$3,300 per year.

There have been other improvements as well. The purchase of food supplies has permitted a more flexible diet better adapted to the needs of patients and residents. The increased salary schedule has permitted higher employment standards and has enabled the recruitment of better employees. The record system in the hospital has been revised to conform to approved standards. At the close of 1951, plans were under way to try to establish a medical staff for the hospital to provide better care for patients and to permit physicians in the community to continue to render services to their patients if hospitalized at the City Hospital.

Bangor has reason to be proud of its City Hospital. The city now has an excellent modern facility to provide care for chronic cases. The City Hospital is not solely a welfare institution but is a public facility designed for both private patients and needy persons and as such it fulfills an important community need.

Development of the City Farm Property

With the termination of agricultural operations on the city farm property, the city is faced with a question as to the future disposition of the land involved. There are approximately 160 acres of land in the city farm property. Of this, approximately 135 acres are available for development of various kinds. The possibility of putting this valuable land to a higher use than farming was one of the reasons for the abandonment of farming operations.

The first step in developing the city farm property was the sale of 3 1/3 acres to the Bangor Transit Company for the construction of their terminal garage. This was a fortunate development for the city because the transit company, which was forced to find a new location for their garage, was on the verge of leaving Bangor and building in a neighboring town. If this had been done, the City of Bangor would have received no taxes whatever from the transit company in spite of the fact that they would be using our streets for their operations. Inasmuch as the transit company provides a necessary and useful bus service to the citizens of Bangor, it seems highly desirable from a service standpoint to have their garage located in Bangor. Furthermore, the location of the garage within our city will provide encouragement to the employees of the transit company to live within the city. With the terminal located in Bangor, the city will receive approximately \$7,500 to \$8,000 per year in taxes.

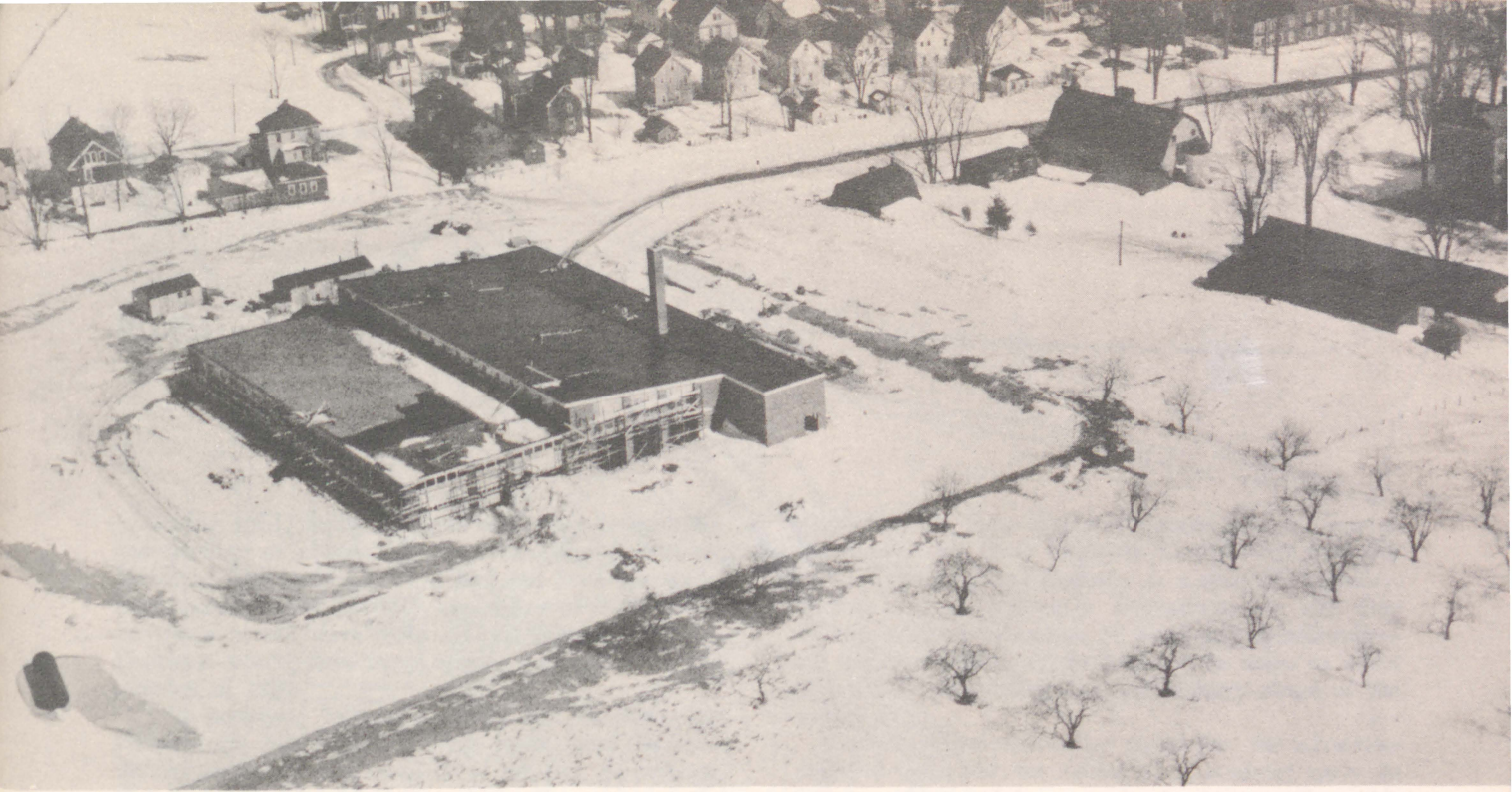
The site which was sold to the transit company is located on top of a knoll which was approximately 37 feet higher than the elevation of the proposed by-pass highway which passes beside it. Because of this topography, this piece of land had been considered too costly to develop and the city officials had not contemplated any useful purpose for it. At the suggestion of the president of the Chamber of Commerce, a survey was made and estimates prepared of the cost of providing access to the site and sewer and water facilities. Because of the cost of the large amount of excavation involved in leveling off the top of the hill, the total price for preparing the site was estimated to be \$16,000. Although this resulted in a cost of approximately \$5,000 per acre, the officials of the transit company indicated their willingness to accept the site at that price in order to be located in Bangor. As a

result of this transaction, the city has sold the site for a price which equals the cost of the work which the city had to do in making the site available for use. Considering the fact that this land had previously been considered useless, that the price which the city received for the land was considerably in excess of the cost of similar acreage, and that the city will receive in tax revenue approximately \$8,000 per year which it would not have received otherwise, it appears that the transaction was definitely beneficial to the city of Bangor.

As a further result of the grading operations on the transit site, two additional pieces of land have been created each approximately one acre in size. It seems very probable that some commercial use may be found which will be suitable for the two sites which will provide a further return to the city and enhance the development in this area.

The further development of the remainder of the city farm property for housing and commercial use is contingent upon the construction of the by-pass highway or some type of access street. No further sites for commercial use can be developed until such a street is constructed.

