

should be considered for every growing place as soon as possible. So that if growth in one or two directions is found to be the best thing, no time need be lost improving the means for properly directing the growth.

It will take considerable study to determine positively whether the round city, with its radiating streets, has been outgrown as the ideal type, in the light of rapid transit developments. But even now it appears possible that the much abused checkerboard plan of streets may prove to have been the best arrangement after all; and that Philadelphia, with adequate rapid transit, may prove a better planned city for healthy living, than Washington, Paris, or other extravagantly praised cities.

It is not enough, in considering the future, merely to provide for adequate surface railways. Every city should provide for the introduction of rapid transit at some time in the near future, at as early a date as a rapid transit line can possibly be financed by a city. It has been the custom in the past to put off rapid transit as long as possible. Existing private companies have too often been so overcapitalized that they could provide no new facilities, and they have permitted no one else to do so. Town planners as yet have had little or no experience with rapid transit, and hence do not realize the importance of introducing it or providing for it in plans for the future. It is generally considered sufficient to have surface lines radiating from the center of a city in all directions, with some through lines perhaps across the city. That may be enough to satisfy a traction company or the ordinary unthinking citizen, but it is not the ideal. We want our cities compact units, not so much of houses and buildings, for too much concentration is unhealthy, but rather with social compactness. It used to be considered satisfactory if a person could get quickly into the center of a town for business or shopping. Now we see the value of having all the people of a city within easy reach of each other, for the exchange of ideas and not merely of material goods. The severest test of a city's transit system is the ability of a person at one extremity of a city to visit at the other extremity and return, in an evening say, with comfort and convenience, and at the price of a single fare each way. This test need not apply of course to communities which have annexed such vast areas of unoccupied land as Chicago, nor to persons who have isolated their houses too much. But a city is far better off if its educational facilities, recreation places, business centers, and similar places at least, are all within easy reach from every other part of the city; and it is better still if all the homes are within easy reach of each other. Moreover people who change their place of work should be able to go to the new work rapidly, without having to move or sell their home.

Rapid transit tends to spread out the business section of a city, as notably seen in New York, where both stores and offices have been moving north up Manhattan Island very rapidly since the subway opened. This is a good thing, as it tends to relieve congestion of the streets and to offset the evils of high buildings. With a rapid transit line, a city's growth can in such a way be better directed in a desired direction with mere surface lines.