

***Proposed  
New Express Highway  
System***

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## 1953



[REDACTED]

# AN AMERICAN CITY

*Four Years' Progress*

St. Louis

1949-1953

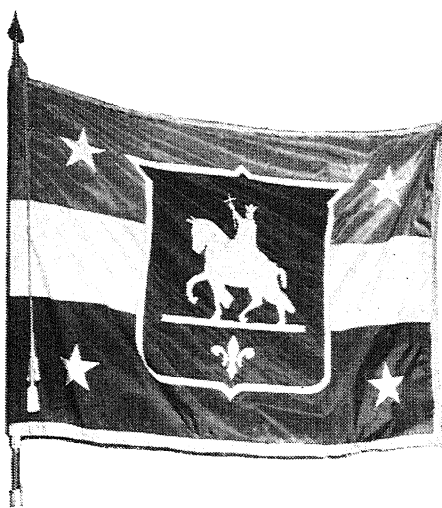
*St. Louis Mayor*

OFFICE OF THE MAYOR  
"No one in public life who notes what has been done in the  
past for civic improvement can fail to be inspired to greatly  
enlarge these improvements in the future."

[REDACTED]

MARCH, 1953

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*Official Flag City of St. Louis.*

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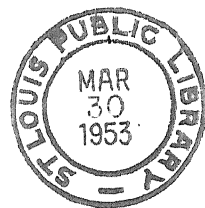
*A recent picture of Mayor Darst at his desk in City Hall.*

## *Foreword . . .*

WHEN a man decides to run for mayor, when he is elected mayor, and when he stands before the public to take the oath of office, he should be intensely aware of a sobering responsibility.

He has been given authority along with responsibility for the welfare, present and future, of his fellow-citizens. They look to him to make life more pleasant and more abundant, because, as everyone knows, it is local government that intimately touches the everyday life of all of us.

No one who has lived half a century and more in the city of his birth, and choice, can fail but note what has been done



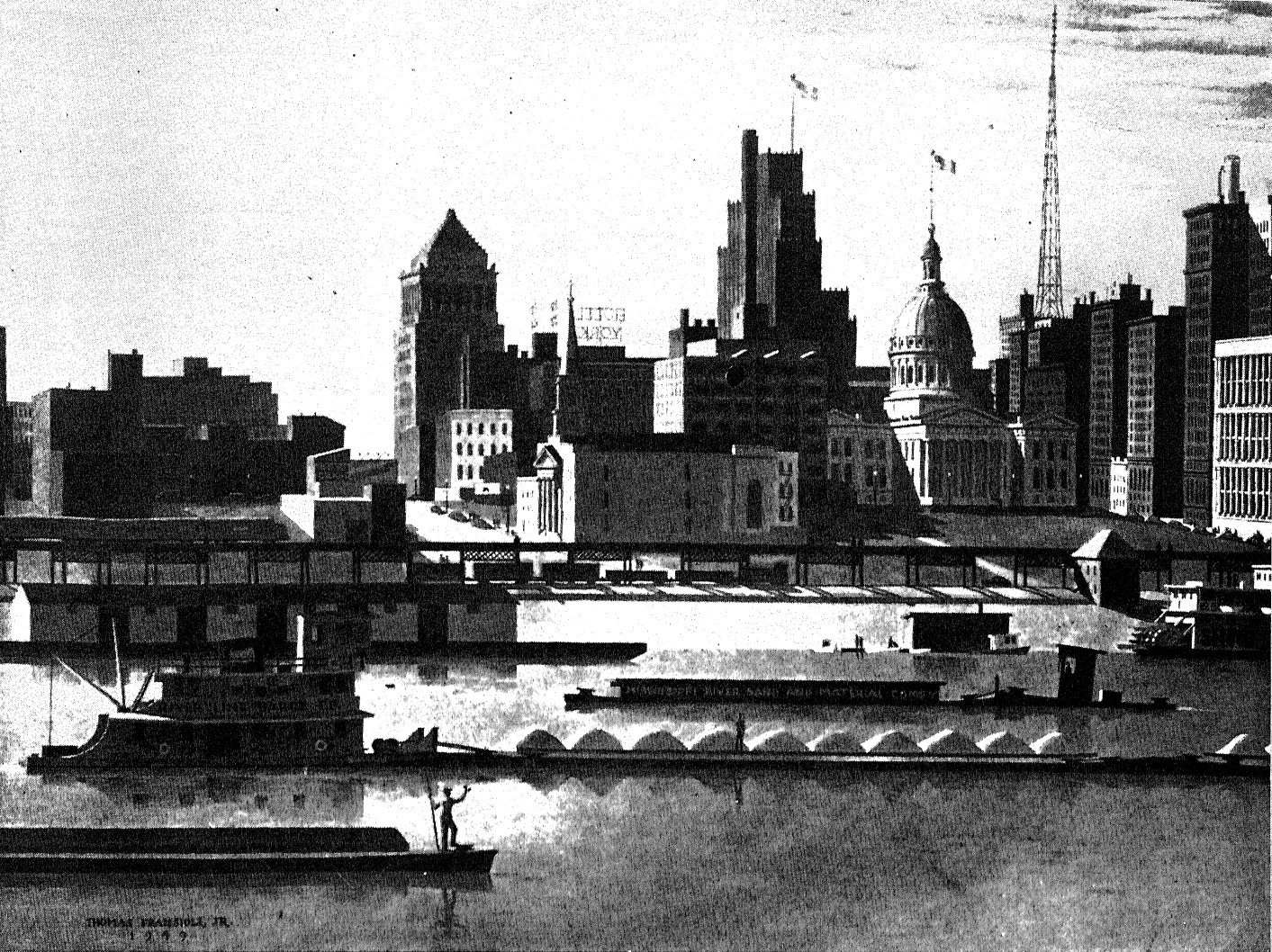
in the past for improvement and what, therefore, may be done in the future.

I believe it is fitting for me to say that I had long hoped that I might some day be mayor of St. Louis. My business was city development; laying out subdivisions and building homes and market places. I saw what things were bare necessities and what things were present dreams that might some day become realities—space and cleanliness for humble citizens; open vistas for all; broad highways; more playgrounds; prosperity that comes with industry, and good living that comes with conscientious and intelligent planning.

I think I was inspired, too, by the history of our city. I had read, of course, about young Chouteau and Laclede; the fur trade; the Louisiana Purchase; the expeditions out of St. Louis that founded two great continental trails and a dozen Western cities; the steamboats and the coming of the railroads; the great tides of immigration; commercial and cultural expansion and growth through the decades. I saw much of this recounted and re-enacted at the great World's Fair of 1904. I was all the more interested because my own people had been among the early settlers here and had done their part toward making St. Louis a better community.

When I became mayor I knew, or I soon found out, that managing the affairs of a city falls into two rough categories: one, the everyday routine of municipal business and, second, the large overall planning for the immediate present and for the future.

The routine of municipal affairs is a business. City authority and responsibility have been highly departmentalized and specialized. Civil service has given stability to employment, so that city personnel is qualified and experienced. Practically all the professions, skills and trades, are included among our city employees.



*An impression of the St. Louis Riverfront by artist Thomas Fransioli, Jr.  
It appeared on the front cover of Collier's magazine in 1949.*

It might be said that, like a business, a city has something to sell—services. Citizens pay for these services by means of taxes. But since the services are not packaged and handed over a counter; since the citizen has little choice as to whether he accepts the services and pays, or not; since one man pays another man's way, the handing over of taxes is always an unhappy procedure. However, most of us are resigned to the fact that without taxes there would be no services at all, and without services city life would be unhappy, unsafe and unhealthy for all, and even impossible.

The trick is to balance taxes and services, to keep the first within reason and the second within the bounds of the first.

There is never enough money for all demands, never enough sources of taxes. What the average housekeeper experiences on a small scale, city management experiences in millions of dollars.

But where the housewife has the last word, can put her foot down, city government presents a problem on a large scale in human relationships.

The city is an aggregation of people who live close to each other, have many desires in common, and quite a few at variance. Almost everyone wants police, health and fire protection; education for the children; playgrounds, parks, libraries, zoos, art museums; regulation of traffic and transit so they can move to and from work and amusement; courts and police to adjudicate damages and keep the peace; hospitals and eleemosynary institutions.

*The famous Milles Group  
in front of  
Union Station.*



In short, they want to be protected in life and limb, maintained in comfortable surroundings.

But it isn't as simple as this. The majority of citizens may want certain benefits but some minorities want this, and others that, and frequently the wants conflict. All sides must be heard and weighed, and then when they all have been heard, there is red-tape, regulation, checks and balances. What would be a button-pushing operation in private business is a long-drawn and tedious major operation in municipal business. Probably it should be that way but it does slow up procedure.

So that a city, as a business, must not only keep outgo less than income, but it must also solve many additional problems in human relationships.

And to give even the majority what they want and need in the way of essential services requires a constant study of a constantly-changing problem. And, bear in mind, that the services considered essential today will be augmented and increased tomorrow. Government is becoming more complex as more is demanded of it.

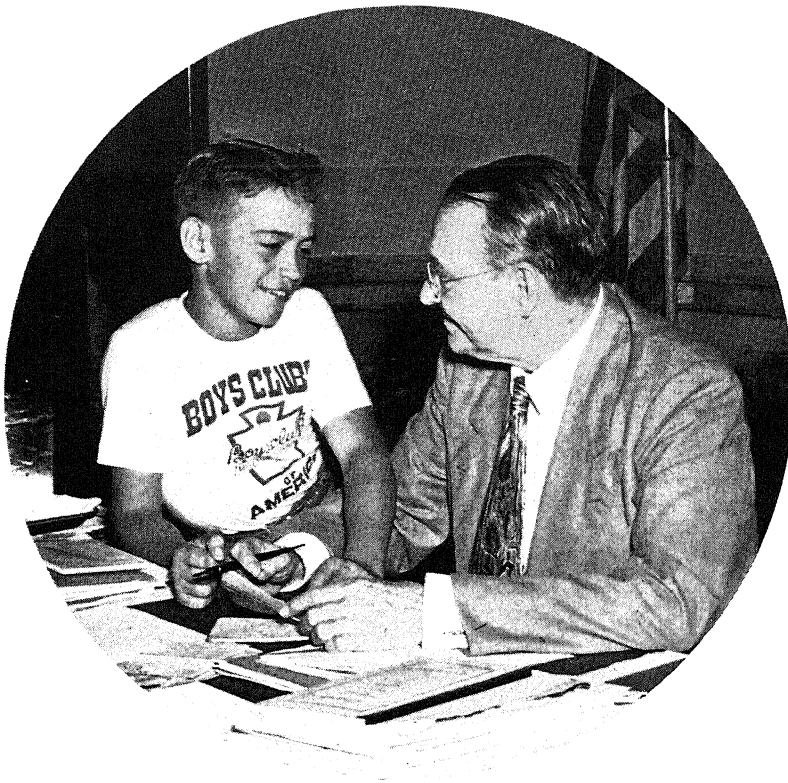
Further on we will give facts and figures about the various departments that conduct the business of the City of St. Louis.

Even before I took office I took stock of things needed in large overall planning, for the immediate present and for the future.

Among these were community and city planning, which include fundamental and far-reaching changes, city beautification, slum clearance, and low-cost housing, both publicly and privately financed; improvement in traffic and transit; modern facilities for air travel; civil defense. And, basically and most important, a study and revamping of city finance.

Some of these problems we have had with us for more than a century, such as city beautification. Some have come up within the last generation, like airways. Others, within the last few years, like civil defense.





*The Mayor  
and  
Jimmy Montgomery  
of  
Boys' Club of St. Louis.*

I wonder if it might not be said that city problems, and their solutions, grow out of irritations. When Tony Benoist conducted a school of flying at Kinloch, and Slim Lindbergh and Bert Love flew the first air mail to Chicago, people didn't think or bother about traffic to the airport, runways or control towers. Then one day the situation became unendurable, something temporary was done about it. Finally, there was some long range planning.

Then smoke abatement. Thick smoke came with increased industry. People were happy about it. Then one day they were less happy and smoke came to be looked on as a nuisance. It remained a nuisance for half a century. Sermons were preached, editorials written, mass meetings held. The pressure kept mounting, the snowball kept growing, and one day something was done about it.

Irritation and protest became action; action became law; law was translated into men working, shovels flying, new devices being installed.

It is this translation of ideas, dreams, irritations into general improvement and betterment that vitally concerns every city

administration. The translation is implemented by the men directing the city's business. But their activities overlap department boundaries. Men and ideas work together. Solving of problems, tactical as well as strategic, enlists the best thinking and the active support of many able and patriotic citizens who are not officially connected with the city administration. Laws are passed and revised, even charters are rewritten.

The charter provided that the mayor shall make an annual report to the community. Because of the necessity for economy we have omitted successive annual reports for the last four years, except those made by the departments to the mayor. Now that the four years of my administration are drawing to a close I think it fitting that I make a report, consolidated as to departments and years. This report then covers the years of my administration, from 1949 to 1953.

The story is factual. It is personal, of necessity. But since it touches the lives of a million and a half of us who live in this community, it has an idealistic as well as a material aspect.

In this book we want to tell the story of things accomplished during the last four years. I honestly believe that my administration, my associates and I, working as a team, have moved St. Louis forward an appreciable distance. We also want to tell how things get done; how, as I have said, an irritation or a dream of progress is changed into an improvement.

In closing four years of my stewardship I want to pay my sincere respects to my associates in and out of the City Hall. Out of this close association of officials and citizens has grown the new civic spirit that has now resulted in the forming of the new organization, Civic Progress, Inc.

The balance of the story will be told by my associates.

*Geo. M. Darst.*

*"Mayor Darst can be proud of his record of accomplishment. That record will lengthen, I believe, as the civic development bodies he helped create get under way. I appreciate the privilege he has granted me to serve our City as a member of "Civic Progress, Inc."*

J. Wesley McAfee, President  
Union Electric Company

THE new organization, recently incorporated by pro forma decree, and entitled Civic Progress, Inc., seems to augur great things for this community.

This movement for an awakening of civic pride and ambition took form about a year ago when the mayor called several meetings of a small group of leading and influential citizens in his office. The mayor told this group he wished to awaken the interest of citizens in the future of their city and give them an organization in which they could work for its general betterment.

It was decided to make a study of the so-called Pittsburgh Plan. A group visited Pittsburgh and were given access to facts and figures. The plan is credited with completely revamping the spirit and face of the City of Pittsburgh and is considered a model for civic plans elsewhere. Details are given elsewhere in this article.

Later the mayor called the St. Louis group into a meeting. They agreed to form a sponsoring committee, consisting of Messrs. Sidney R. Baer, Arthur A. Blumeyer, David R. Calhoun, Jr., J. Wesley McAfee, James M. Douglas, Aloys P. Kaufman, Powell R. McHaney and Ethan A. H. Shepley.

#### **Purpose of Movement**

The purpose of the group was set forth in their initial statement:

## PLANS FOR



*Recent aerial view of part of*

# THE FUTURE—Civic Progress, Inc.



*downtown St. Louis and Plaza with municipal buildings at right.*

"The committee intends to form a non-profit corporation which would sponsor a wide variety of civic improvements. It would be a permanent corporation, organized for the sole purpose of carrying out a long-range program for the successful development of the St. Louis area. The corporation would promote improvements which could be financed through public and private agencies alike.

"The corporation would in no way take the place of established organizations. Instead it would support and assist many existing organizations in carrying out items in the plan. Where no qualified agency or group exists, the corporation would deal directly with the problem."

The sponsoring group were the incorporators of Civic Progress, Inc. It will be a permanent organization to sponsor long-range improvements. Membership is being added to and will include the ablest men and women of the area, representative of all interests and groups.

The list of proposed improvements, printed elsewhere with this article, is impressive and ambitious. It would, as gradually put into effect, revamp the spirit and face of St. Louis, as of Pittsburgh. Many of these projects had already been submitted to the mayor and the public by the Board of Public Service, acting under the guidance of the mayor and the Citizens Bond Supervisory Committee. It is expected that similar bond proposals will

be submitted in St. Louis County, coordinated with the City program.

Commenting on the forming of the committee, the mayor said:

*"A plan such as this, with its unlimited possibilities, needs the backing of the greatest leaders in our community. It would require their personal attention and financial support. Above all, such a corporation would serve as a stimulus to the community and exist as a civic conscience destined to bring about a continuity of purpose to area development."*

### Some of Improvements

Among those improvements recommended for immediate consideration by the public are the following:

**NEW MUNICIPAL DOCKS:** Studies have been made for more than three years to devise ways and means of making St. Louis a real inland port. Shipping authorities state that this can be done provided proper docking facilities are provided and if goods are collected for export and distributed by import throughout the entire upper Mississippi Valley—in other words, through thirteen states instead of just Metropolitan St. Louis.

There would be two docks, under the plan, one for light-draft ocean steamers, located just south of Gasconade street, and the other, for ocean barges, to be located adjoining the present North Market street dock. Both would be completely equipped with warehouses, material handling facilities and terminals.