During the summer of 1951, considerable study was given to the possibility of constructing a residential development on the city farm property with access from Webster Avenue and an extension of Carver Street. Although this development did not materialize, it seems logical that a similar development may occur in the future and therefore it is worthy of some explanation and discussion in this report. As shown in the sketch on page 12, the portion of the city farm property considered suitable for housing lies between Webster Avenue and the extension of Carver Street and Thatcher Street. It was this area which was under consideration in the summer of 1951. There is also another area in the upper end of the farm along Webster Avenue which might be considered for development in the future. In the area under discussion provision was made for ample playground facilities and for the construction of a shopping center at the junction of Carver Street and the by-pass highway. The property was surveyed by the city engineering staff and a subdivision plan prepared by the City Planner. This subdivision plan was submitted to the



CONSTRUCTION OF TRANSIT GARAGE

Land Planning Division of the Federal Housing Administration in New York City and was approved by them with minor alterations. These lots were intended for the construction of moderate priced homes. In addition, there were three rows of lots facing Webster Avenue and the next street below Webster Avenue which were intended for higher cost homes. The lots on Webster Avenue were laid out 100 feet by 220 feet, the next tier of lots, 100 feet by 200 feet and the third row, 100 feet by 180 feet. This third row of lots adjoined on the rear the lots of the first row of moderate priced homes.

In order to make this land available for a housing development, it would be necessary to construct streets, sewers, and sidewalks. In line with the city's customary practice, it was proposed that the cost of the construction of the trunk sewer, estimated at \$22,000, and the cost of extending Carver Street to the line of the property involved, estimated at \$8,700, be absorbed by the city in its general budget. It was planned to sell the lots for a price of \$750 apiece, which price would reimburse the city for the complete cost of constructing streets, sidewalks and sewers within the development. Inasmuch as a portion of these costs are usually absorbed in the city's budget and the other portion paid by the developer, this would have resulted in a return to the city of ap-

proximately \$1,600 per acre for the undeveloped land. At that time, it was felt that in view of the need of the city for additional housing, this was a fair arrangement for the sale of these lots. The city agreed to undertake this development if the contractor would give a bond to complete 32 houses. Because of the uncertainty of the market under existing federal credit restrictions, the contractor felt that he was unable to guarantee this minimum number. Actually the only reason for developing this land was the belief that once a beginning was made the entire area would be developed. Serious consideration should be given before the city undertakes the construction of connecting streets and trunk sewers unless it appears probable that the entire area will be developed for housing within a reasonable time.

Development of the larger lots along Webster Avenue is to a great extent contingent upon the development of the remaining portion of the area. Although no decision was reached as to a sales price for these larger lots, there was general agreement that their price would be greatly in excess of the amount agreed upon for the lots to be used for moderate priced housing. These lots along Webster Avenue constitute very choice building sites and should be divided and sold in such a way as to protect the property values already existing on that street.

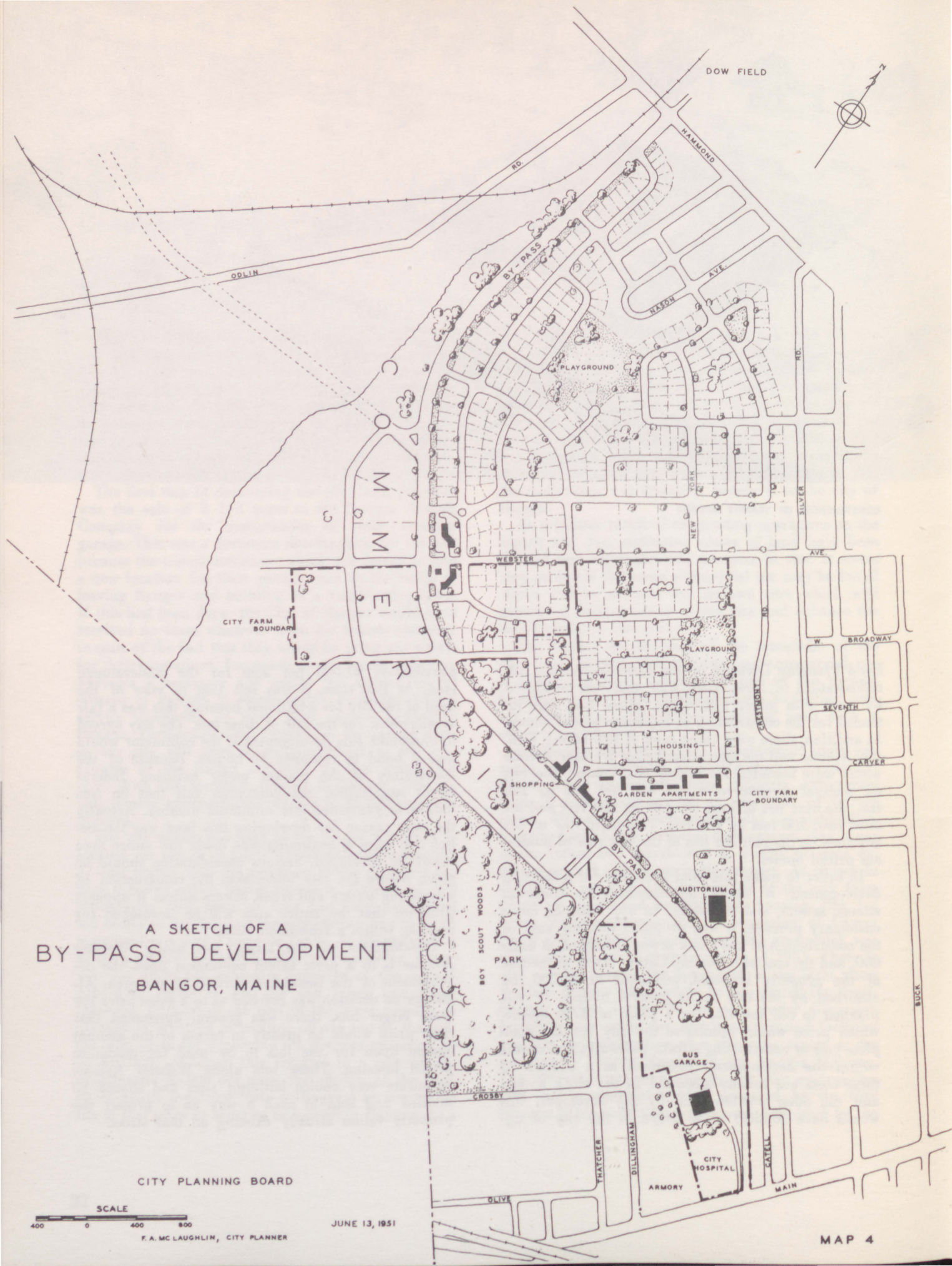
A SKETCH OF A BY-PASS DEVELOPMENT BANGOR, MAINE

CITY PLANNING BOARD

JUNE 13, 1951

F.A. McLAUGHLIN, CITY PLANNER

MAP 4



By-Pass Highway

During 1951, much progress was made toward the construction of a new highway connecting Hammond Street and Main Street. If it had not been for questions raised by the possible expansion of Dow Field, contracts would have been let in October and the highway would have been opened for traffic in the summer of 1952.

This proposed by-pass highway has as its major purpose the elimination of truck traffic from the residential section of the west side of the city. At present, the major portion of the truck traffic coming from or going to outer Hammond Street and points west follows a route along Silver Road, Webster Avenue and Buck Street. The first purpose of the by-pass highway is to provide an alternate route for this truck traffic between Hammond Street and Main Street.

A second purpose which is also important is to open up a new section of the city for residential and commercial development. As shown in the sketch on the opposite page, it is planned to zone the area inside the by-pass highway for future residential development and to zone the area on the outside of the highway for commercial development. The highway itself will serve as an effective buffer between the two districts. It is planned to make the highway a limited access highway on the residential side with a park strip along that side to further add to the effectiveness of the buffer. It will be noted that the highway was given a deliberate curve to the southeast in order to provide additional room for residential expansion. The commercial property which would become available on the outer edge of the highway would be a great asset to the community, and should be very attractive to many types of business because of the location on a truck route.

