

## THE PROGRESS OF NOVA SCOTIA.

### HOW THE APPEARANCE OF OUR STREETS MAY BE IMPROVED.\*

#### II.—Some Deformities that are Removable From our Streets, and Other Means of Improvement.

**W**HAT deformities are removable from our streets and what may be otherwise done to improve their appearance?

##### REMOVE GRASS AND WEEDS.

Grass and weeds are too often found growing along the borders of the street. These catch and retain drifting papers and other rubbish carried to them by the wind, and when they become covered with dust, are decidedly offensive, and when wet with dew are an annoyance to pedestrians. They should be thoroughly removed and never be allowed to grow in the smallest measure from sidewalk to sidewalk. And on the sidewalks themselves, these same deformities are apt to appear, especially in the less traveled sections of the town. The street committee's instructions should require the sidewalks to be as scrupulously guarded from this class of unsightliness as are the streets.

##### MAKE THE CROOKED PLACES STRAIGHT.

Many of our streets are more or less crooked; their borders or outlines are irregular. Sometimes on the less traveled streets the wheel track is zig-zaggy, simply because the first travel of the new street happened to take such a course, and so it is often kept up year after year. Care should be exercised by the street committee that these crooked places be made straight, also that the outlines be straight, or else trace a true curve according to the necessities of the case; also that the outlines or borders of the street be parallel and the two sidewalks be of equal and of uniform width. Care in these particulars will ensure symmetry and symmetry always appeals to good taste. We are exceedingly particular in seeing that the trimmings on either side of a house or door or window shall be of uniform width and parallel to each other. The slightest deviation from the vertical or horizontal, or any other departure from architectural propriety is regarded as a hideous fault. We are also beginning to keep our gardens and lawns with scrupulous care, why should the streets of which the houses, gardens and lawns are really adjuncts and

counterparts be any less wanting in symmetry and taste?

##### RESTRICT BILL POSTING.

It has been quite a common practice for traveling shows and business firms to advertise by large flaming posters along the business streets, and often without let or hindrance by the authorities of the community. These placards are often very unsightly both in color and design, and sometimes are allowed to remain week after week and month after month. When of paper, pasted on the sides of a building or a tight board fence, they are ultimately torn off in such a way as to leave a broadside of ugly shreds and patches, until it may be covered again by another plaster, and so on in endless succession till the last state of that surface is much worse than the first. Our town councils cannot be too particular in enforcing the town by-laws touching this infraction, and these advertisements should be permitted only for a brief period and only upon a surface of boards prepared especially for this purpose, and capable of being stored in some part of the town till needed again, when they may, by permission of the authorities, be set up again for a similar purpose, the total expense to be borne by the advertising firm, and paying a license for the privilege beside. Large painted advertisements should be very sparingly permitted and then chiefly in the suburbs.

##### KEEP STREETS FREE OF FLYING PAPER, ETC

Every town should have a by-law strictly enforced against sweeping out of stores, factories or houses upon the street any paper, lint or other debris that may be deposited by the wind where it may become an eyesore. Many a runaway team has resulted from these flying papers, sometimes ending in serious accident or loss. In larger cities, such a regulation is strictly enforced. It entails far less trouble and sacrifice to carry out such a rule in a small village or town, where, if need be, small bonfires in the backyard may occasionally be celebrated without danger to one's neighbors. People of ordinary refinement will intuitively avoid this nuisance, others will need only to have their attention called to the matter to fall into line, while others will be inclined to assert their divine right to personal liberty and will need the occasional presence and word of an officer of the law; but the regulation should be carried into effect as far as possible in every town.

##### PLANT AND PRESERVE TREES.

Another matter of supreme moment is the planting and preservation of shade and

ornamental trees. In our towns many of the streets are already fairly well provided with shade trees, but their existence is due to the taste of individual citizens here and there who have planted them on that part of their house lot bordering upon the street. Other citizens have neglected to plant. Others again have planted them along sections of the line separating the sidewalk from the street. Some of the trees are widely spaced, others are crowded. The result is, they stand in haphazard order—or rather disorder. The outside lines are not only broken by long intervals unoccupied by trees, but some stand in upon the house lot several feet from the street, while others are on the street line. This is not perhaps a serious defect, for stiffness and rigid lines are to be avoided in tree planting, especially in lawns and parks, but we submit that as far as possible the planting of trees along our town streets should proceed according to some well defined principles.

### SYDNEY'S ADVANTAGES IN IRON PRODUCTION.

The advantage of Sydney, C. B., as a steel manufacturing centre was set forth very concisely recently by Mr. Moxham when that gentleman was interviewed by a Montreal paper.

"Our two closest competitors," the manager remarked, "are Pittsburg and Birmingham, Ala. Theoretically the latter is our closest competitor, but in actual practice it will be the former; and the reason is this, i. e., that Birmingham has not as yet gone far beyond the crude portion of steel manufacture, while Pittsburg has developed the industry to the utmost point of finished manufacture. If you want an exact comparison of relative advantages, I will try to give it to you.

"To manufacture one ton of steel in Pittsburg, they have to carry two tons of ore over 239 miles of railroad and one thousand miles of water. They have also to take two tons of coal or its equivalent in coke, over 60 miles; and one half ton of limestone over, say 100 miles. Omitting the lake traffic this is equivalent to 580 ton railroad miles; and in addition to this Pittsburg has to carry each ton of steel 450 miles to reach tide water.

"Birmingham has the raw materials pretty well assembled; but the finished steel must be carried 660 miles before it reaches tide water.

"Against both of these places Sydney has about 400 miles of sea haul on Iron ore, nothing whatever on coal and nothing on the finished material, because she manufactures at tide water. Nor is that all. Sydney is 1,000 miles nearer European ports than Mobile, the shipping point for Birmingham."

\*In last issue we published the first instalment of a paper on this very important subject by Prof Oakes, of Wolfville. The second instalment is presented herewith. We once more express the hope that public men will take an interest in this subject and do what they can to carry the good suggestions into effect that are contained in this article.