**ITEMS OF CITY IMPROVEMENT**  
**which Civic Progress, Inc. may undertake.**

River port development  
International House (such as in New Orleans)  
Trade Mart  
Rehabilitation Hospital  
Public Health Centers  
Incinerators for refuse disposal and generating electricity  
Mass transportation  
Residential construction  
Minimum housing standards  
Public housing  
Slum clearance and urban redevelopment  
Parks and recreation centers  
Public parking authority  
Expressways and traffic flow  
Flood control  
Taxation and bond issues  
Airport development master plan  
Industrial expansion and development of new industries  
Arts and crafts center  
Planetarium, aquarium, museum and library  
Street lighting program  
Rehabilitation of downtown and neighborhood business districts  
Educational television station  
Textbooks on St. Louis for school children  
Active interest in bringing conventions and new business to the city  
New office buildings  
Clean-up of streets, buildings and improved public appearance  
St. Louis Week—local exposition  
Truck, rail and air transportation  
World Commerce Fair and celebration of Louisiana Purchase  
Port of Entry (air and water)  
Air pollution  
Civil Defense  
Informed public

## *What Has Been Done in Pittsburgh*

*The Allegheny Conference on Community Development, after which the new St. Louis civic agency is modeled, is the sparkplug for improvements in metropolitan Pittsburgh. Its notable specific accomplishments have included the following:*

*Passage of a state urban redevelopment enabling act, leading to the creation of a local agency. This agency has handled large projects to rebuild slums and blighted areas.*

*Induced Equitable Life Assurance Society to build Gateway Center, three skyscrapers costing about \$32,000,000, on a 23-acre downtown redevelopment site.*

*Got the state to clear a 36-acre slum site downtown for Point Park.*

*Promoted clearing a 20½-acre slum site to provide for an \$80,000,000 Jones and Laughlin steel mill, and helped move residents to better quarters.*

*Obtained a state public parking act under which a city agency was set up. This agency, financed with revenue bonds, has built two large downtown garages, has sites for two more, and has arranged for an underground garage beneath a city block donated by Mellon foundations for a downtown park.*

*Brought about good enforcement of the smoke abatement law, which has cleaned up Pittsburgh's air: encouraged extensive cleaning of buildings.*

As a world traffic expert recently declared: "If St. Louis will provide suitable port facilities, shipping will follow soon thereafter."

The contemplated results of the Seaport idea are ambitious in the extreme. The mayor has seen St. Louis as a real seaport, reaping the benefits thereof as have New Orleans, Houston and Memphis. Industry, of course, would be attracted if water-borne freight rates were an inducement.

Governors of thirteen states adjacent and federal officials have expressed extreme interest in the idea. Shipping companies and industry have responded. The project has been compared favorably to the much-discussed St. Lawrence Waterway project, and is as large in scope.

As this goes to press, assurances have been received by the City that ocean-going vessels will start using our dock facilities

within a month, opening new avenues of commerce for the entire area.

### **Expressways**

It has been recommended that some \$160,000,000 be spent on expressways leading into downtown St. Louis over the next twenty years. The city's share would be some \$20,000,000, the balance being put up by state and federal agencies. These highways will give easy access to downtown St. Louis. Without this access the central shopping area will soon wither. Some people must be inconvenienced in the building but the highways will be for the benefit of all.

The three great highways are:

THE MARK TWAIN EXPRESSWAY, a new, limited access interstate highway, extending in a northwesterly direction to connect with the new alternate U. S. Route 40 at Missouri River just west of St. Charles.

THE DANIEL BOONE EXPRESSWAY, which will extend westward from the Jefferson Memorial area, along Franklin and Clark, respectively, to Grand, where the two branches are united, then extend westward along Forest Park avenue, and then pass north of Forest Park through University City and Clayton to a junction with U. S. 40 in Richmond Heights.

THE OZARK EXPRESSWAY, which includes the Third Street Project, which is under partial construction. It extends in a south-westerly direction to connect with U. S. Route 66 just south of Kirkwood.

These expressways will be six-lane highways with a safety divider. Other branches, or stubs, to be fitted into the plan are the Market Cut-off, a short project connecting the Red Feather Highway with Market to eliminate traffic conflicts; the Market-Grand Separation and the Gravois Stub which continues from the intersection of Morganford Road and Gravois to the Ozark Expressway.

A drawing of the Expressway System is printed on the inside back cover of this book.

### Off-Street Parking

These facilities would be provided partly by revenue bonds and partly by revenue from parking meters. An enabling act is before the state legislature.

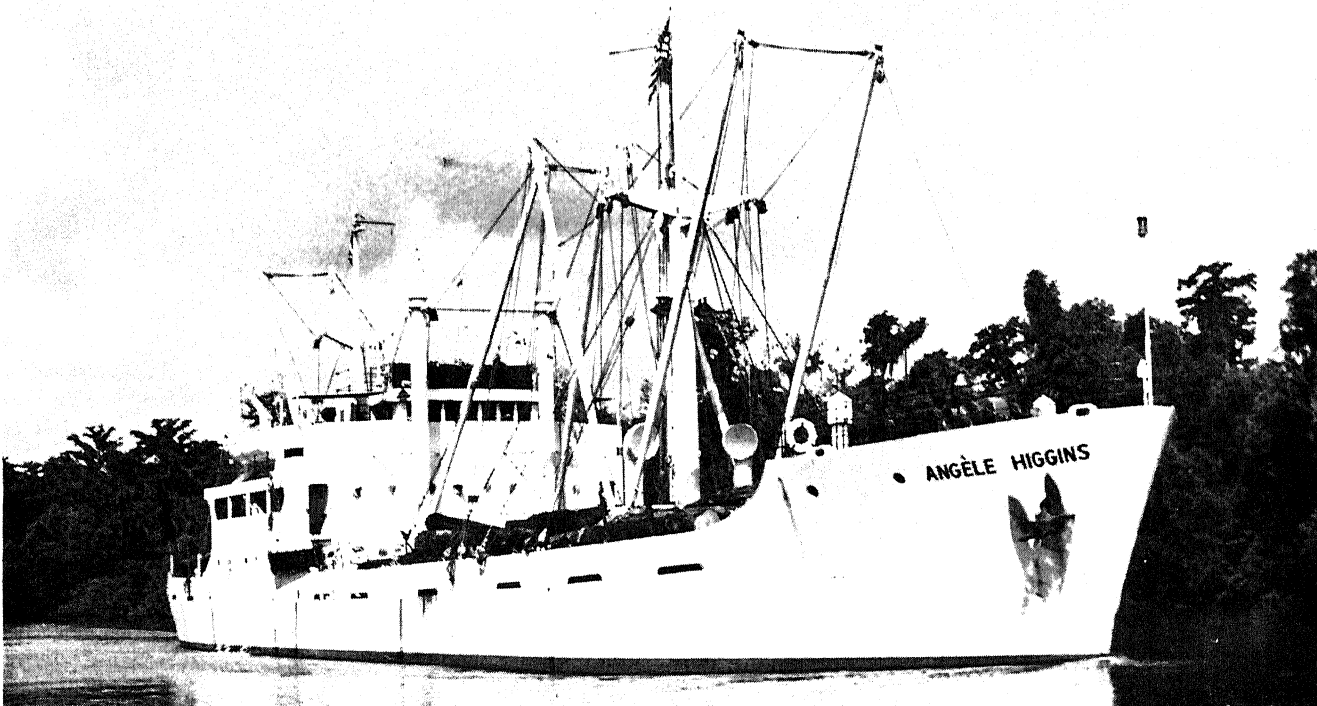
### Cultural Centres

These would consist of science museum, planetarium, symphony hall and scientific library.

Also provided would be rehabilitation of public buildings, improvement of public library, street cleaning equipment, traffic control installations, new testing laboratory and rubbish collection.

Additional millions would be provided to continue existing facilities and improvements such as hospitals, parks and recreation, fire and police protection, sewer system and airport facilities.

*SS. Angele Higgins, ocean-going freighter, on trip up the Mississippi to St. Louis, symbolizing world scope of the area's trade.*



# IMPROVING A GREAT CITY

*"The personal leadership, imagination and tireless energy of Mayor Joseph M. Darst in the field of public housing has rid St. Louis of many deplorable slum areas and replaced them with decent housing for thousands of families. During the four years of his administration, 6,431 public housing units were placed under construction or preliminary contract at a cost of \$82,705,933.*

*"Without his personal interest in the welfare of his community, his broad knowledge and experience in government and housing matters and his devotion to serving his fellow citizens, St. Louis would not be the great city it is today."*

Arthur A. Blumeyer, Chairman  
St. Louis Housing Authority

AS Mayor Darst said in his March, 1951, speech at the National Housing Policy Conference, St. Louis, like most other American cities, "Grew like Topsy."

There was a settlement along the riverfront, narrow streets that sufficed to carry the scant traffic of that day. Later, perhaps, someone thought of leaving open spaces for churches, parks, and schools. Then in the middle part of the last century the city's population surged forward and construction went up hastily and haphazardly, in new areas, away from the river.

The World's Fair marked a crisis in the progress of St. Louis, giving its citizens a reason and an opportunity to study their city, its faults and past mistakes, and its possibilities.

But there were countless meetings, speeches and interviews, much disappointment mixed with progress, before any concrete improvement was apparent.

## A Start Is Made

In November, 1905, the existing Civic League of St. Louis appointed a committee to study civic betterment, and after two

years the League came forth with a 150-page illustrated book entitled, "A City Plan for St. Louis." Prominent in the plan were provisions for streets, transportation, an outer park system and a civic center. But no official action followed, so leading citizens formed a City Plan Association to further progress.

Three years of skirmish followed before the city government was persuaded to undertake city planning work and pass an ordinance creating a City Plan Commission, incidentally just about the first such body in any American city. The Commission was authorized to, first, prepare a comprehensive city plan for the future, and, second, to recommend enabling legislation. Among the improvements contemplated were: improvement of riverfront; improvement of surroundings of Union Station; a playground, park and boulevard system; and location of public buildings.

At the end of three years the Commission brought in a report, the chief recommendations being riverfront improvement and the

creation of a downtown central parkway, or plaza.

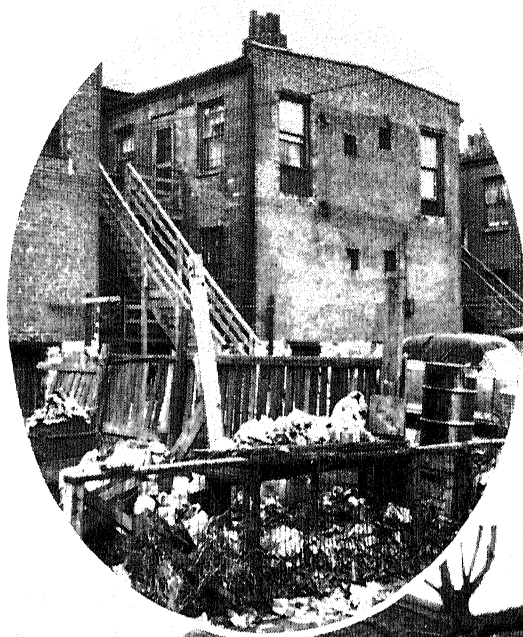
The first idea bore fruit. Docks for barges were built and a new kind of river traffic encouraged. But the central plaza idea was swamped when it was brought to a popular referendum.

### Planning Languishes

For a time, city planning languished because of the referendum blow. But a little later a new committee was formed. This was in late 1915. A city plan engineer, Harland Bartholomew, was engaged.

Just at the end of World War I this commission brought in a report proposing long-

range capital expenditures to finance improvements. This \$20 million project was promptly defeated by the voters.



*Typical Slum Areas*





*Before starting to build the John J. Cochran Garden Apartments for public housing.*

Twenty years had passed and St. Louis had little to show for much thought and effort. But in 1922, citizens rose to the challenge again. They formed the Council on Civic Needs, representing many organizations. A year later an \$87 million dollar bond issue was put to the voters. This time, in 1923, progress was overwhelmingly approved—the bonds were voted.

The face of St. Louis was changed by the carrying out of this program: the Memorial Plaza, the Auditorium, widening of many streets, the new courthouse, a new sewer system, many new parks and playgrounds, three hospitals, the Armory, markets and waterworks.

In 1942 the citizens approved a new bond issue program totaling \$63 million, the projects undertaken being generally similar

to those of the 1923 issue but representing the new needs of the postwar era. These projects have been and are being contracted and finished.

From 1911 to 1947 the City Plan Commission was only advisory. An ordinance passed after 36 years, and now in effect, requires referral to the Commission of all public projects, although its decisions may be overridden. The Commission thus has an official status.

### **An Era Of Humanity**

In 1932, with the coming of the first Roosevelt administration, government began to pay heed to the needs of the ordinary citizen—the “one-third of our citizens who are badly housed.” The St. Louis Housing Authority, following the national

lead, was established in 1939. It surveyed, condemned and cleared two areas for housing for low-income families: one at Chouteau and Fourteenth, housing 657 white families, and the Carr Square project, housing 658 colored families. These have been occupied for a decade.

During World War II all housing plans were dropped and it was not until 1948, when Mayor Darst took office, that new and larger plans took shape.

Right here it should be explained that improvement falls into several divisions: city planning for over-all progress; low-income housing, wherein substandard, insanitary and indecent housing is replaced by the St. Louis Housing Authority with new, modern, attractive living accommoda-

tions for low-income groups; and slum clearance wherein private enterprise is encouraged to serve as much of the total housing need as it can for middle-income groups, as well as to encourage non-residential development.

The Housing Act of 1949 was a charter for civic improvement and a beacon of hope for the underprivileged. It enlarged benefits; for instance, prior to this act no federal assistance was available for slum clearance for the benefit of middle-income groups.

Mayor Darst worked diligently for the passage of the 1949 act and for its application to St. Louis. He made numerous trips to Washington, helping in the formation of policies and plans. He appointed men familiar with the needs of the city and how



*During building of Cochran Apartments*



*Present view of Cochran Apartments*

to get a job done—groups working for slum clearance and low-income and middle-income housing. The first redevelopment corporation contemplated by the Act of 1949 was headed by the late Clifford Gaylord and grew out of a meeting called by Mayor Darst to which were invited some 200 local leaders.

The Mayor also has worked to make the City Plan Commission a more important arm of city government. He has felt that members of the Plan Commission, Housing Authority and Land Clearance for Redevelopment Authority are very important public servants.

### **The Cochran Apartments**

In housing, the first result following World War II was the clearance of slums and the building of the John J. Cochran Apartments situated between Seventh and Ninth, Carr to Cass. These bright new apartments are now finished and house 704 white families.

The DeSoto-Carr project section, actually three areas bounded by Jefferson, Cass, 18th

and Franklin, came next and is now in the process of construction. The first area being developed will be known as the Captain Wendell Oliver Pruitt homes. The entire project will eventually accommodate 4,522 families in modern 11-story buildings featuring recreation and service areas on open floors. It is definitely planned to have 2,854 of these units available in the near future. To make the project more attractive, a new 17-acre city park will be developed between the housing areas.

Additional projects are contemplated in other slum areas near the business district. One recently approved by President Truman will be located between Chouteau and Park from 12th to 14th, and will provide 1,548 dwellings in 11-story buildings, of which 1,202 are contemplated for construction within the year.

The Authority's program means more than just the mere rebuilding of slum areas. It helps create a finer city with fewer health problems and lower juvenile delinquency. Recreational activities for the many children

in its housing projects are a primary interest of the Housing Authority's management.

### Rental Provisions

Veterans and their families are granted a preference in renting public housing units. Rents are based on the tenant's ability to pay and are graded according to income and family size. Rents run from \$20 to \$64, depending on income and family size. A maximum income limit of \$3,500 for a family with six minors has been adopted to insure the providing of quarters for persons of limited means. The status of tenants is reviewed annually to ascertain their continued eligibility.

Recently, the Authority switched to long-term permanent financing which will make possible more rapid retirement of its investment. However, in order to maintain the low rent level it is necessary to draw upon annual Federal contributions as needed to offset higher debt service costs. The Federal Government guarantees 100% of the

bonds of the local Housing Authority.

The City exempts the projects from taxation as its contribution to the program. However, this is more than made up by the local Authority making "payments in lieu of taxes" to the City. In the last few years the sum has exceeded the amount that ordinarily would have been collected through taxes.

### Urban Redevelopment

Under the Federal Housing Act of 1949 the way was made clear for the establishment, after State and City legislative bodies passed enabling acts, of a Land Clearance for Redevelopment Authority. Under these Acts the Authority has the right to acquire slum and blighted property, demolish the buildings thereon and sell the cleared land to private developers for redevelopment in accordance with the general plan of the City as drawn up by the City Plan Commission. The Land Clearance for Redevel-

*A vista of the new Hampton Gardens—Private Housing*



opment Authority operates on funds borrowed from the Federal Government and necessarily suffers a loss on each project due to the fact that buildings in the slum areas must be torn down and the cleared land sold at a lower price than the original price of acquisition. This loss is borne by the Federal Government and the City on a two to one ratio with the Federal Government paying two-thirds of the loss and the City Government providing for one-third of the loss. However, the City's one-third may be met with by cash payments or by the provision of public facilities serving the re-developed area.

In 1950 and 1951, the first headway was made in preparation for the acquisition and demolition of a blighted area to be built up with medium-income housing. This is Area A, extending from Fifteenth to Eighteenth and Olive to Market, an extension of

the present Plaza area. Approval has been given by the Federal Government and the board of aldermen. Surveys and appraisals have already been made on the tract, as well as plans for construction.

This is the first of five proposed housing and beautification projects in downtown St. Louis. The four others are in the survey and planning stage. They are Area B—Jefferson to Grand and Laclede to Atlantic; Area C—Twentieth to Jefferson and Franklin to Carr; Area D—Broadway to Twentieth and Russell to Sidney; and Area E—Third to Ninth and Carr to Franklin.

In all these projects, community facilities will supplement housing.

