

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

Squabble Stops Road Building

Atlantic City, N. J.—Litigation over the proposed paving of the Shore road section of the auto route between Philadelphia and Atlantic City is delaying State approval of the building of other highways in the county. The Board of Freeholders was informed from the office of State Road Commissioner Gilkyson that no further operations would be sanctioned until legal settlement of the Shore road controversy has been reached. The ruling prevents construction of the road between Mays Landing and Tuckahoe, for which contracts were to have been let.

New Bridge Nears Completion

Bethlehem, Pa.—One of the finest bridges in this State, from an artistic standpoint, is the new Broad street structure, which spans the Monocacy Creek here, on which the finishing touches are now being put. Second to the somewhat similar famous Walnut Lane bridge, which spans the Wissahickon in Fairmount Park, Philadelphia, this bridge is said to be the largest in the State. Covering more than 100,000 feet of area, the bridge is nearly 400 feet long and 60 feet wide. Its five massive arches stand more than 100 feet high. The balustrades are patterned after those on the Walnut Lane structure. To the visitor the appearance of the bridge is that of granite. This effect has been skillfully



Photo by G. A. Conradi.

NEW CONCRETE BRIDGE AT BETHLEHEM, PA.

brought about by the use of granite gravel in the outside coat of cement, which has been chipped by a pneumatic tooling process. The roadway of this handsome structure, of which Bethlehem people are very proud, will be laid in brick, across which will be laid double trolley tracks. The sidewalks will be slightly higher than the roadway. Handsome combination gas and electric light fixtures will be placed on ornamental posts. It is largely in the simplicity of the bridge that its artistic features lie. Under the leadership of Chief Burgess W. E. Martin the citizens are planning a monster celebration late in the spring or early summer, when the new bridge will be fittingly dedicated. It has been already opened to traffic, though not quite completed. The cost of this bridge will be between \$125,000 and \$150,000.

Would Create Monopoly by Accepting Low Bids

Baltimore, Md.—An amendment has been made to the \$5,000,000 annex loan bill which it is claimed is in the interest of asphalt paving contractors. Bids are received on different kinds of paving in Baltimore, and according to the Bruce-Fendall ordinance the city authorities may select any kind of material they think best regardless of which is the cheapest. The amendment referred to would compel the acceptance of the lowest bid in all cases. As asphalt is the cheapest material, this, it is said, would lead to a monopoly.

Decides to Lay Sidewalks by Day Labor System

Holyoke, Mass.—The Municipal Council has decided not to allow any more sidewalk construction to be done by contract. It is believed that the city can do the work as cheap or cheaper than by contract.

Improved Streets to Follow Tour of Mayor

Chicago, Ill.—Chicago's streets passed in moving panorama under Mayor Fred A. Busse, B. J. Mullaney, Secretary to the Mayor, and Frank T. Fowler, Superintendent of Streets, in a 108-mile automobile ride one day last week. The trip took from 8 a. m. to 5 p. m., every ward in the city was visited and the Mayor was surfeited with the sight of dirt, dilapidated pavements, holes chopped by public utility corporations and streets made impassable by the rehabilitation of street car tracks. As a result of the trip the following results are expected:

- Street cleaning on north-and-south streets to begin at once.
- Renovating of all alleys, to be started within ten days.
- Repair of macadam, asphalt, brick, creosoted and cedar block pavements as soon as weather conditions will permit.
- Granite block repairs, to be made at once.
- The gas company and other public service corporations which have torn up perfectly good pavements to be compelled to make repairs forthwith.
- Street car companies to repair streets where they have rehabilitated their lines, especially the Consolidated Traction Co.
- Plans for the removal of street sweepings, garbage and ashes on street cars, to be formulated as soon as practicable.
- Prosecution of building contractors who use the streets for construction material without permits.
- Put an end to the practice of leaving wagons, buggies and other vehicles on sidewalks over night.
- Prosecution of persons who dump ashes on the sidewalk.
- Steam roads to clean and repair the streets below their viaducts within a reasonable time.

The Mayor was particularly aroused over the number of pavements that have been mutilated by corporations putting in pipes and conduits. Each Ward Superintendent will be ordered to report at once all such places in his territory.