Early in February 1951, a meeting was held with the State Highway Engineer to present the plans for the by-pass road. Subsequent to this meeting, the City Council forwarded a formal request to the State Highway Commission to accept and lay out the by-pass highway. The State Highway Commission was unable to act upon this request until the completion of the legislative session. In June, officials of the city met with the State Highway Commission and it was agreed that the estimated cost of \$100,000 would be shared equally by the city and the state. The description of the right of way and the center line was for-

warded to the State Highway Commission in July at which time the State Highway Commission formally laid out the proposed highway as a state aid highway. During August and early September, the city also undertook the preparation of plans and specifications for the construction of the highway in order to assist the state in completing this preliminary phase of the work.

Everything seemed to be ready for the advertisement of bids and the award of a contract early in October when advice was received from Dow Air Force Base to the effect that plans were underway for the expansion of the base. Although the specific nature of these plans could not be divulged, it was suggested that the city and the state defer the construction of the highway until more specific information could be made available as to the possible effect of such an expansion of the proposed by-pass. Officials of the city and the state, after discussing the problem, decided that it would be wise not to let any contracts in the fall of 1951. Although no information can be obtained as to specific plans for expanding Dow Air Force Base, it seems obvious that any expansion which might affect Hammond Street as a main route entering the city would have a very great effect on the usefulness of any such highway as is proposed. In view of this fact, the expenditure of \$100,000 did not seem warranted at the time. Late in the year, definite information was received from the Department of Defense to the effect that plans for expanding Dow Field were included in the Air Force construction program for 1953 and would be submitted to Congress for approval. More definite information should be available before the close of the coming construction season. There would seem to be little wisdom in proceeding with the construction of the highway if its usefulness might be substantially destroyed by federal action in connection with the base.

On the other hand, it may be that the city will find it necessary to construct at least a portion of the highway from Main Street to Webster Avenue in order to make the city farm property available for development. If this portion were to be built, it would serve to provide access to the land between Main Street and Webster Avenue but of course would not serve as a by-pass route until the connection between Webster Avenue and Hammond Street is completed.

Traffic

Every city is faced with a traffic problem which increases in complexity and severity each year as we attempt to accomodate more and more vehicles in street patterns developed years before the advent of automobiles. The traffic problem can be divided into two separate questions: how to facilitate and improve the safety of the movement of vehicles; and the parking problem, where to put the vehicles when they have reached their destination. During the past year these problems have been under continuous consideration and while there have been no startling developments some definite progress has been made.

One Way Streets

Willow Street was made one way from Center Street to Market Street and at the same time it was closed to all through traffic of trucks and other heavy vehicles.

Traffic Signs and Markings

In the purchase of new traffic signs, the city has adopted accepted standards as to uniform size. All stop signs which were purchased were reflectorized as were other warning signs requiring night visibility. All slow signs which had been erected at street intersections were replaced by stop signs which permit enforcement. Many old signs which had become discolored were painted to improve their visibility.

A new traffic paint was purchased to paint center-lines, traffic lanes and cross walks in the business district and on main thoroughfares. This paint was of the reflectorized type which greatly increases the night visibility. This is accomplished through the use of tiny glass beads in the paint. In addition to reflecting the light from automobile headlights, these glass beads absorb the wear and make one application of the paint last through the whole summer.

Traffic Signals

A new traffic signal was installed during the year at the intersection of Hammond, High and Ohio Streets. A count of automotive and pedestrian traffic at this intersection showed that the signal was warranted. Since its installation, it has been adjusted to provide an advance green period to permit cars seeking to make a left turn into High Street or Clinton Street to do so before the opposing traffic begins to move.

Another new signal was installed at the Hammond Street entrance to Dow Air Force Base. The large numbers of military personnel and civilian employees living off the base created a severe traffic problem during the morning, noon and afternoon peak hours. The new signal operates only during the peak hours and flashes during the balance of the day.

In addition to these signals, orders were placed for a new traffic signal at Broadway and State Street and for a flashing beacon to be located at Hammond and Hildreth Street, the entrance to the Rice and Miller, T. R. Savage development. Both of these intersections are dangerous and have a bad accident record.

Parking

No additional off street parking spaces were built during the year but the construction of a ramp between the Abbott Square lot and the annex behind it made the large area in the annex much more accessible to the public. A large sign which was erected reserving the first three rows of spaces in the Abbott Square lot for shoppers parking was of some assistance in encouraging the use of the annex.

A comprehensive survey of parking in the Abbott Square area, made by the City Planner, resulted in a plan for redesigning the parking arrangement on the lot in such a way as to provide twenty additional parking spaces. At least twelve of these additional spaces located at the Harlow Street entrances to the lot are to



ON DUTY — POLICE TRAFFIC GUIDE

be metered to provide additional one hour parking in the area.

Also as a result of this study, the parking meters on Harlow Street from Spring Street to Franklin Street were changed from a two hour limit to one hour. Earlier in the year, a similar change had been made on Franklin Street for a distance of 200 feet from Hammond Street. These changes are designed to make more spaces available for shoppers parking.

Bangor has an unusual parking problem. For normal day to day use, the existing curb and off street parking spaces are probably adequate. Because Bangor is a mercantile center, however, it is essential that provision be made for parking on days when crowds are not normal. We must, if we are to hold our position as a shopping center, provide parking adequate for the traffic on days when special sales events are taking place and during busy seasons such as the

Christmas shopping period. In spite of the difficulties involved, the parking problem must be met by continued planning and action, for it is a problem which increases in scope each year.

Traffic Committee

Because traffic problems require careful planning and coordination for their solution, an interdepartmental traffic committee was established during the year. This committee includes the Police Chief, Captain of the Traffic Bureau, Captain of Identification and Records, Fire Chief, Director of Public Works, City Electrician, City Planner and City Manager. This committee has been tackling the various traffic problems systematically and thoroughly and all traffic matters are studied by them before any action is taken or any recommendation made to the City Council.



Other Developments of 1951

Civil Defense

During the year 1951, the city developed an entirely new organization to provide for civil defense. This is a unique municipal operation in that the organization is entirely made up of volunteers. Starting from scratch at the beginning of the year, the civil defense organization was developed to the point that by the end of the year, it had received recognition from state civil defense authorities as one of the outstanding civil defense organizations in the state.

Civil defense got off to a good start when the Board of Directors of the Community Chest authorized the loan of the then Executive Secretary, Morris Smith, to devote full time to the development of the initial organization. Under his direction, the organizational pattern was determined and most of the key positions were staffed with an outstanding group of volunteer workers. After this initial work was completed, Mr. Smith was forced by the pressure of community chest campaign work to withdraw from the civil defense organization and his place was taken by Mr. James F. White, the present director.

Air raid warning sirens were purchased and installed to provide coverage from approximately the same locations, although with larger sirens in some cases, as were used in World War II. Also purchased was an auxiliary generator to supply power to the police headquarters and the public works garage in the event of a power failure. Active auxiliary police and fire forces were organized, equipped and trained.