### Private Housing

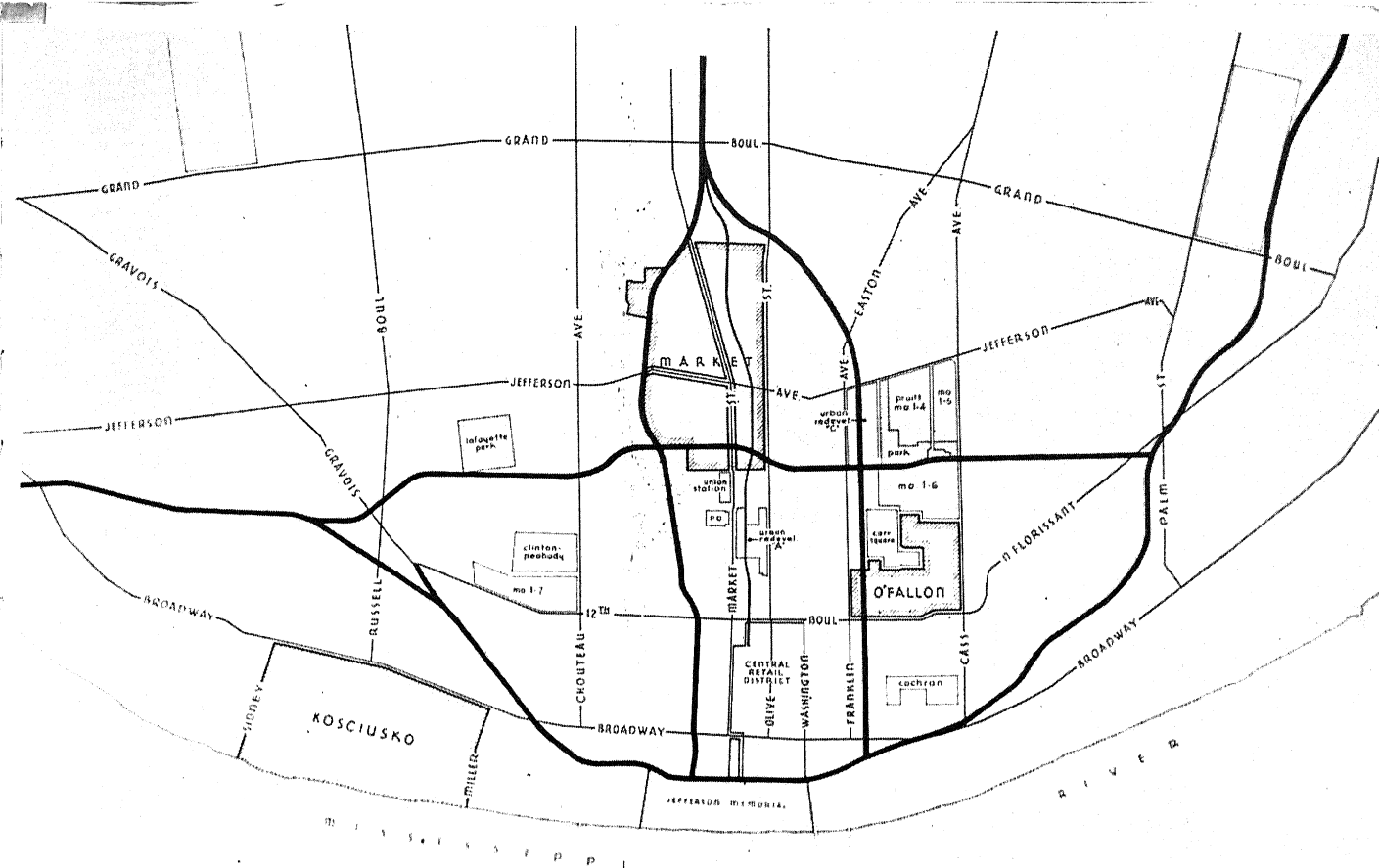
Considerable progress has also been made in private housing since 1948, particularly in the Northwest and Southwest parts of the

*Map showing location and concentration of new buildings in last year.*

OFFICIAL MAP  
OF THE  
**CITY OF  
ST. LOUIS**  
AS ESTABLISHED BY THE CITY CHARTER OF 1876  
PREPARED UNDER SUPERVISION OF  
FRANK KRIZ  
DIRECTOR OF STREETS AND SEWER  
1951  
SCALE  
1320 FEET TO ONE INCH  
PRIVATE STREETS ARE SHOWN WITH DOTTED LINES







*Three large Downtown Areas—middle center on Market Street, the south on Kosciusko, and on the north the O'Fallon district—are being urged for large-scale redevelopment of Industrial and Commercial Property.*

city. Hampton Gardens is a notable example of private housing with private capital. A great help in all the housing picture has been the passing of two ordinances, the Minimum Housing Standards Ordinance which is designed to check the spread of our blighted and slum areas; and the Comprehensive Zoning Ordinance which not only serves to bring present land uses and zoning in closer harmony, but also serves to protect property values and encourage the rehabilitation of the City's blighted areas.

#### **Praise From Nation**

Housing in St. Louis has received praise throughout the nation for its aggressiveness, its ever-expanding look to the future. During Mayor Darst's administration, a beginning of progress both for the present and the future has been made. Additional plans are in the making. All have the approval of the City Plan Commission.

As a result of aggressiveness in steering the overall housing program in St. Louis, Mayor Darst received a national award (plaque) from the National Housing Policy Conference, held in St. Louis in 1951.

His speech, made at that time, explained plans past and future. Excerpts are given on these pages.

*Have you, the citizen, ever looked at one of the housing developments? To do so gives a person a feeling of citizenship, an appreciation of teamwork, of friendship, of consideration for the other fellow. Try it some time. A short drive north or south in the downtown area will bring you to public housing developments, finished or under construction.*

# The Mayor Reports on Housing

*From Address before National Housing Policy Conference, March 19, 1951.*

LET'S look for a moment at St. Louis. Here on the banks of the Mississippi, from where our great western migration was charted, we built solidly of brick and mortar. Our structures were sound but, like most other cities, our planning was inadequate.

Like other communities, we have grown like "Topsy." Those who prospered kept constantly moving to the outskirts where they had more room to spread out. They gave little thought to what happened to the localities they moved away from. Today we recognize the fact that if we are to protect the city, our community investment, what we term our "downtown areas," we must rebuild, open up and clean up the hearts of our cities. At the same time we must plan new areas in a way to avoid the mistakes of the past. . . .

For many years now responsible citizens of our country have worked together in an effort to clean up the old, and to protect the hearts of our cities. They have tried to make certain that physical environments are not permitted to become so rotten that they destroy human values.

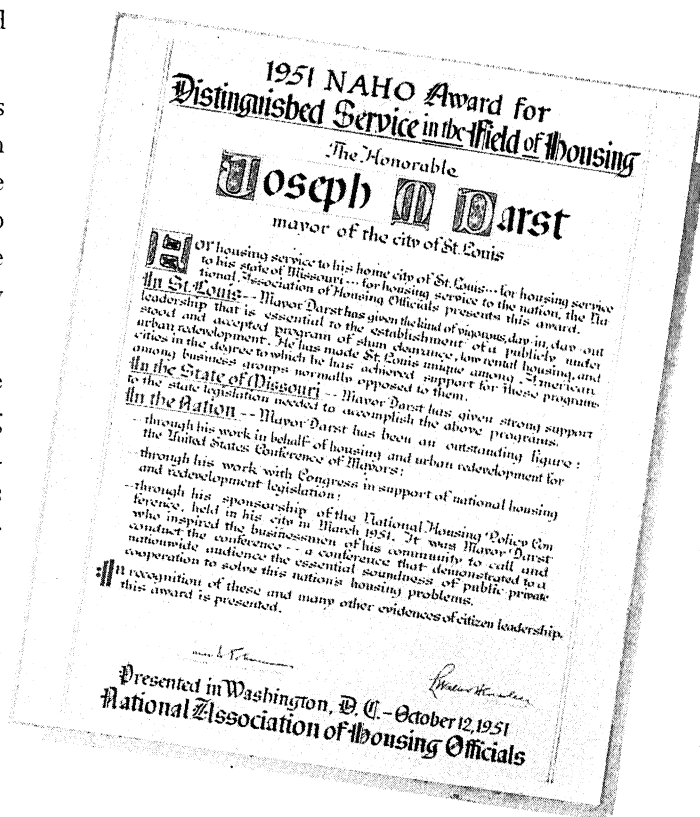
I offer no apologies for being one of those who believes in the concept of the Housing Act of 1949; the ultimate provision of a decent home for every American family is one of the greatest pieces of legislation ever adopted in Washington. . . .

What did the Housing Act of 1949 accomplish? It provided tools for cleaning up our

slums through redevelopment. It made possible low-rent housing for families who must receive public assistance. It also made possible the greatest boom that has ever been experienced in the field of real estate and home building.

The private home builders of this country are rightfully proud of the fact that in the year 1950 they built homes for one million three hundred thousand families. I share their pride.

The fact that they were unable to supply homes for more families of low income is no reflection on them. It just isn't possible to produce adequate shelter for low income



families at an economic profit. The home building industry did a stupendous job. It did it in major part because our government underwrote a goodly share of their achievement. Private enterprise and government enjoyed a partnership that was, and is, economically sound. With the best of intentions and good will, that partnership can accomplish only part of the job.

In St. Louis we have much more than dreams concerning the rebuilding of our city. We are at work cleaning out our slums.

We intend to rebuild and to stabilize our city in the framework of sound economic and social objectives. We have at work a redevelopment corporation that is private enterprise at its best. Our blighted areas will be put back into use to serve industry,

private housing, and be very certain that we will also provide for families of low income through a public housing program. Without any one of its parts the project would fail, and it will not fail. It is good business, every one will benefit, every taxpayer, every citizen of St. Louis. Our business men believe that our plans are good business. Our people agree. We all face the fact that the total job cannot be accomplished without teamwork between private enterprise and government. We are not ashamed of that program because we know that it is democracy at work.

We can achieve the goals we have set for ourselves if the basic principle of private enterprise-government cooperation is not disturbed.

*The Captain Wendel Oliver Pruitt Homes project, now nearing completion.  
It is one of four projects to be built in the DeSoto-Carr Area.*





*Comptroller Carpenter at his desk.*

# DEPARTMENT OF FINANCE

## OFFICE OF THE COMPTROLLER

THE Department of Finance includes the office of the Comptroller and the Assessment, Collection, Treasury and Supply Divisions.

The Comptroller, Milton Carpenter, is the head of the Department of Finance and exercises a general supervision over its divisions, over all the fiscal affairs of the City and over all its property, assets and claims, and disposition thereof.

He is responsible for preserving the credit of the City and can, with the approval of the Board of Estimate and Apportionment, draw warrants on the Treasurer to effect loans, pay debts and judgments and other liabilities of the City.

He has a seat, but no voice, in the Board of Aldermen.

He is the general accountant and auditor of the City and the records of his office show the financial operations and condition, property assets, claims and liabilities of the City, all expenditures authorized and all contracts in which the City is interested.

He has the power to administer oaths.

In the office of the comptroller rests the great responsibility of supervising the collection, investment, appropriation and expenditure of millions of dollars each year.

For example, the 1951-1952 Comptroller's Report reflects that receipts into the City Treasury for Interest and Public Debt Revenue, Municipal Revenue, Water Revenue and Municipal Bridge Revenue for

the fiscal year of 1951-1952 amounted in the aggregate to \$49,251,580.09.

Of the above total the revenue from taxes accounted for \$22,702,283.11 or 46.09%; licenses provided for \$12,093,680.86 or 24.55%; all other sources provided for \$14,455,616.12 or 29.36%.

Disbursements from Interest and Public Debt Revenue Fund, Municipal Revenue Fund, Water Revenue Fund and Municipal Bridge Fund for the fiscal year 1951-1952 amounted in the aggregate to \$52,926,407.12.

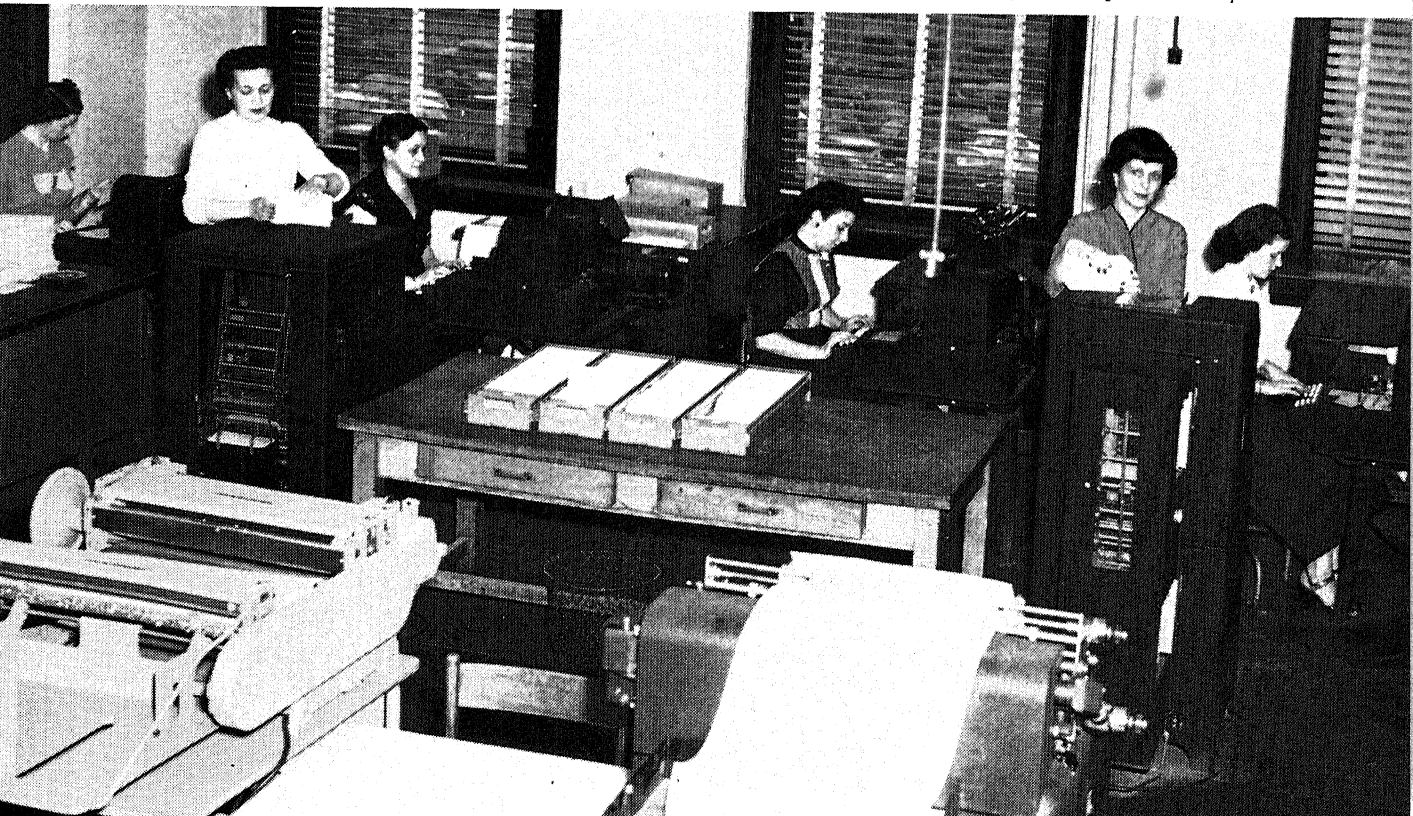
Of the above disbursements that for Bond Redemption and Interest was \$4,978,400.40 or 9.41%; General Purposes, \$34,418,814.48 or 65.03%; Health, Hospitals and Relief, \$13,529,192.24 or 25.56%. Every penny of these amounts is accurately recorded and accounted for in the Comptroller's office.

The comptroller is an elective official and by virtue of his office is one of the three persons who constitute the Board of Estimate and Apportionment. The other two are the Mayor and the President of the Board of Aldermen, Mr. Charles Albanese. The comptroller is also a member of the following Boards or Commissions: Airport, Auditorium, and Soldier's Memorial; the Armory Board, Zoological Board of Control, Police Retirement and Pension Fund, Firemen's Retirement and Pension Fund, Parsons Blewett Memorial Fund, Board of Standardization, Board of Fund Commission, and the MacArthur Bridge Commission.

The comptroller also performs the duties of the Clerk of the County Court and, in matters of taxes, acts in the capacity of the County Court.

The comptroller's office has undergone changes in system and a modernization of

*Tabulating and Key Punch Department.*





methods and physical features, since the present comptroller has been in office. Previous to that time, many sections of the office, with closely related work, were widely scattered through the huge old-fashioned rooms, and required much waste motion on the part of the workers. A complete reorganization of the department took place; closely allied workers were moved together, and the whole structure more closely knit.

During this reorganization, a change also took place in the handling of the real estate and personal property tax bills. Formerly these bills, after having been determined and figured by the Assessment Division, were jobbed out for the actual billing. This "jobbing out" ran into considerable money, year in and year out. A new system was therefore initiated by the present comptroller, whereby this work is now done in his office. This required the installation of new machinery which, it was determined, would

soon pay for itself, after which a saving would be realized on this huge tax-billing job.

The bookkeeping section was also mechanized, enabling that department to operate faster, more efficiently and accurately, in the maintenance of all accounting records.

*Microfilming Machine.*



*Bookkeeping Machines.*



# If War Should Come



*Raymond R. Tucker*

**I**T is generally conceded that the next war will take heavy toll of civilians. National, state and city civil defense organizations have been developed to warn against attack, to protect life and property, and to alleviate destruction and suffering thereafter.

Many national strategists think that an attack might come down the center of the country, through the Mississippi Valley. St. Louis would be in the path.

The start on a protective organization was made here in 1950 with enactment of an enabling ordinance. Mayor Darst named four leading citizens to serve with him on the first defense advisory committee—Howard Baer, Victor E. Cooley, Adrian W. Frazier and William H. Rand.

Later, the Office of Civil Defense was organized, actively directed by Raymond R. Tucker, Professor of Mechanical Engineering at Washington University. Tucker has had wide experience in civic affairs. It was he who organized the fight for smoke control, some fifteen years ago.