Likes Sarco and Mineral Rubber Pavements of Chicago

Independence, Kan.—City Engineer A. D. Stivers has made a report to the Commissioners on his observations of Sarco and Mineral Rubber paving in Chicago. He said that he found Sarco in use on park driveways having greater traffic than any street in Independence. He saw no sign of ruts, holes or roughness in any of it, and the crown was preserved in its original shape in all cases. The Mineral Rubber paving, a more expensive material, used for resurfacing old macadam and brick, as well as for new work on a concrete base, impressed Mr. Stivers very favorably.

Complain of Quality of Asphalt Used

Muskogee, Okla.—Property owners on Elmira street have complained to the City Council of the quality of asphalt being laid on that street by the Oklahoma Contracting Company. The contract called for Trinidad asphalt, and it is alleged that from 35 to 45 per cent of Texas asphalt is being mixed with it.

Ohio May Sell Canals to Build Roads

Columbus, O.—The House Committee on Public Ways and Turnpikes has recommended the passage of a bill which provides for the sale of all canals and canal property, the proceeds to form a State good roads fund.

Standard Widths of Roadways Adopted

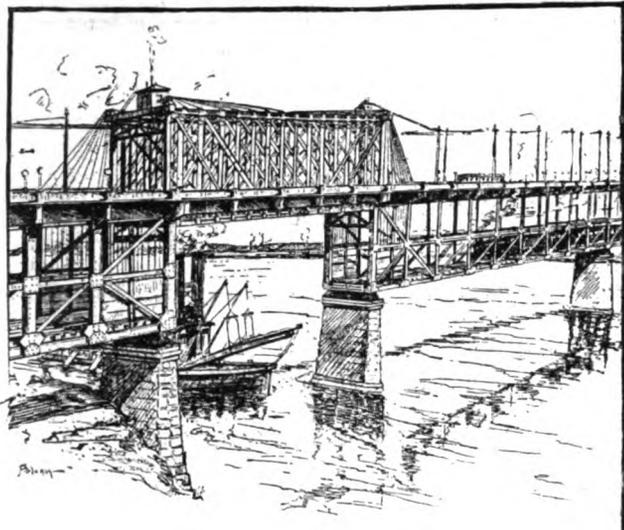
Pasadena, Cal.—Council has adopted the following standard widths of roadways for streets of certain lengths:

Total width of street—ft.	TOTAL LENGTH OF STREET			
	To 1500 ft.	1500 to 3000 ft.	3000 to 5000 ft.	Over 5000 ft.
40	20	22	24	26
45	22	24	26	28
50	24	26	28	30
55	26	28	30	32
60	28	30	32	34
65	30	32	34	36
70	34	38	40	42
80	38	42	44	46
100	50	54	58	60

The ordinance does not apply to streets having car lines. A number of exceptions are made to the general rule, and Council retains authority to suspend the ordinance in particular cases.

Unique Telescoping Bridge

Kansas City, Mo.—A unique two-deck steel bridge, costing \$2,000,000, is being constructed across the Missouri River from Third street, Kansas City, to the Clay County side. The structure will rest on the old Winner piers built years



NEW BRIDGE AT KANSAS CITY

ago and hitherto unused. The lower level, 65 feet below the upper, will be used for railroad tracks. The unique feature is the immense elevator in one of the spans that will hoist the lower decks and make an opening 426 feet wide, with 55 feet clearance above extreme high water. The upper deck of the bridge is to be occupied by two street car tracks and two wagon road tracks paved with asphalt and two sidewalks.

Asphalt Roads in Massachusetts

Boston, Mass.—It is the expectation of the Massachusetts Highway Commission to extend the use of asphalt compounds for the coming season in its road making. The general opinion of its engineers last year as the season progressed was that the asphalt products were more reliable and gave better results than the tar products, also that it appeared that the asphalt would wear for a greater length of time. As a result of its experiments, the Commission treated many miles of macadam surface, which was badly worn, by filling all ruts, holes and depressions with a mixture of asphalt, oil and gravel, or a sharp sand, or stone and stone screenings; the road being evened up and brought as nearly as possible to a uniform smooth surface. Then the road was coated with from one-fourth to a half gallon of hot asphalt oil to the square yard. The oil was laid on as evenly as possible over the surface, being spread with a broom where necessary. It was then immediately covered with sand, gravel or screenings spread evenly over the road surface in sufficient quantities to absorb all of the oil. If oil appeared, it was covered from time to time so that no oil should come in contact with passing vehicles.