Although the work was hampered by the absence of any clearcut directives from state or federal civil defense authorities, the new organization began to function remarkably well during the fall of 1950. Weekly meetings of key civil defense personnel were inaugurated and intensive planning was underway for an alert to be held late in 1951. A limited alert held on July 18, and confined primarily to members of the auxiliary police and fire units, had demon-

strated the value of this technique for training personnel and developing public awareness of the civil defense program. The climax of a long period of planning and preparation came with the surprise alert held on December 19, at 11:00 a.m. Prior to the alert, an intensive publicity campaign had informed the public as to proper procedures to be followed in the event of an alert. When the warning signals were sounded, the busy downtown streets crowded with Christmas shoppers were completely deserted in less than a minute. All traffic stopped and the drivers and passengers of vehicles took shelter together with pedestrians in the nearest business building. The entire civil defense organization was mobilized and demonstrated their ability to go into immediate action when a mock incident was staged in one of the downtown areas. The test alert, while it demonstrated that the civil defense organization was able to operate in an emergency situation and provided a good training medium for the general public, was also very useful in that it showed some weaknesses in the organization which have since resulted in revisions of civil defense planning. As a result of this test, a great deal of work has been done to improve communications and the control center has been shifted from the police headquarters to a new location in city hall.

Building a civil defense organization has been difficult because it is hard to get people interested in an activity which they hope will never be put into serious use. The essential purpose of the civil defense organization is to so organize and train the civilian population that in the event of an emergency, they can take care of themselves. The organization is so designed that it would be capable of meeting civil as well as military disasters. It requires and deserves the support and cooperation of the community.

Airport

Dow Field, which the city was operating under a right of entry permit at the beginning of 1951, be-

came Dow Air Force Base again and passed out of the city's hands when it was reactivated in the spring. Because of the extensive leasing of warehouse and residential properties and because only minor maintenance was required during the city's brief stewardship, the financial results of the operation were to the city's advantage.

The re-activation of the field with the assignment of the 132nd Fighter Wing, an Air National Guard Unit from Iowa and Nebraska, brought many new citizens to Bangor and provided a new payroll in the city estimated at seven to eight million dollars per year.

Dump Salvage

In July, the city entered into a new type of contract which provided for an annual income of \$1260 from salvage operations at the city dump. Prior to this time, salvage operations had been conducted informally with no income to the city. After the contract was advertised giving the high bidder an exclusive right to all salvage, it was proven that this salvage could provide a new source of revenue. At the same time, the contract provisions establish strict city control over the way in which salvage operations may be performed.

Harbormaster

With the resignation of the Harbormaster in March, a study was made of the need for this position which dated back to the days when Bangor was a bustling port. As far as could be determined, the records which were kept by the Harbormaster were no longer put to any useful purpose and it appeared that the position had outlived the need which had created it. As a consequence, the position was abolished, thus saving the annual appropriation of \$600.

Bass Park Fairgrounds

Early in the year 1951, the city discovered that it had no contract for the conduct of the Bangor Fair. The contract which had been concluded in the previous year had not been fulfilled by the other party to the contract. After prolonged negotiations, a new contract was concluded with Mr. Thomas Mourkas of Bangor for the conduct of the fair. The new contract provided for an annual cash rental of \$2,500 for the fairgrounds and \$1,000 additional if the auditorium were used. This was a departure from the arrangement of previous years when the contract had

provided for free use of the fairgrounds in return for specified improvements to the property. The money received as rent was put back into long deferred maintenance and repair work on the property. The track surface was restored to excellent condition, the fences around the track were completely repaired and considerable work was done in repairing buildings which had deteriorated or had been damaged. The fair was considered very successful and as the year drew to a close, plans were being made for the construction of new buildings, the initiation of night harness racing and other innovations designed to make the Bangor Fair a major event in the state.

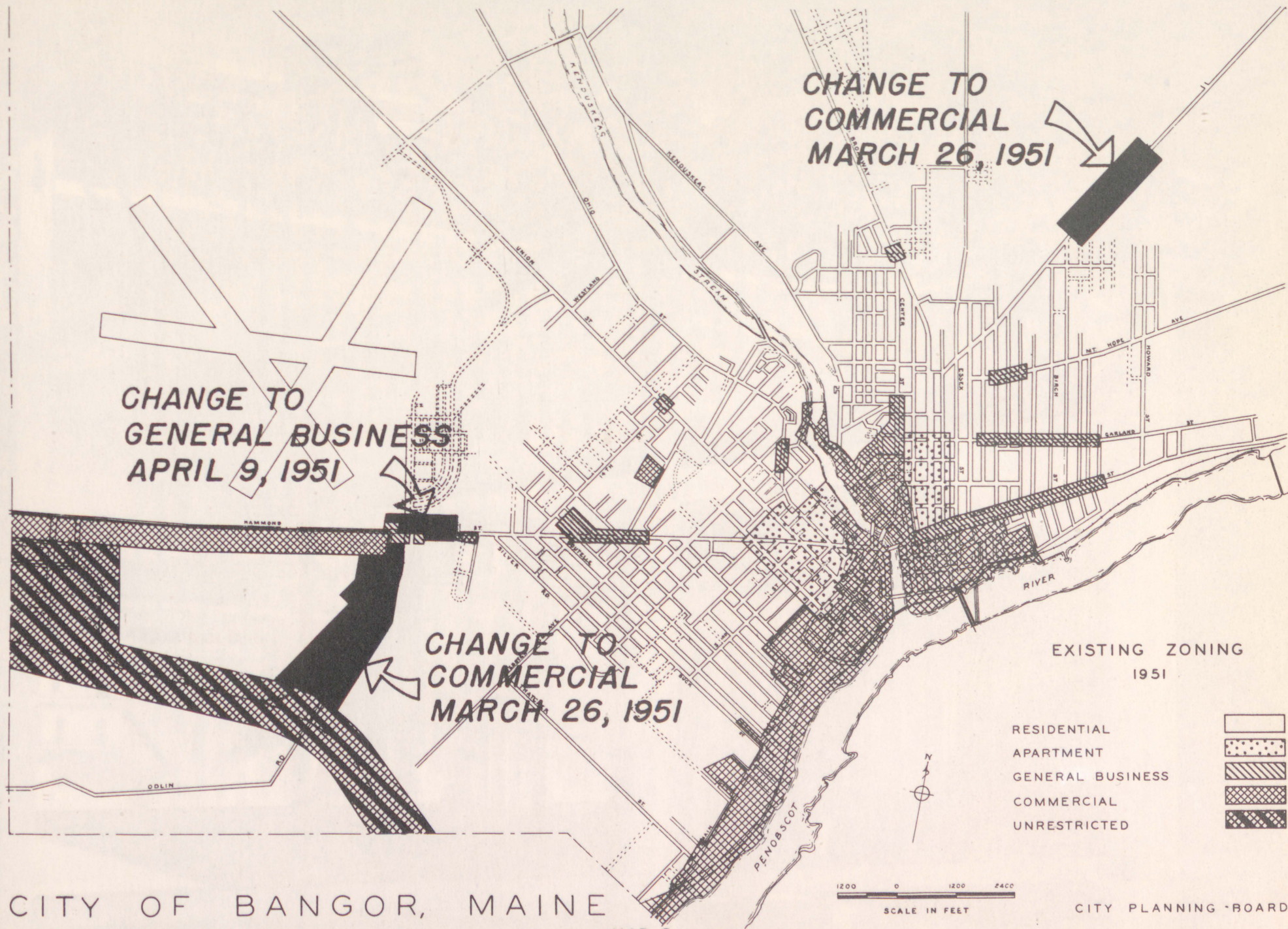
Zone Changes

After a referendum in February at which a proposal to rezone for commercial use three areas on Odlin Road, Union Street and Stillwater Avenue was defeated by a vote of 426 to 321, the City Council proceeded to rezone the Odlin Road and Stillwater Avenue areas which had not been opposed but which had been voted down because of their inclusion with the Union Street area in a "single package". The only other zoning amendment passed during the year was the rezoning for general business use of an area on the North side of Hammond Street between Nason Avenue and Dow Field.