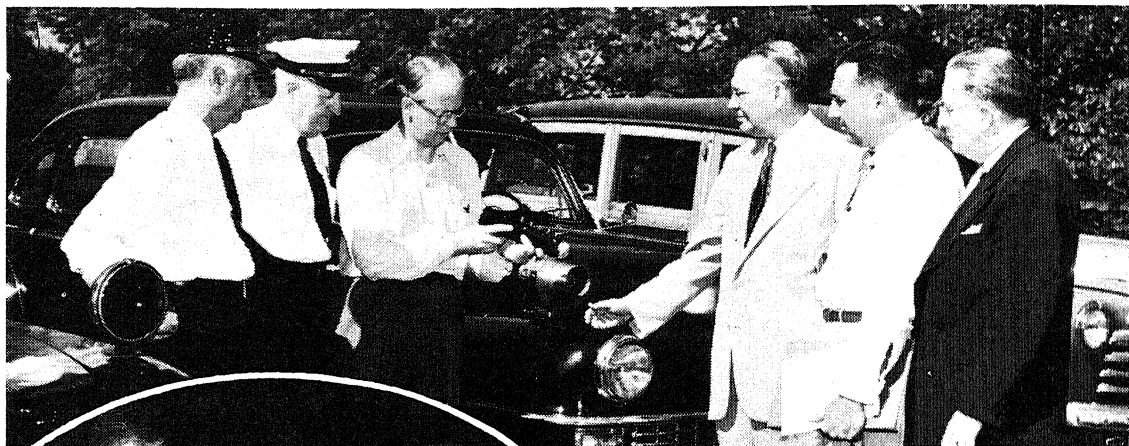
Based on national controls and information, an organization was set up to cover: personnel, public affairs, planning and procurement.

## Telling the Public

The basic task in civil defense is, of course, public information. So far as possible all individuals and groups must be made aware of danger, what to do and how to do it if and when the enemy strikes. A booklet entitled, "Saving Ourselves" has been put out to the extent of 600,000 copies. Everyone should procure and study a copy.

Publicity obtained in newspapers and recently measured totalled some 30,000 column inches. Radio and television have been constantly employed to bring civil defense to the attention of everyone. A speakers bureau averages some 50 programs a month. Films have reached more than 100,000 in this area.

Schools, public and private, have spread the lessons. There has been a plant and building protection program, concerned primarily with personnel in plants and buildings.



*Checking sound intensity of a siren.*



*A drill of "ham" radio operators.*

Specialized information has included marking of Aid-Ways, city-wide exhibits, installation of decals on city and utility vehicles, inscribed with the message, "This Is a Unit of Your Civil Defense". A civil defense exposition, held in the auditorium, attracted thousands, and inspired much publicity.

### **The Attack Warning**

A vital link in the program is the attack warning system. Early in 1952, communications experts in several fields completed plans for this system. Provision has been made for 127 electrically-driven, 5-hp sirens located strategically throughout the city, all capable of being activated simul-

taneously from the control center. The system is newly completed. It will enable St. Louis to undertake city-wide air-raid drills. The primary control center is now located in the old Mounted Police Station in Forest Park.

### **Using Present Facilities**

Of course, full advantage was taken of existing resources and facilities. Everywhere complete co-operation has been given.

The Police Department will: (1) Provide facilities for alternate control centers for the Director of Civil Defense, to be used in an emergency. (2) Undertake to control and facilitate all movement of personnel and vehicles. (3) Take over all traffic control. (4) Perform its usual functions of maintaining law and order. (5) Organize a block warden system.

The Fire Department will work to contain or control fires. The 1,051 trained firefighters already on the force have received

individual, round-the-clock assignments for defense.

Medical and health services are under the Department of Public Welfare. Some 19,000 professional and well-qualified personnel are available for the task. The Medical Service includes five divisions: First Aid, Clearing Stations, Base Hospitals, Field Hospitals and Supply. These have been organized under the chairmanship of the City Hospital Commissioner. The Health Service is composed of seven divisions: Public Health Engineering and Sanitation, Public Health Laboratory, Epidemic Intelligence and Biological Warfare, Immunization, Vital Statistics, Nutrition, and Public Health Nursing. It is set up under the direction of the City Health Commissioner. A Radiological Defense Section, made up of a Survey Group, a Plotting Group, a Maintenance Group and a Training Group, has been organized under the direction of a committee of nuclear physicists from our two universities. A Mortuary Service has also been set up

under the direction of the City Coroner and includes several hundred trained personnel from other public and private sources.

All other city departments will operate according to their every-day duties—water, streets, lights, etc. They will be expanded as the need develops. The Supply Commissioner's Office will handle the various complicated aspects of supply. The Social Planning Council has made plans involving both public and private resources for rendering various welfare service to the thousands displaced or dislocated by an enemy attack. The St. Louis Chapter of the American Red Cross has accepted responsibility for emergency relief service, involving the provisions of food, clothing and shelter to more than 100,000 persons during the first 48 hours after the occurrence of an attack.

The Public Service Company has been assigned the task of organizing all transportation—local transit, truckers, railroads, taxicabs, intercity truckers, intercity buses,

*First Aid Drill*





*Civil Defense Message Center.*

automobiles and miscellaneous transportation facilities and waterways.

Communications, the nerve system of civil defense, have been assigned to the Southwestern Bell Telephone Company. The most vital task of this service is the public attack warning system now nearly completed. Plans are also completed for maintenance of communications by all means available, during and after an emergency.

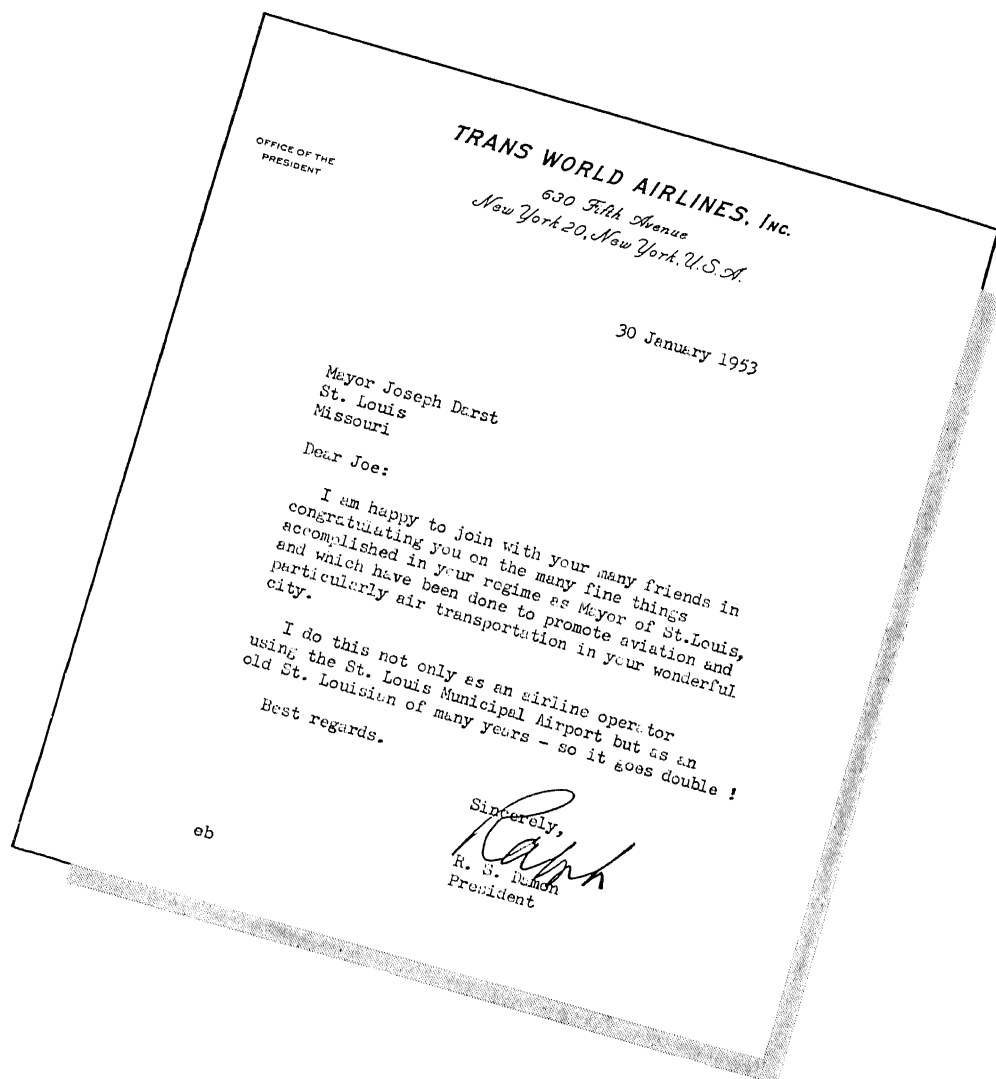
The Rescue Service, responsible for highly specialized and numerous rescue functions of civil defense, is under the direction of the Associated Contractors of St. Louis. Only among the members of this association can the needed know-how and heavy equipment be found. The same is true of the Chamber of Commerce of St. Louis which has undertaken the development of an effective, coordinated Plant Protection organization in every large building in the city.

### **Planning Completed**

All planning against an enemy attack is practically completed and the city has an organization of over 30,000 persons and a great deal of material and equipment. It has been estimated that as of today, St. Louis is 50 percent ready for any eventuality. Heartening progress has been made in the last two years or less. The inspiring principle is the established fact that an efficient defense program can reduce casualties by half. This principle has been and will continue to be the basis of all civil defense activity in St. Louis.

As this booklet goes to press, word has been received that 127 air-raid sirens will be ordered at an approximate total cost of \$61,000. It is expected that delivery of equipment and installation of these sirens throughout the city will be completed by early summer.



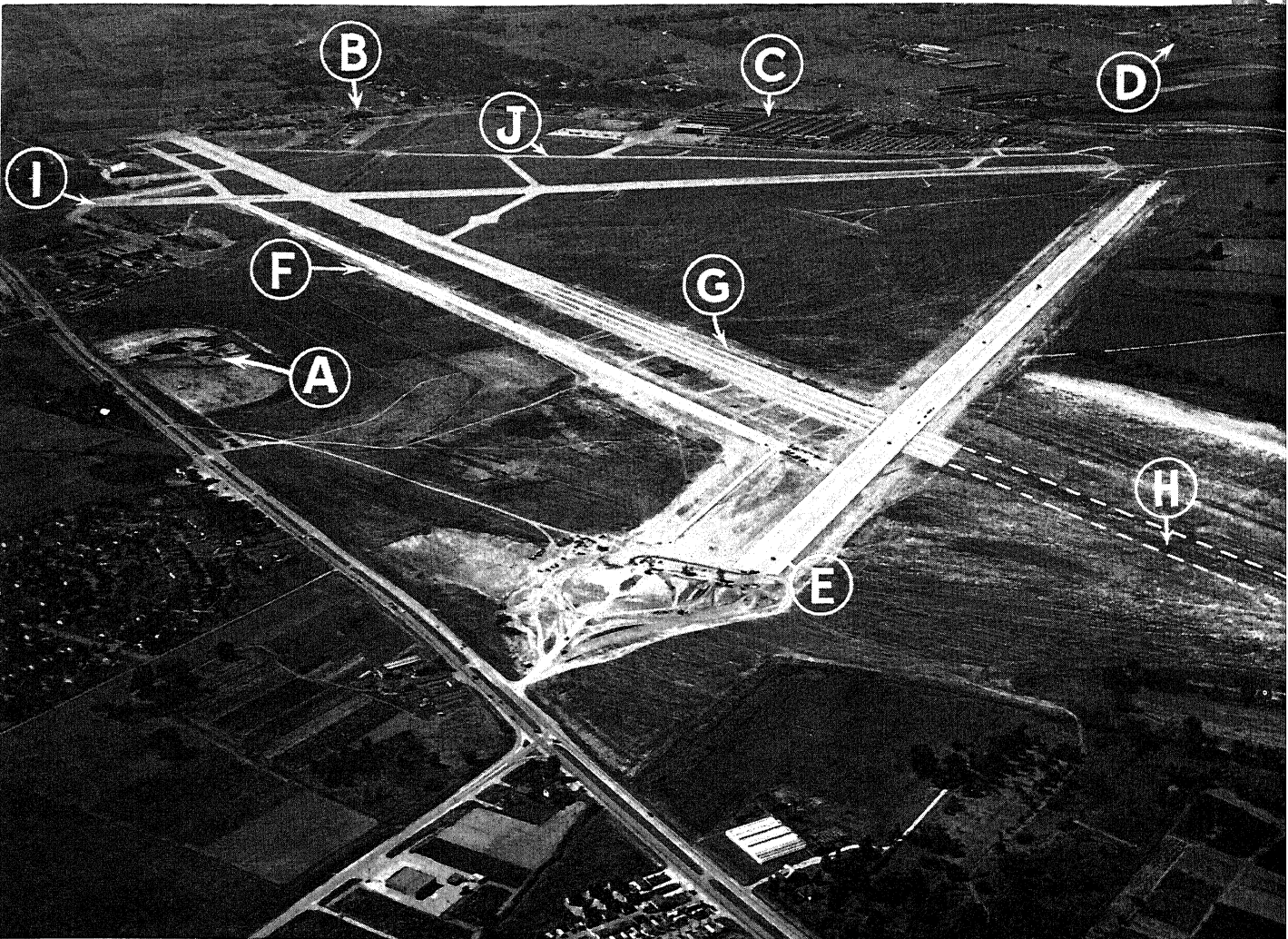


## ST. LOUIS AS AN AIR CENTER

EVER since man took to the air the planning of airports has been a knotty problem, and a problem with little precedent. St. Louis' airport grew up in the environs of Kinloch, in northern St. Louis County, with the nucleus of a flying school and "rubberneck" flying service. The great patron of flying in those days—and there weren't many of them—was the

late Major Albert Bond Lambert who gave wide reaches of land, counsel and encouragement—and flew himself. Before most people knew of it there was a mail service to Chicago, then chartered passenger planes, then airlines.

Through the years and various city administrations, suggestions have been made



*Recent air view of expansion program at Lambert-St. Louis Municipal Airport. A—site of proposed new administration building; B—present administration building; C—McDonnell Aircraft Corporation; D—Lincoln-Mercury Division, Ford Motor Co.; E—new 6,000' x 150' runway; F—new taxi strip; G—new section of old 5100' x 200' runway, extended to 7800'; H—further extension to 9800' projected; I—present runway, 6000' x 200'; J—present taxi strip.*

to relocate our airport and add auxiliaries. Acreage was bought by the city at Columbia Bottoms near the confluence of the two rivers. The Darst administration at once took a strong stand against any improvement of this property at this time, advice from the federal government and the Civil Aeronautics Authority being to the effect that Columbia Bottoms was an impractical site and that money had better be spent on further improvements at Lambert.

Auxiliary fields will soon be selected following recommendations of the Civil Aeronautics Authority.

#### **McDonnell Purchase**

Lambert Field—St. Louis Airport—is considered today one of the safest and most active airports in the country. It has an outstanding traffic-control system, manned by the Civil Aeronautics Administration, with the co-operation of the Navy, furnishing crash-fire and snow-removal service. It is one of the few airports that handles all types of flying: commercial, military and civilian, as well as aircraft manufacturing. The field has a top rating.

The Municipal Airport Commission, which is appointed by the mayor and

## *Traffic at the Airport*

*Traffic at Lambert-St. Louis Municipal Airport has practically doubled in the last four years. The number of passengers handled, in and out, in the last fiscal year was 746,000.*

*Figures just compiled show that the total number of flights in the last year by all types of carriers was 180,455.*

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works out its problems under the Director of Public Utilities, has intelligently pushed the development of our airport. In recent months, through the efforts of the mayor, arrangements were made for the McDonnell Aircraft Corporation to purchase for \$9,800,000 the land and buildings at the northern edge of the airport they have been leasing from the city for many years. The proceeds of the sale will go to an airport development fund as it is paid in over a period of ten years.

### **New Runways**

Within the last year the largest airport paving job ever undertaken in one season was accomplished. Some 3,500,000 cubic yards of earth were moved in the grading for new runways and taxiways—equivalent to excavating for a house, 40 by 40 feet square, a basement some 18 miles deep.

A new 6,000-foot runway has been built, and about 2700 feet added to an existing runway of 5100 feet. These two runways probably will be extended to 8500 feet and 9800 feet. Also, 21,000 linear feet of taxiway were completed. To picture it, this paving would cover a 75 acre farm with 14-inch thick concrete.

Master plans call for the extension of the main runways. Natural Bridge Road will be rerouted south of the field.

All runways, taxiways and parking pavements are 14 inches thick, laid at such a rapid rate that it required seven carloads of cement daily during the past Summer to serve the new terminal area.

### **New Terminal Building**

A new and up-to-the-minute modern airport terminal is already in the making. It will be located 2.8 miles closer to downtown St. Louis than is the present terminal building at a proportionate time saving. The building will be a three-level, functional, expandable structure, with elevated finger-ramps extending onto the airplane parking apron to facilitate the embarking and debarking of passengers. The terminal building proper will cost about \$3,500,000 and the entire area is estimated to cost about \$7,500,000. No extra expense will accrue to taxpayers, because of the McDonnell sale, mentioned above.

Roof of the three-unit building is composed of intersecting vaults of thin reinforced concrete covered with foam glass

insulation and a copper skin to the weather. Because the roof load is carried on the corners of the arches, no supporting columns are required, leaving the top level of the building a vast open area. Large windows in each arch will allow a sweeping view of the field. All public rooms in the building will be air-conditioned.

The interior layout of the terminal building is designed to separate incoming and outgoing traffic. Entrance from the parking lot will be on the third or top level, which will contain ticket counters, waiting room, concessions and restaurant. Escalators will carry passengers to and from the second-level concourse, which opens onto the finger-ramps that will provide elevated, covered walkways to 16 initial gate positions. Outgoing baggage will be checked in on the third or top level while incoming baggage will be returned to passengers on the second level. The first level (lower) adjoins the apron for service facilities.

