

what they are doing

(3) Enhancement of the uniformity and beauty of the streets. The access between the two decks would be by stairways or elevators at convenient points and through the business premises fronting on them.

Access to buildings at different levels would be by convenient steps or inclines.

Protected by a substantial railing on the street side the upper deck would be an ideal promenade.

Street Railways

Owing to delays in operation, single track systems are quite unsatisfactory for operation in cities. Where street railways are owned and operated by private corporations, they may generally be relied upon to locate their lines where the results will be best for themselves and the users, but forced locations for the exploitation of real estate should be discouraged.

Street railway rolling stock should be so designed that it will handle the largest number of passengers having regard to their safety and convenience.

The pay-as-you-enter cars, with exits at both ends and sometimes in the centre as well, are the most expeditious in handling passengers and certainly the most profitable for the operators. Gates at the exits and entrances, under the control of the motor-man, are an added safety.

Electrical Distribution—Conduits and Pole Lines

While the distribution by underground conduits leaves the streets above the surface practically clear of poles, it must be remembered that it is extremely expensive and that it requires a large revenue to meet its interest and maintenance charges. Care should be taken not to extend conduit systems beyond points where the revenue is sufficient to meet the extra cost of this system of distribution. It is estimated that only one-tenth to one-fifth of the distribution area will stand the cost of conduits.

An ideal system in large cities would be to carry the sewers, water and gas mains, electric cables, etc., in large conduits occupying the spaces under the sidewalk. Not only would they be accessible but this system would put a stop to most of the now necessary cutting up of the street surfaces in making connections and in similar work.

Methods of Road Making

We find the same old methods still used in road making and repairing lately going on in the district. The farming community never seems to learn anything about roadmaking. If a certain piece of road needs grading they plow up the sides and throw the sods, roots, stones or whatever is in the way into the middle of the road, making it almost impassable for the remainder of the season. In like manner when they conclude that a certain length of highway requires to be gravelled, they pile the gravel six or more inches deep in the centre of the roadway, treating all parts, high or low alike and compelling travellers to take to the ditches till the gravel finally settles down.

The system is entirely wrong. Of course, between seeding and haying is the most convenient time for farmers to do their road work, but it is also the worst season of the year for permanent roadmaking. This year the rains helped some, but usually the hot, dry weather, coming on about the time the work is done, prevents the packing of the materials necessary to make a good road bed. One of the worst things about it, however, is that it puts portions of the highways practically out of commission for driving upon during the summer, when driving is such a delight. It would be a great advantage if the farmers would commute their roadwork and have the money, along with other appropriations spent in the autumn. Better still would it be to hire one or two men with a team, all the year round, supply them with the necessary tools, including grader and split log drag. Such an outfit on the road every day from early spring till sleighing comes on, attending promptly to the weak spots, making outlets for standing water, filling up holes and ruts, putting a little gravel here and there where most required, cleaning out ditches, repairing culverts, etc., would do more good than the whole outfit of a township of road-workers on present lines. It is very strange, after all that has been said about the split log drag and the benefits to be derived from its use, together with the simplicity of its make up, that no use is made of it in this part of the country, so far as we know. The fact is that the immense importance of good roads has not yet impressed itself on the people generally or there would be more personal effort directed to the end of getting them established.



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