Short Term Borrowing

During the year, there were two occasions when the city needed to borrow money for improvements. When the land for the school site on the east side was purchased for \$20,000, it was agreed to pay half in 1951 and the other half in 1952. Later in the summer, it was necessary to raise \$34,500 to pay for the landscaping and purchase of furniture for the new Vine Street School. This amount was also expected to be included in the 1952 budget.

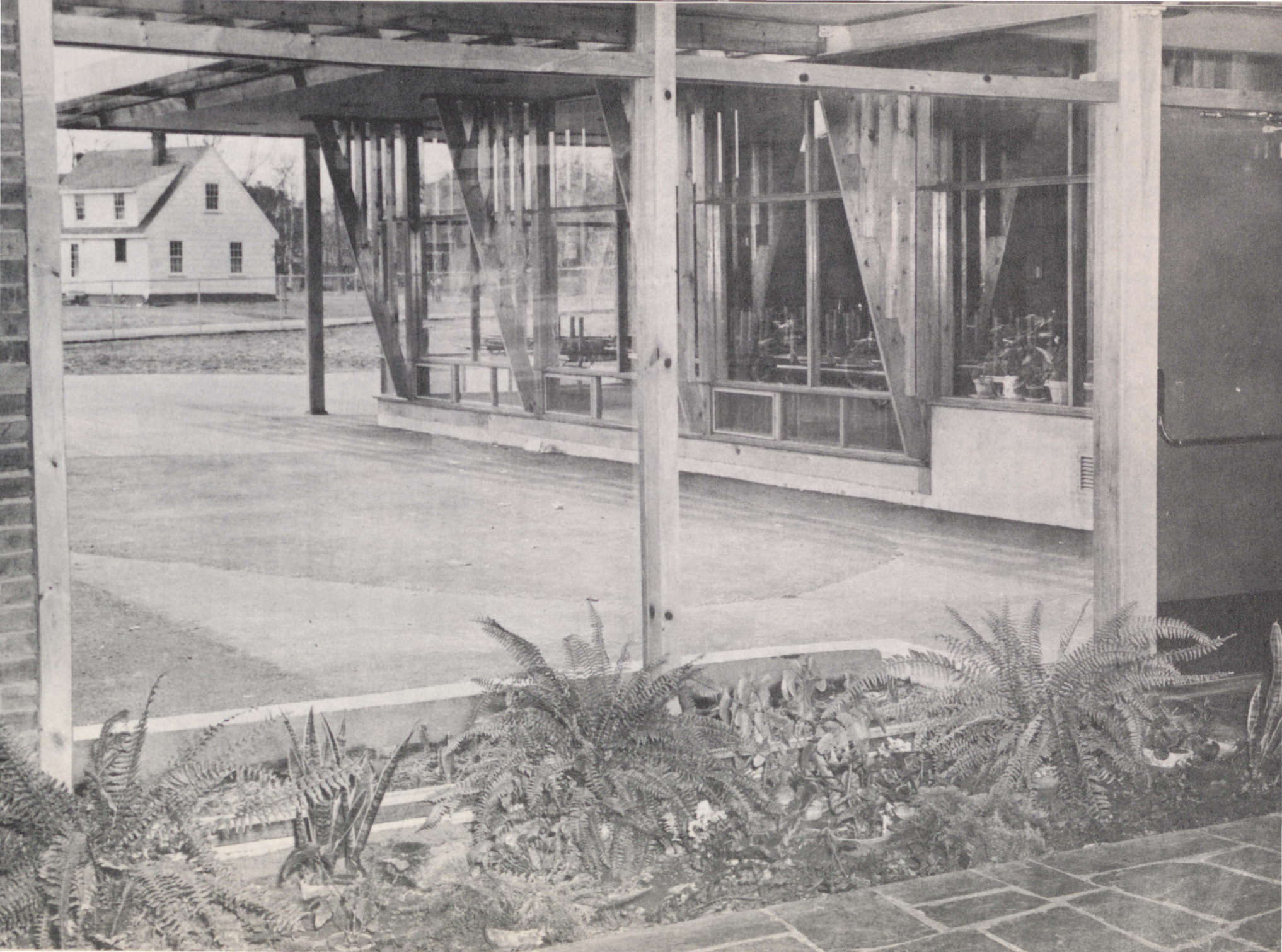
In the past, the practice had been to borrow funds for such purposes on short term notes. There seemed to be little point in borrowing on notes when the city had ample cash on deposit, so it was decided to use general fund cash for these purposes and to issue notes only if the cash position at the end of the year made it necessary. Actually the cash surplus was sufficiently large to make the issuance of notes unnecessary and as a result the city saved approximately \$700 in interest charges.



CITY OF BANGOR, MAINE

MAP 2

CITY PLANNING BOARD



Insurance Change

In reviewing the schedule of buildings covered by fire insurance, it was found that the blanket policy rate had been materially increased by the inclusion of a number of small buildings of little value, many of which were isolated from fire protection facilities and consequently were poor risks. Many of these buildings would not be replaced if they were destroyed and in most other instances they could easily be rebuilt by city forces.

Consequently, it was decided to exclude from the new policy all buildings valued at less than \$5,000. At the same time, the valuation for insurance purposes on all other buildings was revised to take account of changing costs. As a result, the annual cost of fire insurance was reduced approximately \$2,500.

Kenduskeag Stream Sewer

In February, the city received the first installment of a \$29,000 federal advance planning loan to complete the design and plans for the construction of an interceptor sewer which would remove all sewage now emptied into the stream by the City of Bangor. The city engaged the services of Metcalf & Eddy, a consulting engineering firm, to do the engineering work. At the same time, the city undertook the job of making surveys and providing field data. The city completed its survey work before the end of the year and the consulting firm is working on its part of the job.

The sewer will be an expensive project, probably costing somewhere in the neighborhood of \$750,000. When constructed, it will greatly improve the Kenduskeag Stream both as to appearance and odor. The sewer will be so designed that at some future time, the outfall into the Penobscot River can be cut off and the sewage carried in another interceptor sewer to a disposal plant somewhere down river. Prospects for early construction of this sewer are not bright in view of the large cost and the need for other capital improvements, particularly schools. One of the purposes of the advance planning loan program, however, is to complete plans for projects of this nature so that they can be initiated with federal assistance during periods of economic depression.

New School

In September, the new Vine Street School was opened. This 20 room school with auditorium, gymnasium and cafeteria facilities was constructed at a

total cost of \$518,525 including the cost of land and equipment. It offers the very finest of modern school facilities and the architect has received a national award for the excellence of its design. It is indeed a building of which Bangor can be proud.

More children mean more schools and Bangor must face this fact in the coming years. The following table shows the enrollment in the elementary schools for the past five years and the predicted future enrollment.

1947-48	2655
1948-49	2644
1949-50	2602
1950-51	2687
1951-52	2907
1952-53	3160
1953-54	3420
1954-55	3670
1955-56	4060
1956-57	4475
1957-58	4520

This shows that in the next six years, there will be an increase in elementary school enrollment of 55% over the present school census. There are 93 class rooms in use this year. This can be expanded to 109 but only if the old Hannibal Hamlin school is reopened and all three floors are put into use. The School Department has reported that the minimum need in 1954-55 will be 112 class rooms. Using the same ratio of pupils to rooms, it would appear that by 1957-58 a minimum of 135 class rooms will be needed. This is 38 more than there are now available if the old Hannibal Hamlin school is not used, and 26 more even with that school in use.

