

Statewide Cleanup Campaign Started

PRINCETON — An effort to spruce up New Jersey for its 300th birthday and its 1964 function as a gateway to the World Fair was launched here today.

H. Kendall Lee, city manager of Asbury Park, was named temporary chairman of a steering committee to enlist the support of Governor Hughes for a statewide community improvement program.

Olivia di Pastina of the Tercentenary Commission was named secretary.

Representatives of statewide organizations such as the Boy and Girl Scouts, the League of Municipalities, the Jaycees, the New Jersey Federation of Women's Clubs and the Tercentenary Commission met at Princeton Inn to discuss the program.

Colorado Program

R.H. Hackendahl, director of the National Cleanup - Paint-up - Fixup Bureau, outlined the procedures employed throughout Colorado in a recent community improvement program in that state.

He said his organization, supported by paint and varnish manufacturers, would be glad to provide advice and materials for a similar New Jersey program.

"Things can be done on every level," said Lee, mentioning parkway, county and school programs as examples.

Turpike Cited

The vistas offered by certain stretches of the New Jersey Turnpike were singled out as areas particularly suited to beautification.

Mayor James W. Kelly of East Orange listed some aspects of his city's programs, which earned it the title of "cleanest city in the nation."

Lee and Hackendahl emphasized that support from the organizations, the state's 567 municipalities and state agencies is essential to success of the program.

The 20 members of the luncheon audience were asked to report to their organizations and send out sentiment on the community improvement effort before the steering committee's next meeting.

City Gets 'A Lick And A Promise'

County Agrees To Maintain 1.5 Miles Of Trenton Borderline Streets

By John P. McLaughlin
Times Staff Writer

Trenton came away with a lick and a promise from yesterday's city-county discussion of responsibility for roads.

The Mercer County Freeholders agreed to accept responsibility for maintenance of 1.5 miles of borderline streets and promised to come up with a revision of the county road system in four to six months, which in the words of Freeholder Arthur R. Sypek "cannot fail to benefit the city."

The city is asking the county to absorb 18.4 miles of borderline and arterial roadway into its system. If this were done, the county would be responsible for the works as far as road-care goes — maintenance, snow-removal, oiling, traffic signals and, most important, widening and reconstruction.

The county is reluctant to do streets and plow snow.

Holland and City Council President Frank V. Walsh Jr. both insisted yesterday this is not enough to help. The mayor, however, said "it is a beginning," and said he would ask Council to approve the county offer.

Freeholders Sypek and Richard J. Coffee argued just as strongly that the agreement, which may or may not be acceptable to City Council, is only the beginning.

Master Plan Cited

The freeholders said that when the master road plan is completed by the county planning staff and Engineer Edward L. Mount, some county roads will be dropped and other roads incorporated into the county systems. They indicated that since the county owns no roads in Trenton, the city could only benefit. The county also is expected to ask

the state to take over some roads.

Coffee said the overhaul of the county road system would be based on logic and therefore arterial city roads, carrying through traffic, would be incorporated into the system.

Holland and Walsh tried without success to get the freeholders to sign a declaration of policy whereby the county would pledge to treat those borderline streets that are to be transferred "the same as you treat county roads in any other of the 12 municipalities in the county."

They argued that the arterial roads are the sole responsibility of the city within Trenton's borders, but as soon as they cross the city line, the county takes over — thereby extending to other municipalities services the city doesn't get but is entitled to.

In all other major cities in the state, the city officials said, the county owns and maintains arterial roads within city limits.

However, Coffee and County Solicitor Joseph S. Bash pointed out that the county can't be responsible for reconstruction of the borderline streets which the freeholders have offered to service because the county doesn't own them. Transfer of ownership would require public hearings and amendment or repeal of county road resolutions.

The county proposal was introduced by Acting Freeholder Director George J. Sutch.