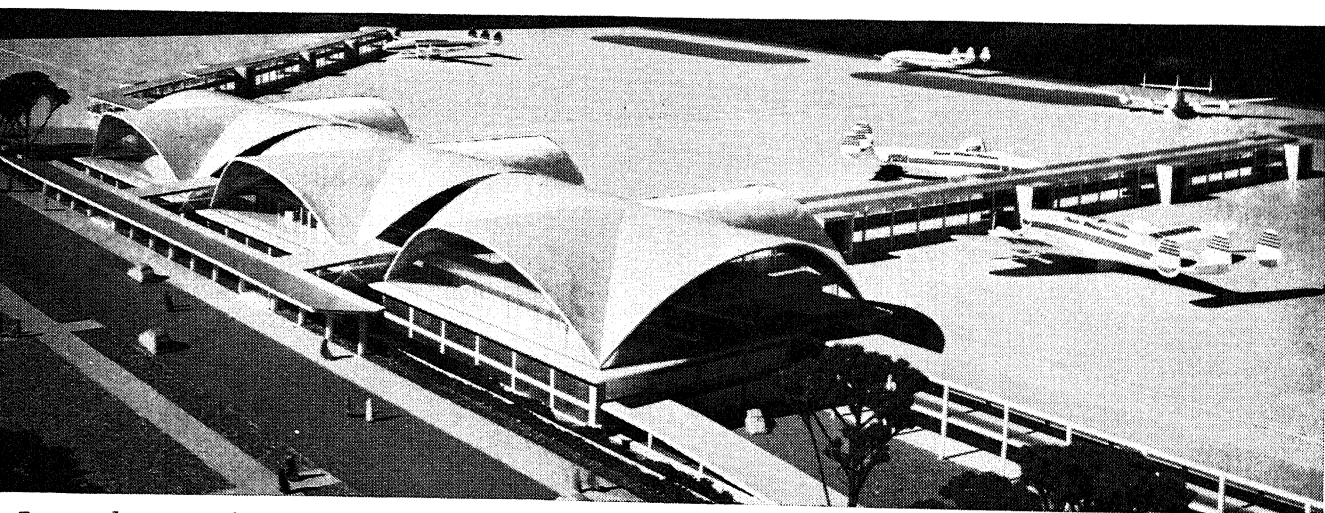
There will be a 1000-car parking lot, freight depot and electrical substations in connection with terminal facilities.

### Project Is Praised

Recently a leading architecture magazine said: "Probably the outstanding example of successful terminal architecture in the United States is in the St. Louis project now fully approved and soon to be built." Architects are Hellmuth, Yamasaki and Leinweber.

General dimensions of the airport at the present time are 1,282 acres. The improvement program, which will reroute Natural Bridge Road, contains another 125 acres. Plans call for a second TWA hangar in the new area and also one for American Airlines, when negotiations have been completed.

When runways and terminal facilities are completed, the St. Louis Airport will rate as one of the most modern in the nation and will be capable of handling the jet craft of the future.



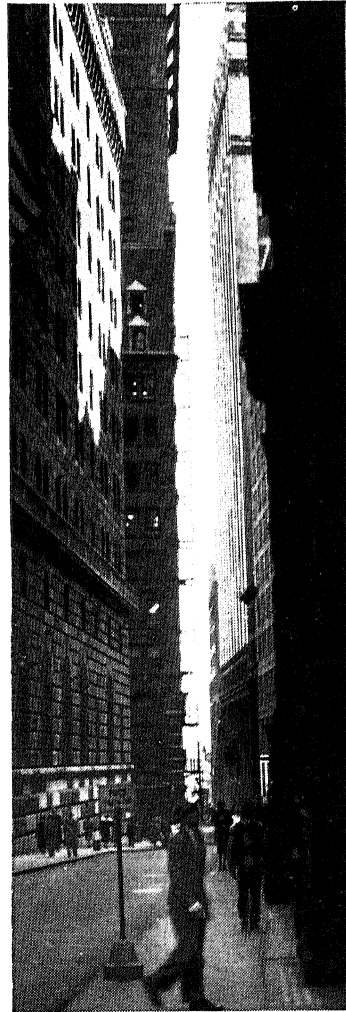
*Proposed new modernistic Administration Building for Lambert Field, scheduled to be constructed this year.*

# Problems of Moving People

*"The creation by Mayor Darst of the Mayor's Transit Ownership Committee was a major factor in bringing home to the people of St. Louis the intimate relationship that exists between adequate mass transportation and the preservation and development of property, business and economic values of the City of St. Louis."*

Samuel H. Liberman, Chairman  
Mayor's Transit Ownership Committee.

ALMOST overnight as it seems every city in America was bedeviled by a crushing traffic problem. St. Louis was certainly no exception. Steps were speedily taken "to do something about it." The Mayor's Mass Transportation Committee was organized under the direction of Frank Kriz, Director of Streets and Sewers. Several city officials constituted membership on this committee, including representation of the Traffic Commissioner and the Board of Aldermen. This committee frequently met with representatives of street car, taxicab and service car companies, helping to solve some of the problems of mass transportation. A survey was made by the City Counselor's Office of the claims pending against all taxicab and service car companies. The co-operation of the Missouri Insurance Department was obtained and one company was forced out of business because of inadequate coverage and all of the insurance companies were required to firm up financially. Pursuant to this investigation, a service car ordinance was drawn and was passed recently by the Board of Aldermen and signed by the Mayor. The passage of this legislation in relation to service cars was the culmina-



*City Canyons are as wide as two wagons; modern traffic needs space.*

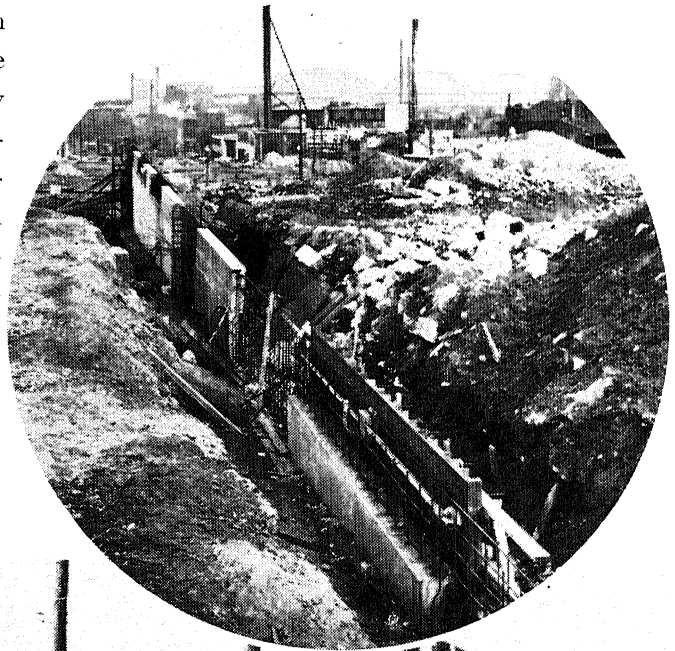


tion of some twenty years of effort in this field.

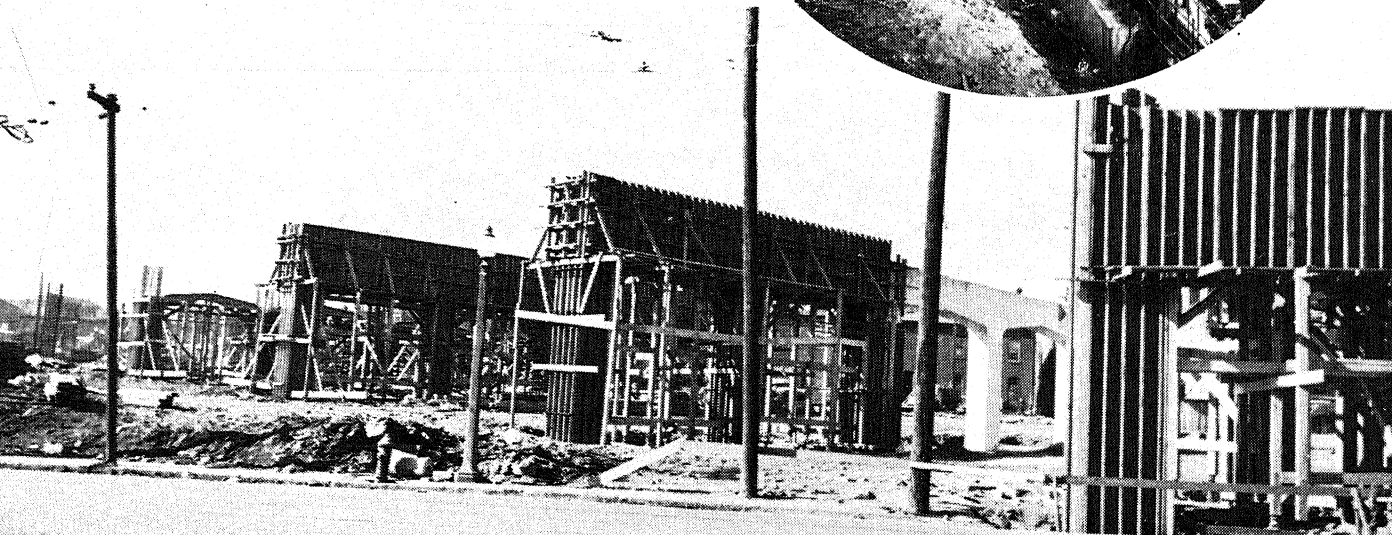
In regard to mass transportation this committee supervised a survey by City employees of the service standards being maintained by the St. Louis Public Service Company. An actual street count was made of the number of passengers riding in the peak periods, and action was brought by the City Counselor's Office before the Public Service Commission to establish standards of service for the mass transportation system. A comprehensive adjustment required by the elimination of street car lines and the creation of new bus lines such as the Forest Park and Park-Southampton lines was made in conjunction with the officials of the Public Service Company and many new areas of the City were served as the result of these negotiations. Recently the area on the south extremity of Morganford Road was given mass transportation where it had not heretofore existed. Several other changes were made, including the extension of the Lindenwood bus to the intersection of Jamieson and Donovan Avenues.

### Public Ownership

Mayor Joseph M. Darst and Luman F. Matthews, County Supervisor, appointed a Metropolitan Mass Transportation Committee which looked into the subject of public ownership of a mass transportation system. This committee had several meetings and secured information from the company and other interested parties as to the problem and some elements of its solution. Later, due to the request of St. Louis County for a delay on this subject, the Mayor appointed a committee known as the Mayor's Transit Ownership Committee,



*Development of work on Third Street highway*





*St. Louis Municipal Parking Lot on the Riverfront*

which was headed by Samuel H. Liberman, St. Louis Attorney. This committee, after nine months of study, recommended the establishment of a St. Louis Transit and Traffic Authority which would have the right to own a mass transportation system. It would also have substantial control over traffic regulation in the City. It is a nonpolitical organization, independent of the Mayor and the Board of Aldermen. This matter has been submitted to the Board of Aldermen in the form of an ordinance recommending that a charter amendment be submitted to the people on this subject.

### **Off-Street Parking**

During the Darst Administration some 7,000 parking meters were installed in the City, which, in addition to helping clear traffic and create thousands of parking spaces which were once occupied by all-day parkers, will produce a revenue of some \$450,000 a year. This revenue, under the terms of the ordinance, is committed for improvement of traffic flow and to aid in the financing of off-street parking facilities. Early in the administration, the Mayor created an Off-Street Parking Committee which has worked under the difficulty of many legal road blocks in trying to establish off-street parking in the downtown

and outlying areas. A survey which cost in excess of \$100,000 was made at the instigation of the Director of Streets and Sewers by the Missouri Highway Department and the Federal Bureau of Public Roads regarding parking necessities in the downtown area. This report by Joseph Feuchter is considered to be one of the most comprehensive parking surveys ever made in any metropolitan corporation district. Upon completion of this survey a contract was let to Ramp, Inc., an engineering firm specializing in off-street parking facilities, G. H. Walker & Co. and Blewer, Heitner & Glynn, financial institutions who were to outline the areas in which off-street parking facilities would be located and the method by which they could be financed through revenue bonds. A suit to test the validity of the off-street parking law and the issuance of revenue bonds for this purpose is now pending in the Circuit Court of the City of St. Louis. Upon its determination by the Supreme Court of Missouri, the City will be ready to proceed with the creation of off-street parking facilities in St. Louis. In the meantime, an effort is being made in the Legislature to expand the legal authority of the City in matters relating to off-street parking so that the financing of such facilities will be facilitated.

### New Parking Areas

New parking areas were created on the Clark Avenue side of the City Hall providing facilities for people doing business at the official buildings in that area. The riverfront area was opened to evening parking and in co-operation with the Public Service Company and the downtown stores bus service was rendered without cost to this area. It is hoped that when the off-street parking law is cleared and judicial decision had, it will be possible to work with various business districts to create off-street parking facilities throughout the entire City.

A frontal attack on all of the elements of mass transportation—traffic congestion, expressways, off-street parking, and traffic regulation—has been made and considerable has been accomplished. These are not problems which lend themselves to immediate or dramatic solutions. It will take constant effort on the part of civic groups, such as the Chamber of Commerce, and an aroused public opinion on a sustained basis to solve the present problems, as well as the new ones which are now unforeseen.

### Sewers

The inadequacy of some sewage facilities within the City and the danger to health arising from inadequate sewer facilities of St. Louis County is a great cause of concern to the entire area. Early in the administration a proper storm sewage charge was set up for the sewer connections with the municipal areas of St. Louis County. Up to that time the City had been carrying storm sewage of the County area at a tremendous financial loss. It soon became evident that this approach would not be the final solution to the problem and that a solution for the entire area was desirable. The Mayor, with the co-operation of Judge Matthews, County Supervisor, initiated the appointment of a committee of citizens which recommended the establishment of a Metropolitan Sewer District. The petitions were circulated in the City and County and pursuant to the authority of the Missouri Constitution of 1945, a Board of Freeholders has been appointed to recommend to the voters the provisions of a Metropolitan Sewer District.

*Typical Traffic Congestion.*





*The City Hall Parking Lot.*

## The Parking Meters

IN June 1951, parking meters were first installed on St. Louis streets. This program was inspired because parking congestion was throttling the business activity of our outlying shopping centers. Through experience of other cities it had been shown that parking meters were the fairest method of equal distribution of available parking space, with a penalty provided for abusing the parking privilege by staying an unreasonable length of time.

Today approximately 7500 meters are in operation on our streets. The City has an investment of \$460,000 of which well over 50% has been paid directly from the revenue derived from operation of the meters. It is predicted that the balance will be met before the end of 1953. It is interesting to note that all expenses incidental to parking meter operation have also been met from the receipts and that a cash balance of over \$150,000 has been accumulated to provide additional off-street parking. Not one cent has been appropriated from general revenue for the enactment of this program.

During the year 1952, \$9,000 was appropriated from the Parking Meter Fund toward the construction of off-street parking at the south end of the City Hall. This parking lot has proven to be a great asset in alleviating parking problems of persons having business at City Hall. It is contemplated that such off-street parking assistance will be provided for all shopping centers within the foreseeable future. This in itself will be a long step in eliminating traffic congestion and will materially aid the merchants of our City.

Average monthly income from the meter operation is approximately \$40,000 or \$480,000 annually. Operational expense runs approximately 25% or \$120,000 which would leave \$360,000 available for off-street parking.

The entire parking meter project, administered by City Treasurer John J. Dwyer and by Parking Meter Supervisor John K. Travers, has been and will be of continuous benefit to the motorist and merchants of our City.

# Educational Television

**A**LONG with the recent development of commercial television it became known that the Federal government was anxious to reserve certain channels for educational purposes. Mid-way in his term the mayor appointed a citizens committee to see to it that St. Louis obtained one of the channels and set up an organization to make best use of it; also to work with others in establishing a national chain. Until this action was taken by the mayor, St. Louis was in danger of losing its channel allocation.

The objectives were recently reported accomplished and most of the \$350,000 needed to build and equip the station is now available. Largest contributors were the Ford Foundation and Arthur B. Baer.

The possibilities of this "channel nine" challenge the imagination. Public and private schools of the metropolitan area are developing plans for programming. The aid of all cultural and civic agencies has been sought. The two universities, Art Museum, Public Library, music groups and Community Chest agencies are taking inventory of the program possibilities of their various activities, so that they may contribute.

Potentialities for education are enormous. During the day programs will be sent into classrooms. The talents of the most able and inspiring teachers will be

used. Programs will be brought into homes, after school hours, to help promote health and happiness of children. A co-operative committee of school administrators is now at work developing ideas for these in-school and after school programs.

## Reaching the Adults

The adult population will be reached in the evening, with "channel nine" acting as a powerful instrument for giving people the information they need to make democracy work. It will feature programs that will deal objectively with the important problems that face our community, state and nation. It will report on activities of government agencies.

It will provide our homes with a window through which we can communicate with fellow-citizens of the world.

This channel nine will be useful in promoting public understanding of the many fields of knowledge in the natural sciences and the humanities; for professional groups with in-service instruction programs in fields such as medicine and dentistry.

Not all the programs will involve formal education. Entertainment of a high order will be featured. There will be music and dramatic productions. Attention will be focused on the fine arts. The constructive use of leisure time will be promoted through the demonstration of hobbies.