Of course these predictions of increased enrollment may not be fulfilled. To date, however, actual enrollments have exceeded the predictions made in the school study of four years ago. If the enrollments do increase at the predicted rate, Bangor will have to build two new 20 room schools if present educational standards are to be maintained and if the Hannibal Hamlin school is not used. This will mean more teachers and more expense for building operation and maintenance and for instructional supplies. In 1951, the School Department operating expenditures were \$820,645. It must be anticipated that school costs, together with the cost of servicing school debt are going to increase rapidly in the next few years.



SPECTATOR INTEREST IN NEW PLAYGROUND

Planning

During the year, the City Planning Board approved a master plan for the city. This plan was published and widely distributed. It represents the culmination of two years of intensive effort on the part of this department. The master plan represents a guide for consideration of future developments in Bangor, and will be of use in relating specific programs to the needs of the entire community.

In addition to the master plan, the planning department also prepared an official map of the city which was adopted by the City Council. The map officially establishes the accepted public streets and the private ways which have been dedicated for public use but not accepted. It provides a means of controlling new developments and also a means of setting aside land for future street use by preventing the construction of buildings within proposed street lines.

New Playground

A new playground was constructed at Hayfords Field at Union Street and Elizabeth Avenue after a survey of the neighborhood revealed a large number of children who needed playground facilities. The land, which is owned by the federal government, was made available without cost. The necessary grading was done by the Public Works Department and playground equipment was installed. Regular supervision was provided and attendance at the playground demonstrated that there was a definite need for the facility.

Bangor 1951

population (1950) 31,558
area 32.9 square miles
expenditures \$2,681,863
assessed valuation \$37,555,470
tax rate \$56.00 per thousand
net debt \$1,217,000
city employees 596

financial reports

Facts and Figures

departmental statistics

ASSETS AND LIABILITIES

December 31, 1951

Money in the bank		137,331.28
Less our liabilities		
Goods ordered but not paid for	27,921.20	
Next years taxes collected in advance	9,663.16	
Funds held in reserve	6,054.91	43,639.27
Our Cash Surplus		93,692.01
Add loans of cash to other funds		
Water fund	10,211.99	
Purchase of school site	10,000.00	
Landscaping & furniture, Vine St. school	34,500.00	
		54,711.99
Total 1951 Cash Surplus from Budget Operations		148,404.00
We also have uncollected surplus items		
Taxes	27,211.45	
Sewer Assessments	4,956.04	
Cash in working funds	1,100.00	
Accounts receivable	23,170.48	
		56,437.97
Total Surplus		204,841.97

A complete annual financial report has been published and is available to interested persons upon request to the City Auditor.

GENERAL FUND REVENUE—1951

	Estimated Revenue	Accrued Revenue
Railroad Tel & Tel Tax	20,000.00	19,752.73
State Bank Stock Tax	23,500.00	25,437.05
U. S. Housing Project	9,000.00	9,152.00
Supplemental Taxes	2,500.00	4,353.84
Motor Excise Taxes	125,000.00	146,751.65
Int. Taxes, Tax Deeds	4,000.00	5,052.03
City Clerk—Receipts	12,000.00	14,607.64
Board Registration Voters	75.00	21.00
City Hall—Receipts	2,500.00	2,288.41
Auditorium—Receipts	2,700.00	4,634.02
Health Dept.—Receipts	1,900.00	2,487.27
Police Dept.—Receipts	79,300.00	69,163.75
Fire Dept.—Receipts	5,200.00	1,833.71
Public Works—Receipts	20,650.00	8,439.87
Electric Dept.—Receipts	100.00	
Public Welfare—Receipts	14,500.00	12,397.52
City Home—Receipts	16,500.00	3,104.47
City Hospital—Receipts		11,441.09
Miscellaneous—Receipts	700.00	302.00
Sale Lots, P.P. Care Income	1,400.00	1,794.83
Bangor-Old Town Airport	2,000.00	2,200.00
Pine Street School	2,600.00	2,766.58
School Dept. Receipts	133,800.00	147,145.56
Library—State Grant	200.00	200.00
Bass Park	2,400.00	3,435.00
Planning Board		1.90
Building Inspection—Receipts	1,700.00	1,982.25
Dow Field Airport	100,000.00	32,394.02
TOTAL GENERAL FUND	584,225.00	533,140.19

PROPERTY AND POLL TAXES—1951

Total Valuation of Property	\$37,555,470.00
Tax rate—\$56.00 per thousand	
Total tax assessed on property	2,103,106.32
Taxable polls—7,959 @ \$3.00	23,877.00
Total property and poll tax	2,126,983.32
Less overlays (reserve for uncollected taxes)	4,170.19
Estimated revenue from 1951 taxes	\$2,122,813.13
Tax Collections	
1951 Levy	2,076,976.15
Prior Years	35,956.86
Tax deeds redeemed	18,434.61
	\$2,131,367.62

GENERAL FUND EXPENDITURES—1951

	Available Appropriation	Expended
Legislative	400.00	322.19
Executive	12,250.00	12,146.76
Auditing	14,980.00	14,946.18
Treasury	17,484.00	16,644.06
Assessors	18,874.00	18,244.83
Legal	4,985.00	4,792.81
City Clerk	9,462.66	9,097.54
Registration	7,758.00	7,104.55
Elections	4,487.34	4,487.34
City Hall	28,569.00	26,933.42
Auditorium	7,757.00	6,467.85
Planning	6,450.00	6,411.79
Purchasing	6,948.00	6,729.40
Health	39,199.00	36,366.51
Police	198,244.00	194,750.38
Fire	233,819.00	218,383.44
Public Works	425,207.00	409,860.72
Building Inspection	7,660.00	7,271.10
Welfare	73,850.14	62,676.68
City Farm and Home	41,788.02	37,395.18
City Hospital	38,228.98	38,228.98
School	799,498.00	797,832.04
Vine Street School	36,934.85	36,934.85
Electrical	73,600.00	68,991.53
Miscellaneous Services	1,050.00	756.02
Recreation	22,811.00	21,315.47
Cemeteries	7,600.00	7,309.95
Trust Fund Beneficiaries	7,238.00	7,237.50
Unclassified	110,581.86	83,487.38
Interest	27,205.00	26,918.61
Bond Maturity	106,000.00	106,000.00
Note Redemption	16,000.00	16,000.00
Public Library	25,451.00	25,451.00
Bass Park	10,900.00	10,290.86
Airport	100,000.00	20,532.43
Printing	2,650.00	2,467.74
Civil Defense	4,700.00	3,877.32
State Property Tax	239,501.98	239,501.98
County Tax	67,697.15	67,697.15
TOTAL GENERAL FUND	2,857,819.98	2,681,863.54

WATER FUND

	Estimated	Actual
Revenues	253,000.00	296,738.02
Expenditures	253,000.00	318,441.52*

* Water fund expenditures include capital improvements made from accumulated reserves.