Other county officials attending the one hour and 45-minute meeting were Mount, Freeholders Joseph R. Gruerio, Frank J. Black and Charles Kovacs; Philip T. Carrol, freeholders

clerk, and County Treasurer Martin T. Hillman.

Carmen Armenti and Walsh were the only other councilmen on hand, but several other city officials attended, including Harvey Mandel, director of planning and development; Otto P. Ortleib, director of public works; Business Administrator Robert H. McGregor; Streets Engineer Joseph Walsh, Traffic Engineer Walter Gardiner and City Clerk Stanley Maziarz.

County Would Service

If City Council buys the county offer, the county will be responsible for servicing nearly all of the borderline streets. Here are the streets which the Freeholders have offered to service:

- Parkway Avenue from Olden Avenue Extension to Kelsey Avenue.
- Princeton Avenue from Spruce Street to Olden Avenue.
- Hamilton Avenue from the city line to Olden Avenue.
- Lator Street from Liberty Street to the Pennsylvania Railroad tracks.
- This is in addition to 2.47 miles of borderline streets which the county now services.
- The city wants the county to absorb these streets into its system:
- Parkside Avenue from Parkway Avenue to Route 29.
- Prospect Avenue from Parkway Avenue to West State Street.
- All of Calhoun Street.
- East State Street from the city line to Fairview Avenue.
- Hamilton Avenue from the city line to Broad Street.
- Lator and Liberty Streets where they border Hamilton Township.
- Olden Avenue, Chambers Street and West State Street.

Titusville Residents Hit Park's Extension

HARTS CORNER — A reported extension of recreation area near the Washington Crossing State Park by Green Acres funds met with less than enthusiastic support last night.

Several persons of the Titusville area appeared before Hopewell Township Committee to complain that they didn't want to sell their land.

A resident of Brickyard Road asked what could be done, since state officials had already talked to him about obtaining his land for Green Acres.

Committee member Lester E. Huff suggested that a 78-acre extension land on which the State

holds an option would be fine, but the state might well develop a park near the Sourland Mountains in the northern section of the township instead.

Huff said he was objecting to the expansion in the Titusville area because of lost taxables. He said it would stop development in that area.

Township solicitor Roy R. Rigby said Green Acres is presently contemplating taking 10 properties through condemnation on Brickyard Road.

Committee member Theodore C. Veeffkind noted that with the present State park and the other 78 acres there should be plenty of parkland for that area of the township.

Mayor Paul M. VanWegen said it was a fact that property next to recreation areas increases in value, and only homes of about \$40,000 are really worthwhile as tax rates.

The committee voted to send a letter to the Green Acres program asking clarification of the boundaries of the recreation area.

Fire Company Elects Ayers

HILLSBOROUGH — Allen Ayers has been elected president of the Hillsborough Fire Company No. 2.

Other officers are Elmer Braucht, vice president; Michael Johnson, recording secretary; Leslie Sawyer, corresponding secretary; Robert Malenchuk, treasurer; Frank Gross; three-year trustee; Carylic Gaylord, two-year trustee; A. Strong, one-year trustee; Arthur K. Snyder, chief; Edward Bertini, past assistant chief; Ralph Nelson, second assistant; Thaddeus Walenczyk, engineer; Robert Relay, first assistant engineer; and Robert Tolishus, second assistant engineer.

The officers will be installed at a dinner dance in January along with officers of the auxiliary.

Daytime Headlight?

CHICAGO (AP)—An automobile running light may be the answer for checking head-on collisions.

The light is installed in the front grill of an automobile and is used during daylight driving.

Cross-country buses began driving two years ago with headlights on during the day, and since then have reported a 15 per cent drop in daylight accidents.

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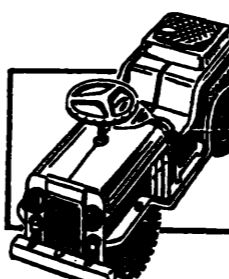
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