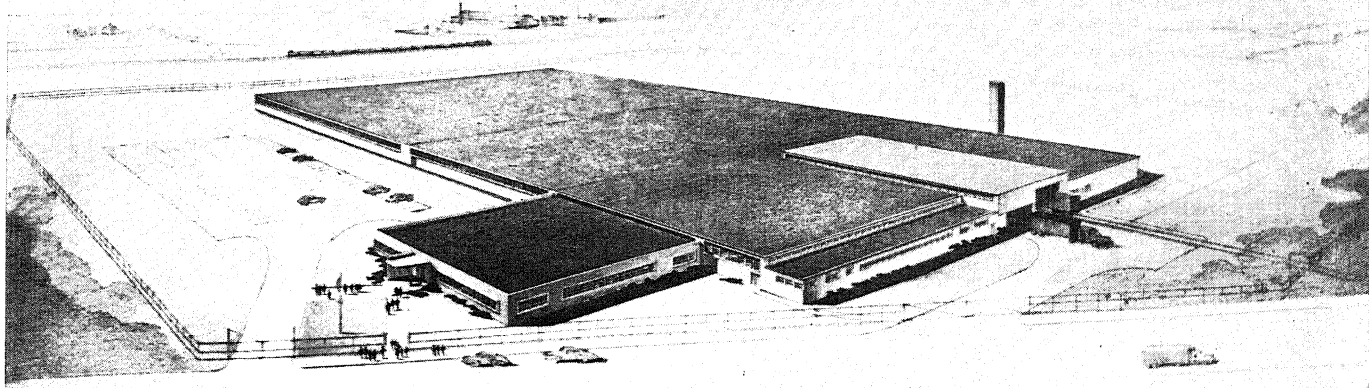


*This plastic bubble atop the roof of Southwestern Bell Telephone Co. building houses television receiving equipment used in picking up telecasts from various points in the city and relaying, via video cable.*

Broadcasts will be non-commercial, so that operations will have to be financed through voluntary contributions. The enterprise will operate on a broad base of community support. Various elements of the community will be represented on the citizens advisory committee. It is not too much to say that this can be, as the mayor said, the greatest advancement in education since the invention of the printing press.

Members of the original Board of Trustees were: Arthur H. Compton, chairman of the commission; Raymond H. Witcoff, vice-chairman of the commission and chairman of the executive committee; Malcolm W. Martin, secretary and counsel to the commission; and the following members: William M. Akin, James M. Douglas, Oscar A. Ehrhardt, Philip J. Hickey, Edward F. Judge, Mrs. J. W. McAfee, William A. McDonnell, Very Reverend Paul C. Reinert S.J., Robert Brookings Smith, Mrs. Conrad Sumner.

*Each year now the Plaza area between Twelfth and Fifteenth and Market and Pine blooms with Holiday cards. This innovation was introduced by Mayor Darst at Christmas time, 1950, and has continued each year thereafter. The "cards" are posters, ten by 15 feet, depicting scenes connected with the Christmas or New Year idea. St. Louis business firms sponsor these "cards" that vie with each other in color and design. Many visitors have commented favorably on this unique display.*



*Adjutant General's Publication Center, Department of the Army, under construction in St. Louis County.*

## Industry Keeps Pace

THE industrial development of St. Louis has been inspired by and kept pace with civic and municipal planning and development, through the leadership provided by the city administration. A recent publication of the Chamber of Commerce, entitled "Postwar Progress in Metropolitan St. Louis" devotes interesting pages to a detailed analysis of the present situation which they describe as "closer to a boom than citizens, even some leading citizens, may realize."

In population, our metropolitan area ranks ninth. But among the 16 leading areas, St. Louis ranked seventh in growth, its rate being faster than that of Cleveland, Cincinnati, Philadelphia, Chicago, Buffalo, Milwaukee, New York, Boston and Pittsburgh. Other indices that indicate growth are bank clearings, post office receipts, utility sales.

Buying power as measured by retail sales has increased 130% in the last six years; as measured by net effective income, some 64%. Employment is full, recent figures showing a local labor force of more than 800,000 of which some 787,000 were employed.

Manufacturing has expanded tremendously in the post-war period. The total is \$1,215,000,000 for various classifications of industrial and commercial plants and federal government projects. Utilities account for almost \$500,000,000 of this amount, great increase in plant having been effected by electric, gas, water and communications. Transportation has kept pace, all forms

*There is a new spirit abroad in St. Louis.*

*The move to the county by business is slowing down. Hundreds of millions of dollars of capital improvements have been made by business in St. Louis.*

*Capital gains in the area since World War II total \$3,000,000,000.*

*There has been a 64% increase in the area's net annual income.*

*A \$300,000,000 increase in annual foreign trade.*

*\$54,000,000 in new capital has been poured into the downtown area since the end of World War II.*

having expanded by a capital investment to the total of \$77,000,000.

Housing is a large part of the total and new and modern public housing in place of slums is an inspiring part of the whole. The face of downtown St. Louis is being changed and will soon change further by the acquisition of new bridges, highways, buildings and parking facilities. It is interesting to note that outside investors are largely buying into downtown St. Louis, a "lesson in confidence", as the Chamber calls it.

Federal projects, many of them brought in or retained by the city administration, have added to the improvement of downtown St. Louis and the outlying area. An example of this is the Adjutant General's Publication Center, Department of the Army, now under construction. The Center, employing thousands, was on the verge of being taken from the St. Louis area until Mayor Darst successfully intervened.

The utilities that serve the metropolitan area have kept pace with over-all growth. Electric generating capacity has been built

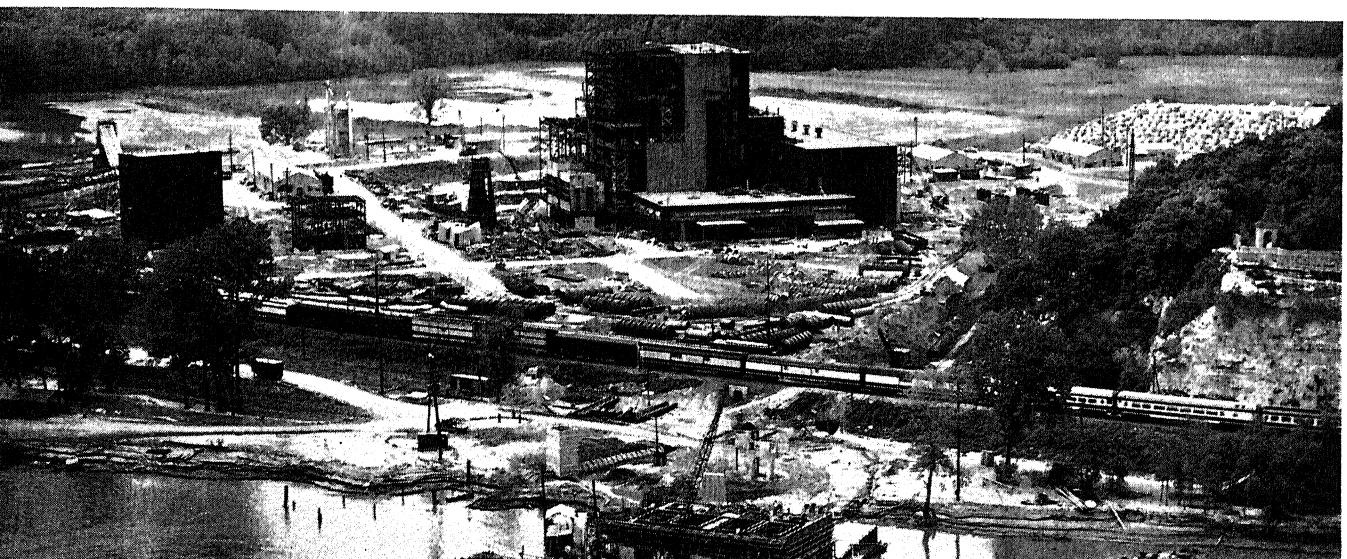
from some 900,000 kilowatts to over 1,200,000 since World War II. The Union Electric Company has laid out a 15 year expansion program.

Laclede Gas has increased its capacity by almost three-fold since 1945.

*Laclede Gas Co. with a commitment of \$46,000,000, has laid many miles of new gas mains to meet the mounting demands; further expansion planned.*



*Aerial view of first of four Union Electric Co. of Missouri steam-generating electric units to be built at the confluence of the Meramec and Mississippi Rivers, south of St. Louis. Cost of this unit: \$26,000,000.*





*Market place from North End*

## The New Market Place

**T**ODAY St. Louis has a new Commission Row.

After seventy-eight years in its well-known old location on Third and Fourth, some sixty wholesale produce firms are set up in business in bright, clean and efficient, brand-new quarters at North Market and Second. The tract covers twenty acres. The buildings cost \$3,000,000. The city administration aided in this development by helping in the acquisition of the site.

The old Row had its beginnings in the horse and buggy days. Heavy traffic, bad freight-handling conditions and dilapidated buildings made a move imperative. The new location will permit a saving of more than a million dollars annually in freight-handling. Direct rails reach the rear of the new buildings. This also will mean fresher products to consumers at lower cost.

There will be some 1200 employees. A farmers' market will be opened shortly.

*Contrast this congested scene of the old Commission Row with the modern facility shown above.*





# Veterans Hospital

THE new 500-bed John J. Cochran veteran hospital will be completed in another year and occupied some time in 1954, according to latest announced plans. It is a general, medical and surgical hospital to take care of any type of illness that disables any veteran in this area.

It is located at Enright and Grand (Old Vandeventer Place) and will have the latest operating, X-ray and therapy equip-

ment. It has space for Television to be used in teaching and training, adequate facilities for medical research and six major operating rooms.

The new hospital is of the latest design. Construction cost amounts to approximately \$7,000,000 and the equipment around \$1,000,000. It will be one of the finest in the Country, has its own laundry and power plant and will employ over 600 persons.

*John J. Cochran Veterans Hospital.*





## *How Things Are Done*

*AS Mayor Darst stated in his foreword, someone has an idea, or an irritation, or a dream, and eventually it may be translated into a concrete accomplishment.*

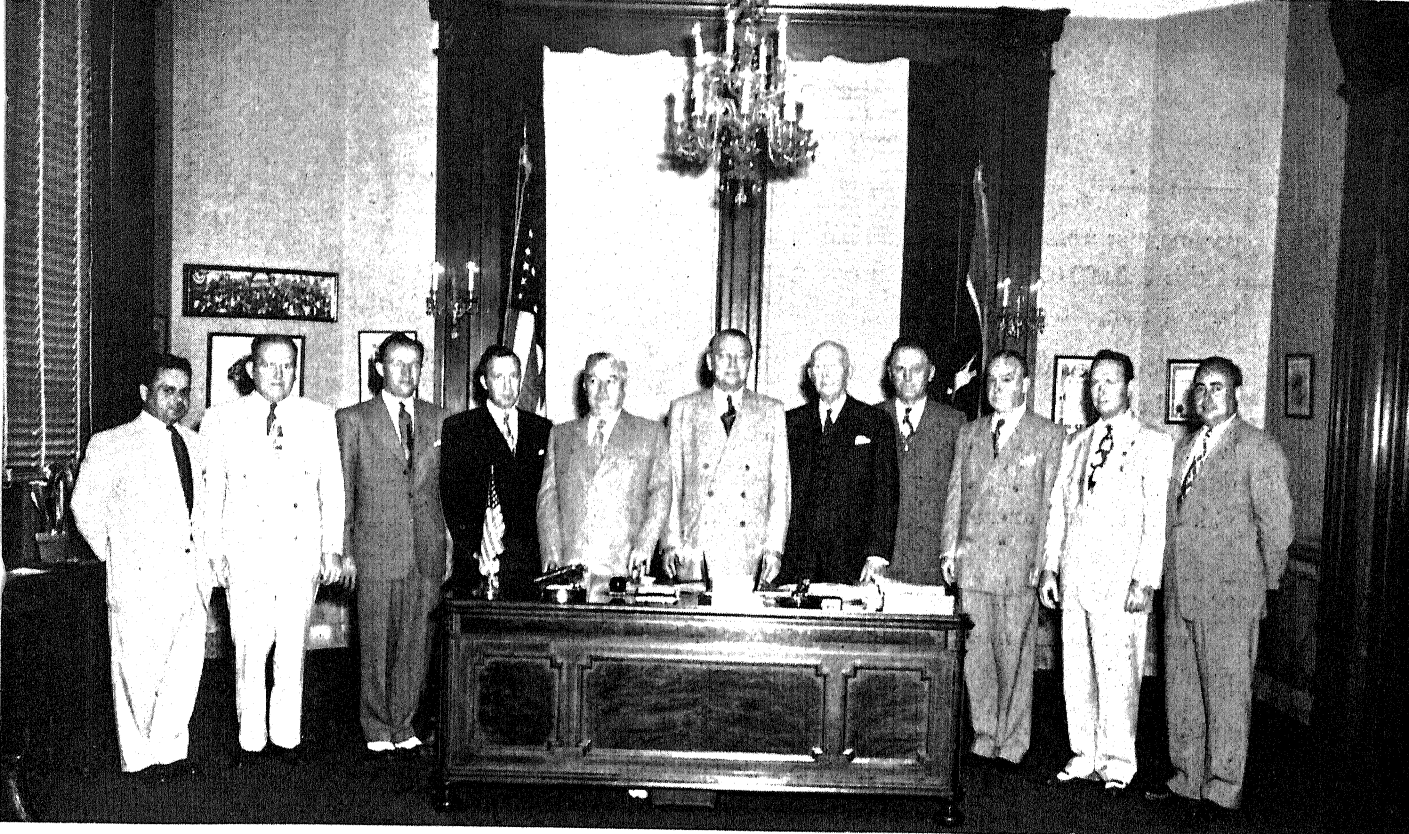
*The Plaza is a case in point. Back in the 1900's someone, or many persons, came to the conclusion that the area surrounding Union Station was a disgrace to our city. The Post-Dispatch, back in 1910, carried a story about a distinguished visitor who, between trains, strolled out of Union Station only to be rebuffed by sounds, sights and odors. It was certainly poor advertising for St. Louis.*

*The bond issue of 1923 carried items for beautification of this area. Aloe Plaza grew up across from Union Station. The renowned Milles statuary group of the joining of the two great rivers now graces this Plaza. Then bond issue improvements cleared the area of Twelfth to Fifteenth and Market to Pine. The Auditorium, Municipal Courts and Soldiers Memorial buildings were built thereon.*

*Now the Federal Government has granted permission to clear the additional blocks between Fifteenth and Eighteenth, Market to Pine. The Urban Redevelopment Authority will, after the land is cleared, erect apartment and community buildings. There will be extensive park areas.*

*So that in 1955 or 1956 or thereabouts, the formerly blighted area, home of honky-tonks and rat alleys, will stand forth as a real and memorable beauty spot. Many a city will cast an envious eye at the sweep of vista from Twentieth east to Twelfth.*

*But each step through these forty years has been bitterly fought for—irritation, action, law, engineering, final building.*



*Shown in this picture are Mayor Darst's Cabinet Officers and Executive Officers grouped around the Mayor's desk in Room 200, City Hall. From left to right: Robert E. Smith, Secretary to the Mayor; Edward J. Sweeney, Supply Commissioner; Joseph P. Sestric, Assessor; Conway B. Briscoe, Director of Public Utilities; Myles P. Dyer, Director of Public Safety; Hon. Joseph M. Darst, Mayor; Frank J. McDevitt, President, Board of Public Service; Frank Kriz, Director of Streets and Sewers; John J. O'Toole, Executive Director of the St. Louis Housing Authority; James E. Crowe, City Counselor; and Edward N. Golterman, Administrative Assistant to the Mayor. J. Glennon McKenna, present Director of Public Welfare, is absent.*

## THE CITY DEPARTMENTS

### The Law Department

THE City's law department, in addition to routine duties of claims and condemnations, has rendered invaluable service in steering a score of major projects through legalistic and statutory pitfalls. It has exemplified what the mayor said in the foreword to this book about city executives working as a team and cutting across department boundaries—for quicker action and more positive progress.

In the case of urban redevelopment and housing, the way had to be cleared by ordinances, condemnation suits and preparation for bond issues. In the case of the earnings tax, many consultations were required with state and city officials. Airport expansion needed legal guidance throughout. Just in the instance of the acquisition of city property by the McDonnell Aircraft Corporation, the law de-

partment represented the City in all details of this \$10,000,000 sale. It was one of the largest transactions of its kind.

In Social Security the department performed all the legal work pertaining to the bringing of some 9,000 city employes under security and old age insurance, as provided by federal and state laws.

### **Public Utilities**

In public utility matters the law department:

Obtained approval by the Missouri Public Service Commission of the general plan for relocating the elevated railroad tracks along the Jefferson National Expansion Memorial, in a 3000-foot tunnel.

Obtained approval by the Commission of the change-over by Laclede Gas Company to straight natural gas, making gas heating available to more citizens and helping eliminate smoke.

Participated in three telephone and five street railway rate cases before the public service commission, as official representative of the general public.

Continued studies of the pressing traffic and transportation problems, co-operating with various committees and official bodies, resulting in ordinances now pending for creating an independent city transit and traffic authority which would exercise jurisdiction over a publicly-owned mass transportation system.

### **Metropolitan Sewer Authority**

Shortly after the present city administration came into office the law department

was asked to make a review and study of all contracts for sewers existing between the City and communities in St. Louis County. There were at that time 36 such contracts in existence. Each of them provided for the collection of a charge for sanitary sewage, but no storm-water charges were being collected.

As a result of our review, two recommendations were made: first, that a Metropolitan Sewer Authority be formed to operate the entire connecting system of city and county sewers; and second that pending the creation of such an Authority under the constitution, all future contracts should contain provisions for payment for storm-water charges.

Prior to 1950 there was no statutory authority for cities of over 700,000 inhabitants to construct off-street parking facilities and issue off-street parking bonds. The statute prepared by the law department and adopted in 1950 by the legislature was shortly thereafter implemented by the adoption of an ordinance.

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There has been an increase of approximately 15% in claims and suits handled by the department, in this administration over the previous four years.