Purchasing Department

Number of Employees: 2

Total Expenditures: \$6,729

Cost per Capita to the Citizens of Bangor: \$0.21

Statistics on Purchases made in the year 1951

Purchase orders issued	2,890
Emergency requisitions	2,308
Total	<u>5,198</u>
Total volume of purchases (est)	\$432,000
Per cent purchases local	53.6%

City Clerk's Office

Number of Employees: 3

Total Expenditures: \$9,097

Cost per Capita to the Citizens of Bangor: \$0.29

Vital Statistics

Births	1,881
Deaths	780
Marriages	469

Licenses

Hunting and Fishing	7,868
Dog	1,842
Marriage	476

Elections

There were six elections during the year, and one, the municipal election was contested. There was no change in the result after the recount.

Board of Registration

Number of Employees: 3

Total Expenditures: \$7,104

Cost per Capita to the Citizens of Bangor: \$0.23

1. There were six elections rather than the usual one in 1951.
2. One new voting list was prepared and there were five additions.
3. 941 persons were removed from the lists and 657 were added.
4. Total voters—12,218.....

8,234 Republicans
3,262 Democrats
722 No preference



Public Works Department

Number of Employees: Permanent—90

Total Expenditures: \$409,860

Seasonal—30

Cost per Capita to the Citizens of Bangor: \$12.99

Streets and Sidewalks

1. New Paving Union Street—12,780 sq. yds. of hot asphalt pavement.
2. Tarring 67 streets and roads were treated with 157,430 gallons of tar.
3. Construction Cumberland, 15th Street, Doane St. and Farm Street.
4. Sidewalks 4.78 miles (13,927 sq. yds.) of hot asphalt sidewalks were built.

Snow and Ice

1. There were 23 storms of 1 to 8 inches Total fall—84"
2. Snow plowing equipment in full use 12 times
3. Snow removal carried out 16 nights
4. Sand spread on the streets 2,554 cu. yds.
5. Sand spread on the sidewalks 713 cu. yds.
6. Salt spread on downtown hills and traffic arteries 234 tons

Street Cleaning

Man hours spent in street cleaning approx. 17,980 hours.

Rubbish Collection

Truck loads of rubbish collected by the city 1,304 loads.

Sewer Construction

No. of feet built	Size Pipe	Description	Location
1,310	42"	Reinforced concrete	Meadowbrook Trunk Extension
204	36"	Reinforced concrete	Meadowbrook Trunk Extension
90	8"	Vitrified Tile	Rutland Street
220	8"	Vitrified Tile	Bus Terminal Site
140	12"	Vitrified Tile	Bus Terminal Site
54	8"	Vitrified Tile	Ohio Street
694	8"	Vitrified Tile	Doane Street (Contract)
234	8"	Vitrified Tile	Norway Road (Contract)
120	18"	Reinforced concrete	Morses Court
500	12"	Vitrified Tile	Cumberland Street
42	10"	Vitrified Tile	Sidney Street
200	36"	Reinforced concrete	Stillwater Avenue
450	10"	Vitrified Tile	Wood Street (Contract not completed)

1. 11 manholes were constructed.
2. 14 catch basins were built.
3. 1218 catch basins cleaned.

Parks and Trees

1. 14 to 16 men were fully employed from early spring to late fall maintaining 24 parks with a total area of 85 acres.
2. Trees were trimmed, pruned, and dead trees were removed. It was not necessary to spray.



VANDALISM—TWO NEW PICNIC FIREPLACES WERE BUILT IN COE PARK BY THE EXCHANGE CLUB OF BANGOR TO PROVIDE THE FIRST PICNIC FACILITIES IN ANY BANGOR PARK. THIS IS WHAT THEY LOOKED LIKE ONLY A SHORT TIME AFTER THEY WERE COMPLETED—GRATES TORN OUT AND EVEN THE MASONRY DEMOLISHED.



Police Department

Number of Employees: 62

Total Expenditures: \$194,750

Cost per Capita to the Citizens of Bangor: \$6.17

Number of Offenses Known to Police

	1949	Calendar Year		1951 Offenses Cleared by Arrest	
		1950	1951	Number	Percent
Murder & non-negligent manslaughter	0	0	0	0	—
Manslaughter by negligence	0	2	0	0	—
Rape	2	0	1	1	100
Robbery	7	0	0	0	—
Aggravated Assault	1	0	0	0	—
Burglary—breaking or entering	84	120	60	46	76.6
Larceny—theft—\$50 & over	45	57	41	24	58.5
Larceny—theft—under \$50	277	233	210	128	61.0
Auto theft	69	59	49	25	51.0
Total	485	471	361	223	61.7

Crime Prevention Among Juveniles

1. With the exception of Breaking-Entering and Larceny (14 offenses), juveniles were involved in no major offenses.
2. Of the offenses in which juveniles were involved:..... 475 committed by boys.
..... 48 committed by girls.
3. Of the total cases of juvenile delinquency, only 51 required action by the juvenile court.

The Accident Record

1. Accidents reported	1391
2. Personal injury accidents	186
3. Traffic fatalities	1

Traffic Convictions

1. Moving violations	393
2. Driving under the influence	52
3. Improper parking	3,380
4. Overtime parking	13,674
5. Hazardous condition of vehicle	14
6. No inspection sticker	62
7. Driving without license	64
8. Improper registration	40
9. Leaving scene of accident	14



Fire Department

Number of Employees: 64

Total Expenditures: \$218,383

Cost per Capita to the Citizens of Bangor: \$6.92

Fire Losses

1. 417 building fires 52 building fires per 1000 buildings.
13.4 building fires per 1000 pop.
2. \$180,835.00 total fire losses \$5.80 per capita fire loss.
\$150,470.00 insured losses paid.
83.2% of losses covered by insurance.
3. Most fires not in buildings were in the following dumps and rubbish
incinerators
leaves and grass

Fire Alarms

1. 638 alarms answered called in by telephone 494
box or bell alarms 85
automatic sprinkler alarms 59
2. Calls, other than fire alarms, answered by the ambulance 452
3. 65 false alarms false bell alarms 55
false telephone alarms 10

Chief Causes of Fire Alarms

1. Flooded oil burners
2. Chimney fires
3. Grass & leaves, rubbish, incinerators
4. Sprinkler alarms (often unnecessary)
5. Careless smoking
6. Automobiles

Fire Prevention

1. A twelve month inspection service is carried on in the downtown business section.
 - a. Theatres & hotels are checked at least twice a year.
 - b. Retail & wholesale establishments are inspected at least once a month.
 - c. Those establishments located in older & more hazardous bldgs. are inspected once every two weeks.
2. Residential inspections were carried out for every residence in the city.
3. Exhibition of displays and talks by members of the department during fire prevention week.



CITY HOSPITAL AND HOME

SNOW LOADER PICKS UP WET LEAVES

RETIREMENT DINNER, ASST. FIRE CHIEF WILSHIRE

WELCOME HOME FROM KOREA

City Hospital and Home

Number of Employees: 22

Cost per Capita to the Citizens of Bangor: \$2.40

Total Expenditures: \$75,624

Hospital		1951
Patient days of hospital care given		6,194
Average daily census of hospital		17.2
Average length of hospital stay in days		82.5

Home		1951
Days of home care given		5,450
Average daily census of home		16.3
Average length of home stay in days		106.8

Department of Health

Number of Employees: 7

Cost per Capita to the Citizens of Bangor: \$1.16

Total Expenditures: \$36,366

Resident Birth Rate		1950	1951
Live births		723	717
Births per one thousand population		23	23

Resident Death Rate		1950	1951
Deaths		344	277
Deaths per one thousand population		11	9
Infant mortality		10	12
Infant mortality per one thousand population		3.2	3.8

Leading Causes of Death

Diseases of the heart	79	70
Cancer	52	41
Cerebral hemorrhage	26	27
Pneumonia	16	21
Accidents	9	16
Tuberculosis	5	1