Grade Crossings Before Council

Minneapolis, Minn.—The several commercial clubs of Minneapolis have been invited to name representatives to sit with the Special Grade Crossings Committee of the City Council, which will meet daily to grapple with the grade crossing problem. The need of engaging a special attorney was discussed, as was also the advisability of enlarging the committee by adding one alderman from each ward not now represented. The committee's present attitude points to the framing of a general ordinance for the elimination of all grade crossings in the city, with the Milwaukee road's plan for lowering the H. & D. tracks as the starting point.

Indicted for Bad Roads

Pottsville, Pa.—Acting at the direction of the Schuylkill court, which has begun a vigorous campaign against all officials who are negligent in connection with roadmaking, the Grand Jury has indicted the members of St. Clair Council for failing to report bad road conditions near the St. Clair mining operations. The Mt. Carbon Borough Council was also ordered indicted by the court.

SEWERAGE AND SANITATION

Study Drainage from a Pullman Car

Atlantic City, N. J.—A delegation of seventeen city officials have just returned from several Southern cities, traveling in a special Pullman car, for the purpose of studying at first hand problems of drainage similar to those which will soon have to be dealt with in Atlantic City. Atlantic City is only 4 feet above high tide, and it has been proposed to drain it by means of an open canal with branches. New Orleans, where similar problems have been dealt with, was one of the principal cities visited. Pensacola, Fla.; Birmingham, Ala.; Nashville, Tenn., and Louisville, Ky., were the other cities visited.

Typhoid in Council Bluffs

Council Bluffs, Ia.—An exhaustive report on the typhoid situation has been made by City Health Officer Charles H. Bower to the Board of Health. His report tended to confirm statements already made that the infection was caused by impurities in the city water. In his report Dr. Bower stated that on March 1 there were fifty cases of typhoid in the city. These patients were found in all parts of the city, and forty-one of them were using city water. Six of the forty-one were from Omaha and one was from out of the city, leaving at the lowest estimate more than two-thirds of the patients users of city water. Reports of the analysis of State Chemist C. M. Kinney again affirmed that the water was impure; that it contained sewage, animal life, algae and other substances, and that, in the judgment of the chemist, the water was unfit for use. A letter giving the results of the bacteriological analysis made by Henry Albert, State bacteriologist, was read. It follows: "Have made a bacteriological examination of the sample of river water received from you and, although we do not find any typhoid bacilli, yet we find colon bacilli, which is evidence of contamination with sewage bacteria. The presence of such means, of course, the possibility of typhoid bacilli gaining entrance. Such, however, is nothing more than can be expected from the ordinary river water. There is not a river in the State but that presents pollution of this kind. I presume however that the city of Council Bluffs has protected itself by adopting some means of purifying the river water before it is used. If such is not done, the development of a considerable number of typhoid cases can only be expected."

Thousands of Cases of Typhoid in Minneapolis

Minneapolis, Minn.—Thirty-four deaths from typhoid fever were reported in Minneapolis in February. The Health Department conservatively approximates the number of typhoid fever cases as 600. Estimates of physicians and the heads of charitable organizations variously place the number at from 1,500 to 3,000. The hospitals are full of fever patients, and one public school has been converted into an emergency typhoid station. There is no question about the source of the disease—Mississippi River water polluted by sewage from Brainerd, St. Cloud and Anokee, small cities higher up the river, where typhoid has been prevalent. Physicians without exception advise against the use of city water for any purpose whatever. It has been turned off from the city schools. The pool at the University of Minnesota has been drained, and notices have been posted warning students against use of the city water and anything that may have city water in it. Through the suggestion of the State Board of Health an emergency remedy has been adopted. From one-quarter to three-quarters of a grain of hypochloride of calcium is put in every gallon of water drawn from the river at the pumping stations. H. A. Whittaker, chemist of the State Board of Health, and Dr. H. W. Hill, State bacteriologist, have examined water so treated and pronounce it free from sewage bacteria.

Test of Sewer System

Winchester, Va.—The work of testing the new sanitary sewer system and disposal plant for the city was completed last week, and it is expected the system will be in use by the first of April.