No judgments are, at this time, outstanding against the City and no case of major importance has been lost on appeal by this office during the last four years.

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*Number of employes—35; approximate annual budget, \$310,000; City Counselor, James E. Crowe.*



*Riverfront Plaza and Old Court House.*

## City's Largest Department—Welfare

AS a citizen you are more likely to encounter an employee of the Department of Public Welfare than any other city employee. Activities of this department include: parks, playgrounds, hospitals, public health and correction.

The employees number almost half of the entire city total.

Their activities, as conducted in St. Louis, have always rated high in national rankings.

But there is always room for improvement and in the last four years, the director reports the following as the most important steps forward:

### Hospitals

Remodeling City Hospital Number One administration building, new ambulance

garage and parking lot; automatic sprinkler system for all hospitals.

The acquisition of land and buildings at Jefferson Barracks from the Federal Government, for hospital purposes.

Extensive improvements at the Homer G. Phillips Hospital, City Hospital Number Two.

Acquisition of Principia College (proposed) for hospital and other uses.

The Board of Aldermen has approved negotiations by the City toward acquisition of the Marine Hospital property at Marine and Miami, from the United States Public Health Service. The hospital would be used for arrested tuberculosis cases.



*Crowd waiting  
to have pets inoculated.*

### **Parks and Playgrounds**

Acquisition of land for park near new Federal Housing Project at Jefferson and Carr.

Acquisition of land for a new playground at Jamieson and Pernod.

Improvement of recreational area at St. Louis and Goodfellow.

St. Louis has progressed considerably during the past four years in the building of Parks and Playgrounds. Ten new playgrounds for the youth of the city have been built or are near completion. Two new parks—one at Penrose and Angelica and the other, Willmore Park, which is more than 100 acres, is being shaped up in St. Louis Hills (Southside).

New playgrounds include ones at the following locations: Lillian and Gilmore, St. Louis and Goodfellow, Jamieson and Pernod, Spring and North Market, Broad-

way and Riverview Drive, Shaw and Macklind, Compton and Eads, Compton and Dexter, Colorado and Loughborough and Pernod and Lindenwood.

These are some of the administrations contributions to the health of its population and to the decrease of child delinquency.

Among other activities are vital statistics, communicable disease, T. B. control, venereal disease, child care, public health in schools, testing laboratory, meat control, water purity, milk, occupational diseases, sanitation, restaurant inspections (stickers) and rat control.

### **Health**

Two new health centers have been completed and staffed, serving the Northwest and Southeast sections. This work was made possible by contributions from the Federal government and Wohl Foundation.



A new city ordinance requires that all dog owners have a certificate of rabies inoculation of their pets before they can obtain city dog licenses. This requirement caused indignation and confusion at first before owners completely understood the law but it is now known that enforcement will reduce the number of rabies cases greatly.

### Riverfront

Some two years ago the City and Federal Government entered into an agreement which allows the city to use funds from riverfront parking to beautify the Jefferson National Expansion Memorial. Garden areas have been built around the Old Cathedral and the Old Courthouse--landmarks of Old St. Louis of more than a century ago. The whole riverfront area has

been landscaped and trees and flowers planted. Restoration of the Old Courthouse will begin shortly. The whole "front yard" of St. Louis has thus been beautified and enhanced.

*The Department has 4,000 employees. Its average annual budget is \$13,000,000. Director is J. Glennon McKenna.*

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### Weights and Measures

During the last four years the Division of Weights and Measures, rendering an inspectional and policing service to the citizens of St. Louis, made a total of 250,817 inspections of different types of weighing and measuring devices and equipment. This compares with 247,797 inspections during the previous four-year period.



*Wohl Health Center.*



*St. Louis City Hospital Group, Number One.*

## The Controversial Earning Tax

THE future financial stability of St. Louis, as well as improvements for the future, are wrapped up in the collection of an earnings tax—this always provided that some heretofore unemployed source of revenue should not be found.

There was an earnings tax during a former administration but the tax was permitted to lapse. The money was desperately needed. After a long struggle, the State Legislature voted to permit the City to impose this tax again. The Board of Aldermen voted the ordinance in August 1952 and it became effective in September 1952. It will expire in April 1954.

The earnings tax has been supported by

both the daily newspapers, the Citizens Finance Committee and Civic Progress, Inc. Future progress of St. Louis depends on the application of this revenue to bond financing. The tax has been endorsed by Republicans, Democrats, labor and business, practically all civic groups. Without this tax, not only will progress stop but existing services, such as hospitals and fire department maintenance, will have to be sharply curtailed.

The earnings tax levy is  $\frac{1}{2}$  of 1% on the gross income of individuals and the same amount on the net earnings of corporations.

The yield has been about \$7,000,000 a year.



*View of Auditorium, looking Southeast.*

## The Usable Auditorium

THOSE visitors who have seen just about all of them say that the Kiel Auditorium in St. Louis is the most adaptable, convenient and roomy indoor meeting-place in the country. There is only one larger auditorium in the United States.

Our Auditorium was built in the depression years at a cost of about \$7,000,000. If built today the cost would be about three times as much. Its large hall seats some 12,000 and handles boxing, basketball, political rallies, church pageants, sport shows, circuses. The existence of the Auditorium has encouraged and aided cultural enterprises, such as the Symphony and Civic Music League.

The Opera House, seating about 3600, is probably the most beautiful theater in the United States. There are five more halls, large and small, and a score of committee rooms under the big roof.

The Exposition Hall, extending under the entire building, houses the largest trade shows.

The value of the auditorium to St. Louis is proved every day when some local activity or some visiting convention meets in one or all of the component halls.

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*Employees: 41 permanent and about 200 temporary; last annual budget, \$293,450—but with receipts of \$256,709; Manager, L. J. Gualdoni.*

# Department of Public Safety

**T**HIS Department consists of five divisions: Fire Department, Building Division, Weights and Measures, Excise Division and Division of Smoke Regulation.

The Fire Department has the responsibility for fire protection throughout the city. In the last four years, its manpower and equipment have been brought up to a point where insurance rates have been substantially reduced.

Improvements in the Department include 16 new 1000-gallon pumpers, 1 city service truck, 1 aerial truck and 2 turret trailers.

Throughout the City there are 41 fire stations. Equipment consists of 43 pumpers, 23 hook and ladders, and 22 miscellaneous rolling stock. The department is divided into 9 Battalions.

Fire losses have decreased each year for the past four years as follows:

1947-48	\$2,469,972.00
1948-49	2,020,206.00
1949-50	1,873,893.00
1950-51	1,646,655.00
1951-52	1,248,454.00

A survey by the National Board of Underwriters was completed in 1950 with the result that St. Louis advanced from a 4th class Fire Department to a 2nd class Fire Department.

In the past four years, the Fire Department Training School has retained its high

standard of firemen's training. It has made every effort to keep pace with modern progress in fire protection and firefighting making full use of available aids. All personnel are required to attend the sessions four times each year.

## Building Division

This division works for safety for citizens, better housing conditions and improvements in zoning. Due to disastrous fires in hotels throughout the nation in recent years, several ordinances were passed to make St. Louis hotels, a total of 157 in all classes, fire resistive. This called for many improved safety standards. The provisions of these ordinances have been fully complied with and all the hotels in St. Louis are now reasonably safe for occupancy.

## Hospital Safety

Similarly, cooperating with the Chief of the Fire Department, ordinances were passed to make hospitals safer. Most of these institutions are now well underway in making the necessary changes for the safety of patients.

## Theaters

Fire safety and additional exit facilities have been provided for the 68 active moving picture theaters in town.

The above three programs combined with enforcement of other Safety functions undoubtedly assisted in reducing the annual fire loss record.

### Construction Program

The complete construction program during the last 4 years has been outstanding. Approximately ten thousand living units of all sizes and shapes costing \$201,439,000 have been erected.

A new zoning ordinance, enacted in 1950, divides the city into eleven districts instead of the former five, thus making the use of property for housing, commercial and industrial purposes much more flexible. Again, enactment of the Minimum Housing Standards Ordinance has worked to curb the encroachment of slum areas into other sections of the city.

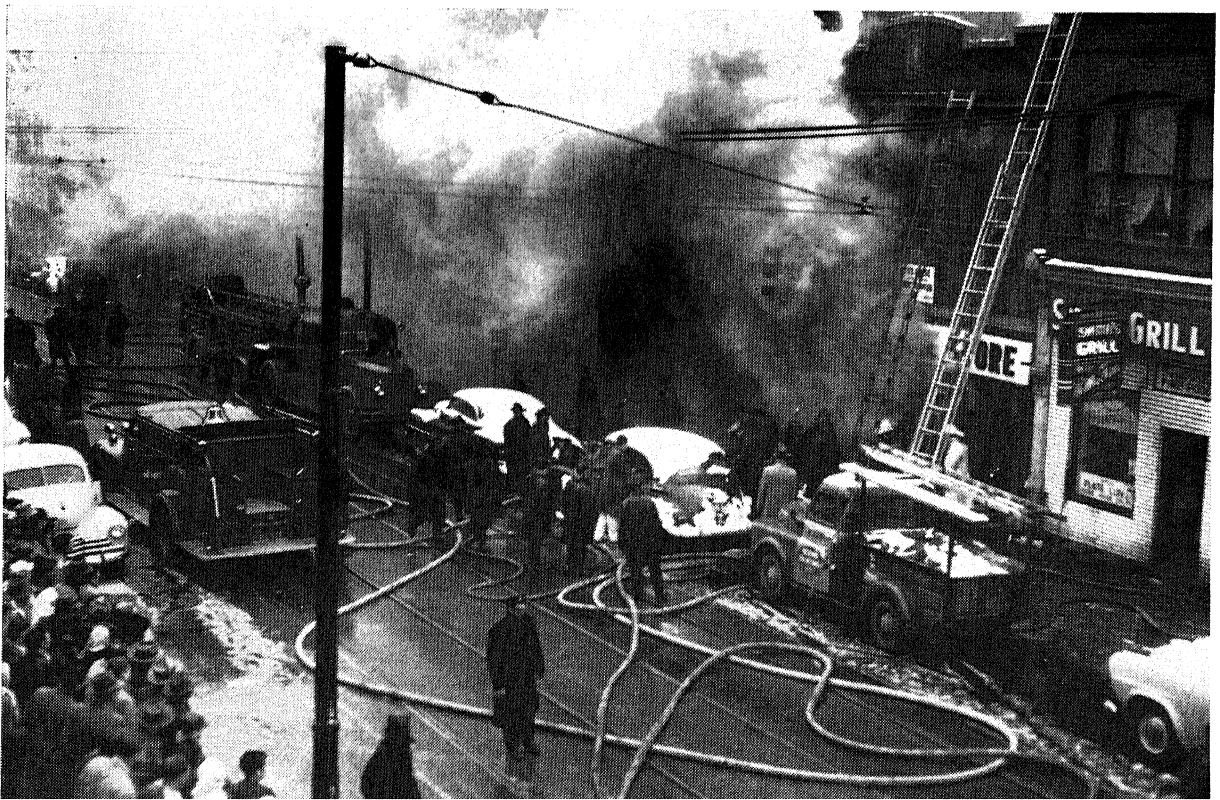
### Excise Office

This division has the control of taverns, bars and restaurants, including hotels and clubs, and is charged with the responsibility of checking and inspecting them frequently whether they be 3.2, full liquor

licenses or package goods outlets.

During the last year, full drink licenses were given to 3477 full drink taverns (5 percent stores) and 56 3.2 establishments which included grocery stores, supermarkets and drug stores. The number of inspections made during the past year amounted to approximately 15,000. The office cited and suspended the licenses of 30 taverns and revoked ten others. In addition 50 were refused licenses and a considerable number were put on parole. Receipts of the division amounted to \$781,785.00 for year 1952.

The Division has exerted an all-out effort to eradicate the so-called "Honky Tonks". Much loose entertainment has prevailed in these spots and the Department of Public Safety has continually put pressure on them to stop such forms of entertainment, the object being the lessening of juvenile delinquency.





The result has been reflected in the police records of the various districts—for instance the selling of intoxicating liquors to minors, prostitution, brawls and disturbances and the spread of venereal diseases has been reduced to a fraction of the previous number of cases.

### Division of Smoke Regulation

The Smoke Regulation Division has made great strides in ridding St. Louis of air pollution and continues to keep a strict check on all industrial chimneys, locomotives, commercial buildings and residences.

Although the sky over St. Louis is virtually smoke free, compared with the days prior to the enactment of the smoke ordi-

nance, the efforts of the Division of Smoke Regulation are required to keep it so. The Division approves plans for all new fuel-burning equipment installed in the City and its inspectors examine and approve each installation. In recent years oil and gas have largely replaced the old hand-fired furnace in residential heating but several hundred thousands of tons of coal are still used for that purpose. Approval of the sources from which this coal is received is a part of the duties of this Division. Fly ash and other industrial dust in our atmosphere are receiving more and more attention.

*Number of employes, 1359; approximate annual budget, \$5,338,501; Director, Myles P. Dyer.*

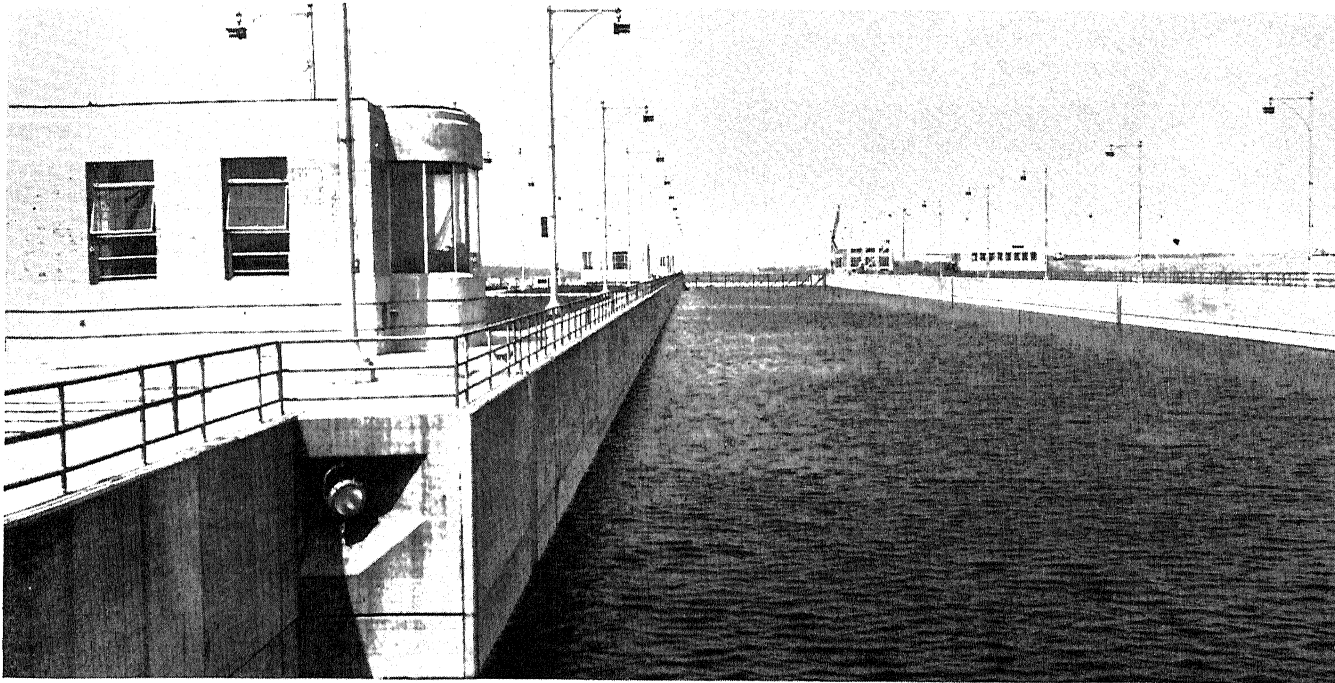
## The Supply Division

THE Supply Division, a comparatively small department with 41 employes, performs the large task of purchasing all items needed for the city institutions and departments. In the last four years 91,000 requisitions were handled for purchases totaling \$22,056,192.

The buying is widely varied, no item being too small or too large to appear on a requisition. It is all in a day's work to handle requests for a box of straight pins or a piece of fire apparatus; ordinary aspirin tablets or a "wonder-drug."

The Board of Standardization, whose members are the President of the Board of Public Service, Comptroller and Supply Commissioner, classify, standardize and prepare applications for all supplies purchased. The policies of this board have been largely responsible for substantial savings on many contracts. A testing laboratory, under the supervision of the Board of Public Service, is maintained for the purpose of testing materials.

*Employes, 41; approximate budget, \$150,000; Commissioner, Edward J. Sweeney.*



*Recent picture of the \$38,000,000 Chain of Rocks project.*

## The City's Utilities

**I**N brief, the Department of Public Utilities operates the utility systems, including water, owned by the City and exercises the city's share of supervision over other public utilities serving the community. It also works with the City Counselor's Office in representing the City and its citizens in all regulatory matters before the State and Federal Commissions.

The department consists of two principal divisions and their sections. They are the Water Division, which includes the operating, supply and purifying, distribution and water rates sections; and the Division of Light, Heat and Power, comprising power plant, street lighting, build-

ing lighting, and electrical inspection sections.

In addition, the department supervises the Lambert-St. Louis Municipal Airport, elsewhere discussed; the Douglas MacArthur Bridge System, consisting of the community's bridge railway and vehicular system; and the Public Markets.

### Water Division

This department has made progress in the revamping of the basins at the Chain of Rocks Plant. The secondary basins have already been modernized and the primary basin work is under contract.

The pumping capacity of the Howard Bend Plant, on the Missouri River, will be

doubled in the near future with an expenditure of less than 20 per cent of its original capital cost. A new 60 million gallon per day pump is being installed which will increase the system's total capacity approximately 25 per cent, resulting in the whole water system being brought up to a point where it will be recognized as one of the best in the nation.