Reported Communicable Diseases

	1950		1951	
	Cases	Deaths	Cases	Deaths
Tuberculosis	22	5	13	1
Diphtheria	—	—	4	1
Measles	7	—	23	—
Typhoid	1	—	—	—
Meningitis (all types)	2	—	4	2
Poliomyelitis	4	—	2	—

Inspection		1951
Milk samples taken for testing		350
Food handlers certified		852
Plumbing inspections		582

Innoculations—Public and Private Schools

		1951
Whooping cough		708
Smallpox (Vaccinations)—98% immunized and vaccinated		325



Building Inspection

Number of Employees: 2

Total Expenditures: \$7,271

Cost per Capita to the Citizens of Bangor: \$0.23

	1949	1950	1951
Permits Issued			
New dwellings	66	65	52
New dwelling units through alterations	16	13	21
Other new buildings	47	69	37
Structures other than buildings	40	24	21
Alterations and additions	95	87	99
	264	258	230
Total value of permits	\$ 741,507	\$1,723,327	\$ 896,311
Dwelling units demolished	8	25	5
Other buildings demolished	10	11	10

Zoning Board of Appeals

Total application & petitions	35	42	27
Granted	32	38	24
Refused	3	3	3
Withdrawn	—	1	—

Public Welfare Department

Number of Employees: 5

Total Expenditures: \$62,676

Cost per Capita to the Citizens of Bangor: \$1.99

1. Investigations made for or at the request of sources outside the city	217
2. Applications made to the department for relief	324
3. Applications for advice and or social services	50
4. Referrals and arrangements made for burials	46
5. Patients or dependents admitted to City Hospital and Home	83
6. Transportation furnished to Jefferson Home for men	19
7. Number of persons receiving assistance	640
8. Applicants referred to other agencies	69
9. Miscellaneous other services rendered	8

Reasons for Not Giving Assistance

Adequate resources	24
Employment secured	8
Help from relatives	8
Transient repeaters	8
Other	10

Supplemental Aid Given

Aid to Dependent Children	18
Old Age Assistance	30
Aid to the Blind	2
Children in boarding homes	25



Recreation Department

Permanent: 2
Number of Employees:

Total Expenditures: \$21,315

Seasonal: 18

Cost per Capita to the Citizens of Bangor: \$0.68

Playground Activity Participation

Activity	Attendance
General playground attendance	92,000
29 bus trips to Green Lake for swimming	1,526
8 outdoor dances	7,900
2 outdoor square dances	1,800
Basketball	More than 500
Baseball	More than 350
Softball	400

1. The city had eight playgrounds under supervision from June 27 to August 27.

Activities sponsored were:

- | | |
|--------------|---------------------------------------|
| 1. Athletics | 7. Stories |
| 2. Sports | 8. Dramatics |
| 3. Wading | 9. Archery |
| 4. Swimming | 10. Tennis |
| 5. Art | 11. Apparatus play |
| 6. Crafts | Special days—Water Carnival Field Day |

Electrical Department

Number of employees: 11

Total Expenditures: \$68,991

Cost per Capita to the Citizens of Bangor: \$2.19

	KWH	Cost
1. Electricity Purchased		
Water Department	2,333,000	\$17,497.50
Bangor Hydro	1,064,600	15,969.00
Total	3,397,600	\$33,466.50
2. Electricity Used	KWH	Cost
Water Department	77,970	\$ 1,169.55
Municipal Buildings	1,005,625	10,100.71
Street Lighting	2,301,205	22,004.24
Garland Street Field	12,800	192.00
Total	3,397,600	\$33,466.50

3. Two traffic signals were installed, and other work done for the Police Department.
4. Twelve new street lights were installed.
5. 2,447 lamps were replaced.
6. 26 fixtures were replaced.
7. 490 permits for electrical wiring were issued.

DIRECTORY OF CITY OFFICIALS

CITY COUNCIL

Terms Expire January 1953

James C. Totman, Chairman

John T. Barry, Jr.

Hilton Humphrey

Terms Expire January 1954

John J. Flaherty, Jr.

Doris C. Rosen

James S. Stanley

Terms Expire January 1955

James A. Hughes

Arnold L. Veague

Victor A. Viola

ADMINISTRATIVE OFFICIALS

Telephone

City Manager	Julian H. Orr	9436
City Clerk and Auditor	Jay E. Alley	4583
City Treas. and Tax Collector	Ralph L. Weymouth	20546
City Solicitor	Benjamin W. Blanchard	5467
City Engineer	James L. Macleod	6424
Fire Chief	John J. Nelligan	8211
Police Chief	John B. Toole	7382
City Electrician	Leon J. Cole (Acting)	20177
Director Welfare Dept.	Ruth S. Lord	4579
Supt. City Hospital and Home	Oscar L. Modesto	4442
Recreation Director	Bernard Campbell	8548
Building Inspector	James M. Walsh	6424
Purchasing Agent	Stanley Yonkausk	7173
City Physician	Edward L. Curran, M.D.	3176
Health Officer	Harry D. McNeil, M.D.	6522
City Planner	Warkentin Schroeter	24078
Superintendent of Schools	Roland J. Carpenter	7379
Superintendent—Water Dept.	Donald P. Johnston	4516

Assessors	Harry E. Torrens	23013
	Alec M. Wescott	
	William J. Largay	

Board of Registration	Erminie G. Kelly	5043
	Mildred M. Merrill	
	Hazel M. McNamara	

BOARDS AND COMMISSIONS

WATER BOARD

Alpheus C. Lyon
Frederick T. McEwen
Albert W. Fellows, M.D.
George Hawkes, Jr.
Earle M. Hillman
Charles C. Morris
James S. Stanley, Chairman

CIVIL SERVICE COMMISSION

William R. Ballou
Joseph H. Fleming
John E. Hess

RECREATION ADVISORY COMMITTEE

James F. O'Connor
Betty Berger
Weldon Dunnett
Alden Lancaster
Helen Libby
Victor A. Viola, ex-officio

MEDICAL BOARD OF THE BANGOR CITY HOSPITAL

Robert O. Kellogg, M.D.
William A. Purinton, M.D.
Eugene E. Brown, M.D.

TRUSTEES OF THE HERSEY FUND

Manning C. Moulton, M.D.
John M. O'Connell, Jr.
William P. Newman
Donald S. Higgins
Treasurer of the City of Bangor, ex-officio

BANGOR PUBLIC LIBRARY BOARD

The Trustees of the Hersey Fund and
Charles F. Bragg 2nd
George F. Eaton
Horace S. Stewart
Erwin S. Anderson

SUPERINTENDING SCHOOL COMMITTEE

William W. Tulloch
Lawrence M. Cutler, M.D.
Martyn A. Vickers, M.D.
Grace A. Overlock
John P. Vose

CITY PLANNING BOARD

Kent S. Hassen
C. Parker Crowell
E. Richard Drummond
Walter F. Ulmer
Francis A. Finnegan

BOARD OF APPEALS—ZONING ORDINANCE

John A. Vickery
Arthur Eaton, Sr.
Abraham J. Stern
Associate Member—Ballard Keith

TRUSTEES OF THE SOPHIA KIRSTEIN STUDENT LOAN FUND

Robert N. Haskell
Abraham M. Rudman
Arthur Smith
Margaret A. Bradbury
Superintendent of Schools, ex-officio

CEMETERY BOARD

Wilmot I. Brookings
Merrill R. Kittredge
Hazen A. Polk

