

NEWS OF THE MUNICIPALITIES

Current Subjects of General Interest, Under Consideration by City Councils and Department Heads—Streets, Water Works, Lighting and Sanitary Matters—Police and Fire Items—Government and Finance

ROADS AND PAVEMENTS

Storm Damages Pavements

Duluth, Minn.—Duluth recently experienced a storm which did considerable damage to its pavements. Telford pavements were badly damaged, those on Ninth avenue and Lake avenue having been practically washed away. The tar pavements stood well except in two instances, where water got under the pavement from overflowing sewers. There were a few washouts that did some damage to asphalt, wood and stone block pavements. Cement gutters were uninjured, while wooden gutters were destroyed entirely and stone gutters were badly damaged.

Would Make Fifth Avenue Most Magnificent Boulevard

New York, N. Y.—The widening of Fifth avenue by the city, consisting of setting back the curbstones $7\frac{1}{2}$ feet on each side and removing the structures which encroach on the street, is being supplemented by the Fifth Avenue Improvement Association, whose object is to make the avenue the most attractive and magnificent boulevard of modern times. Illumination of the streets by lights of greater candle-power than those now used, placed higher above the sidewalk, is one of the means to be employed. In addition to the street lighting, illumination from stores by the owners is contemplated. An effort will be made to have art galleries, libraries and the like keep open until 10 o'clock, with the expectation of making the avenue a scene of life by night as well as by day.

To Park Abandoned Railway Strip

Walla Walla, Wash.—The contemplated abandonment by the street railway company of its franchise for a double track on East Main street will give the property owners the opportunity, of which they will avail themselves, of parking a strip 16 feet wide in the center of the street. The street is 60 feet wide between curbs.

New Potomac Park Bridge

Washington, D. C.—The reproduction shows the new Potomac Park Bridge finished all but paving and cleaning up. This structure is the connecting link between the east and west sides of the park and makes possible a drive along the river of several miles in length without driving twice over the same ground. The bridge is of ornamental reinforced concrete design, 184 feet long, and consists of two spans of two arches each connected with a lift draw for small craft. It was built by day labor and cost \$120,000. Within the arches are located smaller arches containing tidal gates. The new Potomac Park bandstand is located but a short distance away, and the bridge will make it possible for pedestrians to reach the bandstand directly.



Courtesy of the Washington Star

POTOMAC PARK BRIDGE, WASHINGTON, D. C.

Railway Company Lays Granitoid with Portable Plant

Knoxville, Tenn.—The Knoxville Railway and Light Company has abandoned the use of brick for paving between its tracks and is laying granitoid paving under the patents of the R. S. Blome Company. Some sections of track were paved this way experimentally in 1908. The materials for the concrete are being mixed on a car moved along with the work, electric current from the trolley wires being used for power. Sand, stone and cement are carried on the flatcars ahead of the mixing car.

To Improve Rocky Thoroughfare

Lynn, Mass.—After agitation for fifteen years or more Lynnfield street is to be improved. Hitherto something has always occurred to thwart embryo plans. A stretch of



Courtesy of the Lynn Item

GRADING ROCKY ROAD IN LYNN

two miles is to be graded, straightened and widened. The work consists of both excavation and fill. It consists in moving 30,000 cubic yards of earth and rock.

Ordinance Regulates Moving of Houses

Houston, Tex.—An ordinance has been passed which provides that before a house can be moved in the future the contractor who desires to do the work must first file an application with the Mayor for permission to do the work, file a bond in the sum of \$5,000 to indemnify the city against damage to its property, and deposit \$500 in cash, out of which the city may pay for any damage done by the moving. It is also provided in the ordinance that the City Engineer shall designate the streets over which buildings may be moved and shall supervise the work. In addition, a penalty of \$10 a day is provided for each day the streets are occupied in excess of what shall be deemed a reasonable time consumed in moving a building from one section of the city to another. Another clause provides that the cash bonus shall not limit the liability of contractors to that amount for any damage that may result from the moving of buildings.

Would Avoid Delay in Paving Alleys

Indianapolis, Ind.—The Board of Public Works has asked City Attorney Crate Bowen for his opinion as to whether it is necessary for the Board to wait until the time specified by the law before awarding contracts for alley improvements when brick pavement is the only material bid on. The Board explains that property owners invariably petition for brick pavements and that therefore only bids for brick are received. The law specifies that the Board must wait ten days before awarding a contract, but the Board cannot see any good reason for doing so under the circumstances detailed.