Periodic pitometer-type checks are made on all principal mains to maintain the distribution system's efficiency and reliability.

All plants of the Water Division have been equipped with protective fencing and flood control facilities.

### **Better Street Lighting**

Plans call for increasing street lighting on dangerous corners. In congested districts and on major arteries, plans call for the installation of fluorescent type lights, giving increased lighting at an over-all saving.

The City Hall group of buildings is being converted from direct current to mod-

ern alternating current, a considerable increase in safety and adequacy. Also other power and light plants are in the process of being revamped, which will be quite an improvement and result in saving of the taxpayer's money.

Other achievements of the Department include:

Removal of unsightly overhead wiring on the streets.

New electrical inspection code.

New lights installed on more than 8,800 feet of new runway at the airport.

The MacArthur bridge system repainted over 80 per cent of its 6,000 tons of structural steel in the bridge and rebuilt more than 65 per cent of the ties, rails and walkways of the bridge sections. Annual railroad traffic grosses approximately \$700,000 and vehicular traffic \$1,000,000.00 per year.

*The Department has 1,060 employees. Its average annual budget is \$7,500,000. The Director is Conway B. Briscoe.*

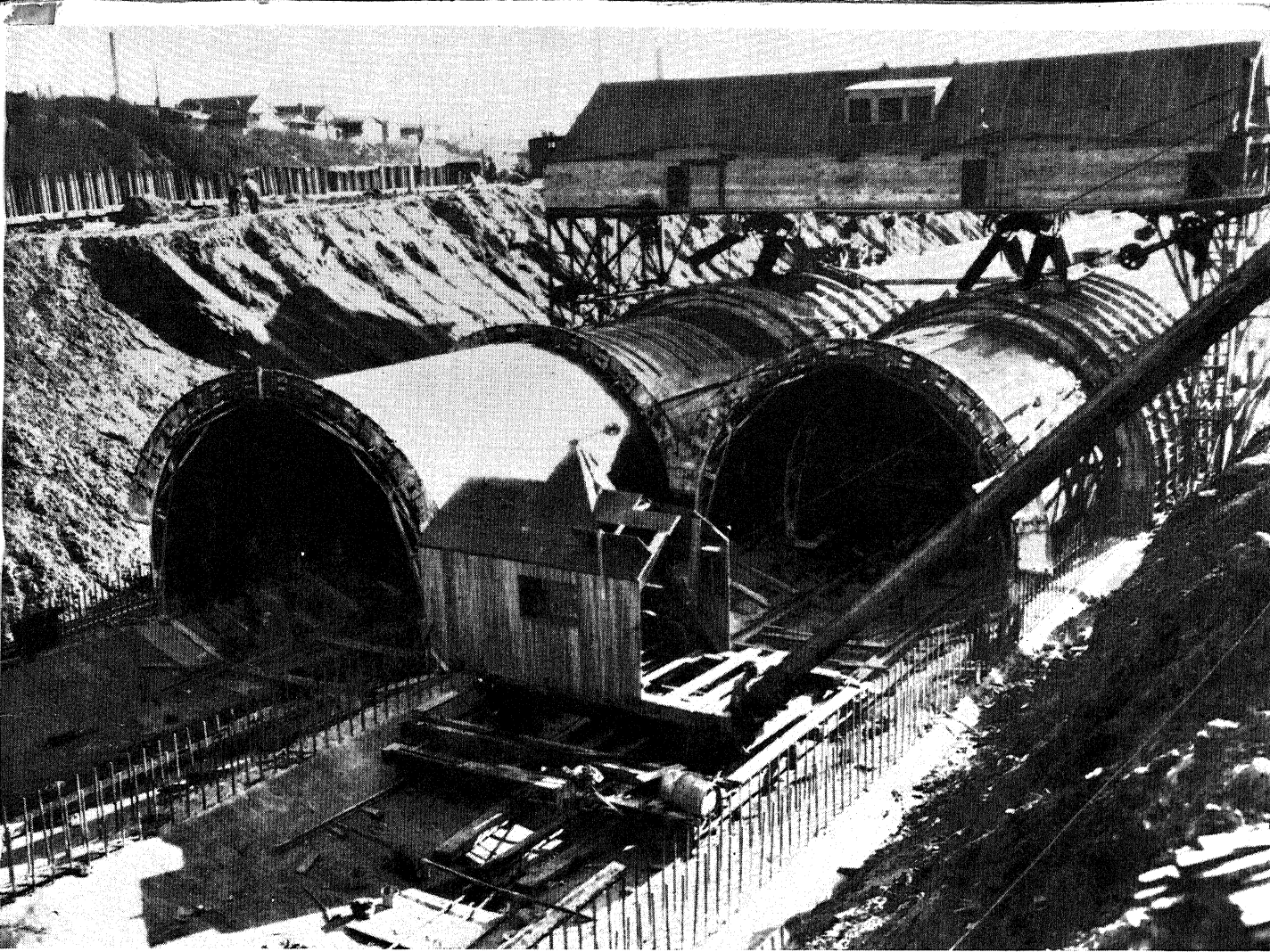
## **Public Service**

THE Department of Public Service is comprised of four sections: Administrative, Bridges and Buildings, Sewers and Paving, and the Municipal Testing Laboratory. The president of this department also presides over the Board of Standardization, he is a member of the city airport commission, the municipal bridge commission, city plan commission and zoological board of control.

During the past fiscal year this section prepared the necessary Benefit or Taxing District Plats for Street and Alley Improve-

ments; handled 49,310 deeds and other instruments filed with the Recorder of Deeds, of which 22,722 involved real estate transactions for abstractions; 23,403 parcels of real estate were located and changed on plat books as a result of these abstractions, and 1,351 parcels of real estate posted due to deeds and wills filed in the Probate Courts of this City and St. Louis County.

*This Department has 98 employees. Its average annual budget is \$330,000. President of the Board is Frank W. McDevitt.*



## Streets and Sewers

THE streets and sewers department is comprised of four divisions: sewers, streets, rubbish and garbage, and traffic.

In the last four years, 6,000,000 square yards of existing asphalt streets were surface-treated. About 500,000 square yards of streets were re-surfaced in the same period. This does not include the normal patching and repairs made each year. In addition, approximately 18 miles of street-car tracks were abandoned and the streets surfaced by agreement between the city and public service company.

Many new roads and bridges were completed during Mayor Darst's administra-

tion. They are the new Weber Road Bridge over Gravois Creek, the new deck of the Euclid Avenue Bridge over the Wabash railroad and Morganford Road over the Missouri Pacific. The Fyler Avenue Bridge is being straightened.

Fifteen streets have been widened or improved and six sewers in the city have been enlarged and improved.

Extension of rubbish collection and garbage collection to the entire city was completed by May, 1951.

*The Department has 1,293 employees. Its average annual budget is \$4,000,000. The Director is Frank Kriz.*

## Chief Source of Revenue

CITIZENS meet the assessor or one of his deputies if they pay real estate taxes. Such taxes are the chief source of revenue to operate city government. Last year, the yield was \$40,265,000 upon an assessed valuation of \$1,405,000,000. This assessing of real estate values and setting taxes thereon has gone on from the founding of the city. But the present job of assessing in our city has been improved, modernized and made equitable. The national magazine, *The Real Estate News Digest*, had this to say in a recent issue:

"One badly-needed assessment yardstick—simple yet accurate—is achieving national distinction after proving its worth in St Louis, in appraising property for tax

purposes. It is taking the guess-work out of assessing."

The article goes on to tell about the formula that St. Louis City Assessor Joseph P. Sestric has put into effect. It says:

"Perhaps the tables are not perfect. However, the assessors using the manual are not guessing. They are making a calculation of property value, and making the same uniform calculation throughout, resulting in equity for all."

Savings to the extent of several millions have been made in appraisals, and \$50,000 in the work of reproducing plats.

*Employees 92; last annual budget \$370,000; City Assessor Joseph P. Sestric.*

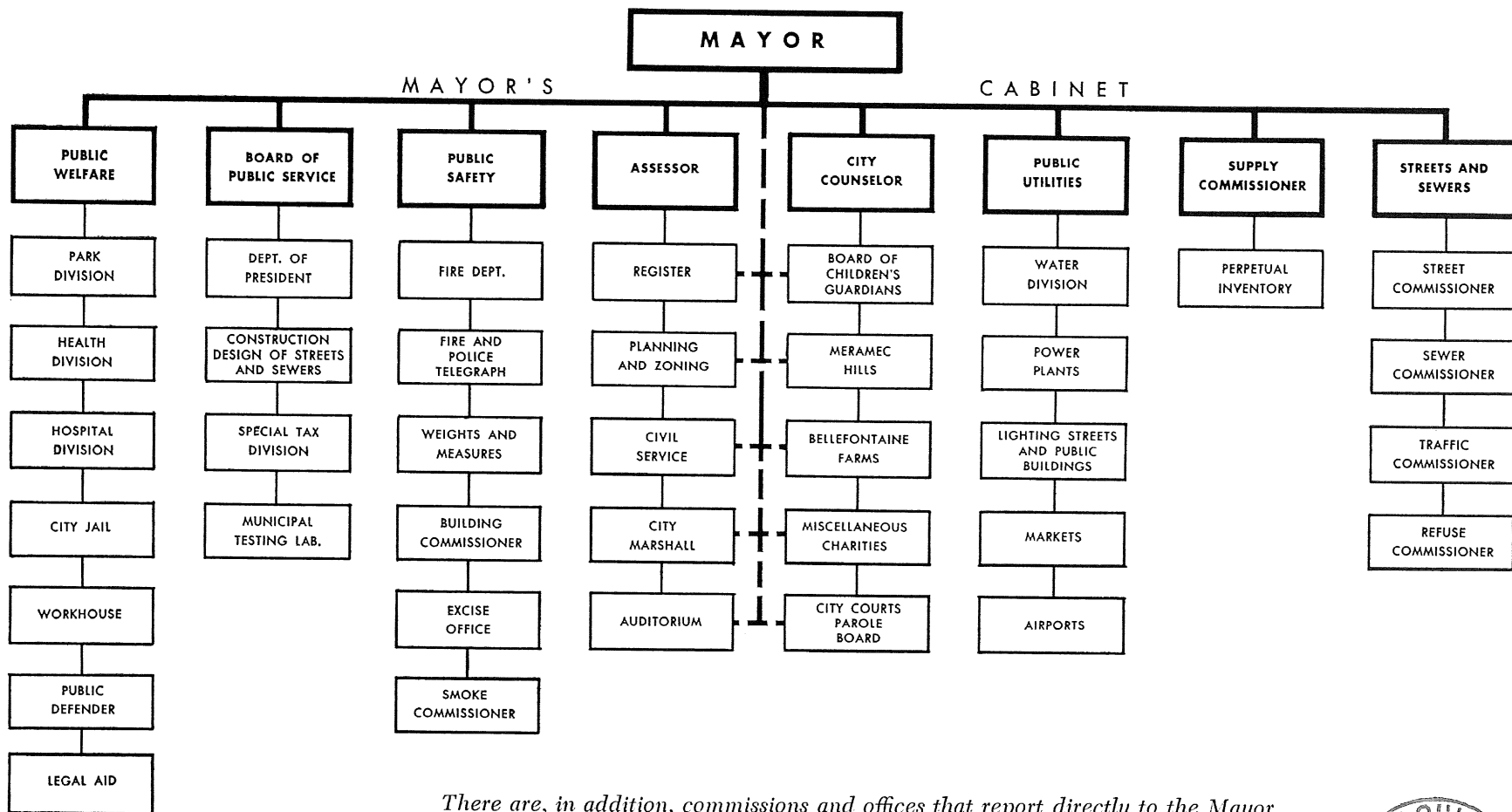
### Human Relations Council

The Human Relations Council, composed of thirteen members headed by Mrs. Morris Shenker, was appointed by Mayor Darst to study ways of improving human relations within the community. This is in line with the mayor's consistent position for betterment in human relations. The Council has worked quietly to improve good will. Without any fanfare, public places of amusement, such as the American Theatre, were brought around to abolishing segregation.

ACKNOWLEDGEMENT is made to the St. Louis Chamber of Commerce for use of cuts on Pages 14, 15, 19, 34, 35, 36, 37, 39, 40, 43, 44, 45, 46, 54, 59; to the St. Louis Post-Dispatch for photos used on Pages 19, 11, 14, 24, 34, 39, 46 and 47; to the St. Louis Globe-Democrat for picture on Page 57; to the Board of Education for pictures on Pages 54 and 61; and to the Chamber of Commerce for factual material used in article on Page 44.

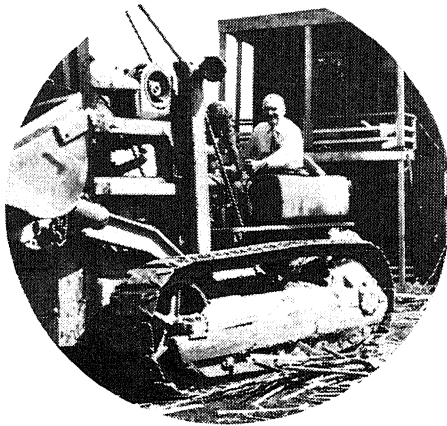


## Major Departments Directly Responsible to the Mayor



*There are, in addition, commissions and offices that report directly to the Mayor.*



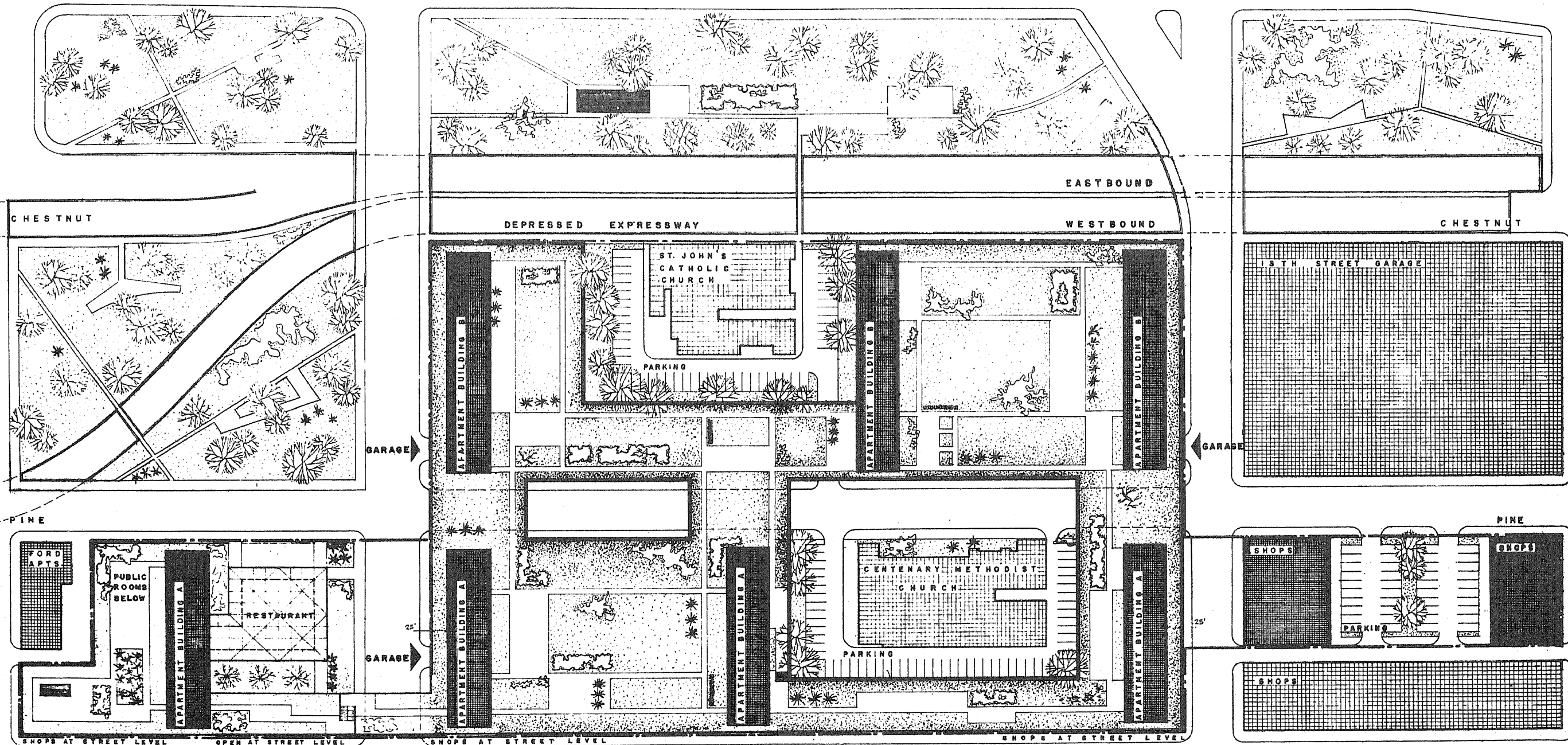


*Mayor Darst at the Wheel of Progress.*

***Proposed Plaza  
Development***

MARKET

MARKET



PINE

PINE

CHESTNUT

CHESTNUT

DEPRESSED EXPRESSWAY

EAST BOUND

WEST BOUND

ST. JOHN'S  
CATHOLIC  
CHURCH

PARKING

CENTENARY METHODIST  
CHURCH

PARKING

18TH STREET GARAGE

GARAGE

GARAGE

GARAGE

PUBLIC  
ROOMS  
BELOW

RESTAURANT

SHOPS

SHOPS

PARKING

SHOPS

SHOPS AT STREET LEVEL

OPEN AT STREET LEVEL

SHOPS AT STREET LEVEL

SHOPS AT STREET LEVEL