

BUDGET SLASHING HIT PAVING PLANS

**\$5,000,000 Asked Would Have
Put 49 Miles of Streets
Into Good Condition**

SNYDER AVENUE A PROBLEM

By GEORGE NOX McCAIN
Plumbers are the enemies of good streets.

After them come the public utility companies. But the plumbers are the worst offenders because they rip gaps and fissures in a smoothly paved street that is never restored by them to its original condition.

Practically all of the old main lines of traffic in the city's business sections are paved with granite or Belgian blocks on a gravel base. This, in the days of horse-drawn vehicles, was the best and most enduring paving that could be laid. But the day of the horse is passing; indeed, has passed.

The swift and smelly automobile, with its big brother, the heavy business truck, now holds the road. The city must pave its streets to conform to the demands of the horseless age.

This means a smooth dressed granite block, set up on a concrete base with either cement grouted or bituminous joints. This is the most satisfactory paving to stand up under heavy truck traffic.

Quick Repaving Needed
The congested downtown and, indeed, in every section of the city where there is one or more smoothly paved streets, with the rest rough paved with Belgian blocks, is due to automobile and truck drivers using exclusively the smooth and well-paved thoroughfare.

Odd as it may seem, re-paving main arteries of travel in Kensington and South and West Philadelphia is not greatly assist in relieving the crowded traffic in the area between Callowhill,

Pine and Nineteenth streets and the river.

Passyunk avenue runs diagonally from Fourth and South streets south-west across West Philadelphia to the modern bascule bridge over the Schuylkill river. It is a natural and old-established line of traffic.

The Atlantic Refining Co. and the United Gas Improvement Co. works are located on this avenue near the river. There are other industries along its line. The volume of traffic for the western end of Passyunk avenue is both large and heavy.

The Highway Department by the end of this year, out of its meager funds, has re-paved all the avenue except from Broad street to Eighteenth street. It was a part of the schedule for next year, under the plan for a \$5,000,000 system of re-paving, to complete this stretch in 1921. The length is slightly over a third of a mile and the cost was estimated at \$30,000.

If the department's plans can be perfected this will complete the paving of a downtown avenue that will be heavily traveled. It provides the nearest and most convenient means of reaching the southern section of the city east of the Schuylkill river, from the large manufacturing establishments in Delaware county.

Snyder Avenue Focal Point
One of the greatest needs of Southern Philadelphia is the re-paving of Snyder avenue. The United States Government has two of the largest terminal piers in the country at the foot of Oregon avenue. The city has a large modern pier at the foot of Snyder avenue.

In its present condition rough, rutty, and paved with Belgian block, Snyder avenue provides this to the north and Snyder avenue, a wide thoroughfare, supplies a route to the westward.

To re-pave the one and five-eighths miles of this avenue in such a way as to make it worthy of its original purpose, cost about \$250,000, one-fourth the amount that is required to maintain the Municipal Court in all its glory.

The great northeast section of Philadelphia, with its millions invested in varied manufacturing enterprises, is reached over four main lines of traffic, Kensington avenue, Frankford avenue, Aramingo avenue and Richmond street.

The Department of Public Works this year managed to re-pave Kensington avenue from Front street to Lehigh avenue. The coming year, had not the budget amount originally fixed at \$5,000,000 been cut to \$1,500,000, would have seen the completion of this work, which would have made effective this main route into Frankford by re-paving Kensington avenue from Lehigh avenue to its junction at Frankford avenue.

It is one of the most important links to be completed in the city. The distance is two and one-third miles and the cost has been fixed at \$200,000.

Highway Bureau Plans
The plans of the Highway Department are drawn toward a fixed purpose. They dovetail together thus:

In connection with the re-paving of Kensington avenue it is necessary to re-pave Front street from its junction with Kensington avenue to Laurel street, a distance of 450 feet, so as to make connections between Delaware, Girard and Kensington avenues. Front street should also be re-paved north from Kensington avenue to the improved paving at Toga street. It would benefit the entire eastern part of the city from the city line south to the city line north.

Once completed it will provide a direct line for traffic from South Delaware avenue, from the ferries and Girard avenue to Front street and Erie avenue, in connection with work already in progress with the Roosevelt Boulevard.

The length to be re-paved for both the above sections is a trifle over a mile and a half and the cost about \$170,000, a fraction of what it costs to pay the 300 probation officers of the magnificent municipal court. And then the benefit it would bring to the people of Kensington and the entire northeast!

There is a direct route to West Philadelphia that is being neglected and little used. This is largely because of its condition. It is Callowhill street west from Broad to the Callowhill street bridge over the Schuylkill river. If put in condition it would become a popular highway and would tend greatly to relieve congestion on Broad street.

To re-pave Callowhill street for a distance of two miles and a fraction will cost about \$240,000. The experts say it would be a big sum of money might well spent.

About the poorest paving in the city east of the Schuylkill river is on Twenty-second street between Ridge avenue and Allegheny avenue. It is an old, disreputable granite block street. It ought to be a main line of traffic, but it isn't.

It would be an arterial highway if the paving were safe or comfortable to ride over. If it were put into condition, repaired and made smooth, it would materially help to spread traffic. The distance is only one and seven-tenths miles

and the cost would be \$180,000. In the center of the city it is proposed to re-pave Race street for a mile and two-tenths; cost, \$110,000. Chestnut street west of Fifteenth and Walnut west of Broad to the Schuylkill river are breaking down because their base has been practically destroyed by public utility companies. These streets have been torn up, gashed, fissured and ripped to pieces by these corporations. It would have cost about \$175,000 to pave this one mile and a sixth of an important avenue, but like the other plans it will have to go by the board.

In all of this the plans of the Department of Public Works have been directed toward assisting the great business interests as far as possible by relieving congestion of traffic, which is always costly, and speeding up traffic movement on old thoroughfares made new.

If the millions of dollars thus saved every year to the business interests could be devoted to highway improvement the question would be very promptly answered.

But there still remains three-quarters of a mile to be completed to the

county line or Cobbs creek. This would have been done had not the original estimate of the Department of Public Works for 1921 had the heart cut out of it in reducing the budget.

Chester avenue is another arterial route. It has been fixed up in modern shape as far west as Forty-ninth street. From this point out to Sixtieth street it is a sort of Delaware avenue the second

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Woman Found Dead in Bed
Mary Anderson, sixty years old, 212 North Fifth street, was found dead in bed early this morning. She was taken to the Hahnemann Hospital and pronounced dead of heart disease. The body was taken to the morgue.

Flora Does a Barn Dance
An old-fashioned harvest home and barn dance was held last night in Kensington Hall, Seventeenth and Venango streets, by the Floras Business Men's Association. Wilbur H. Zimmerman was master of ceremonies.

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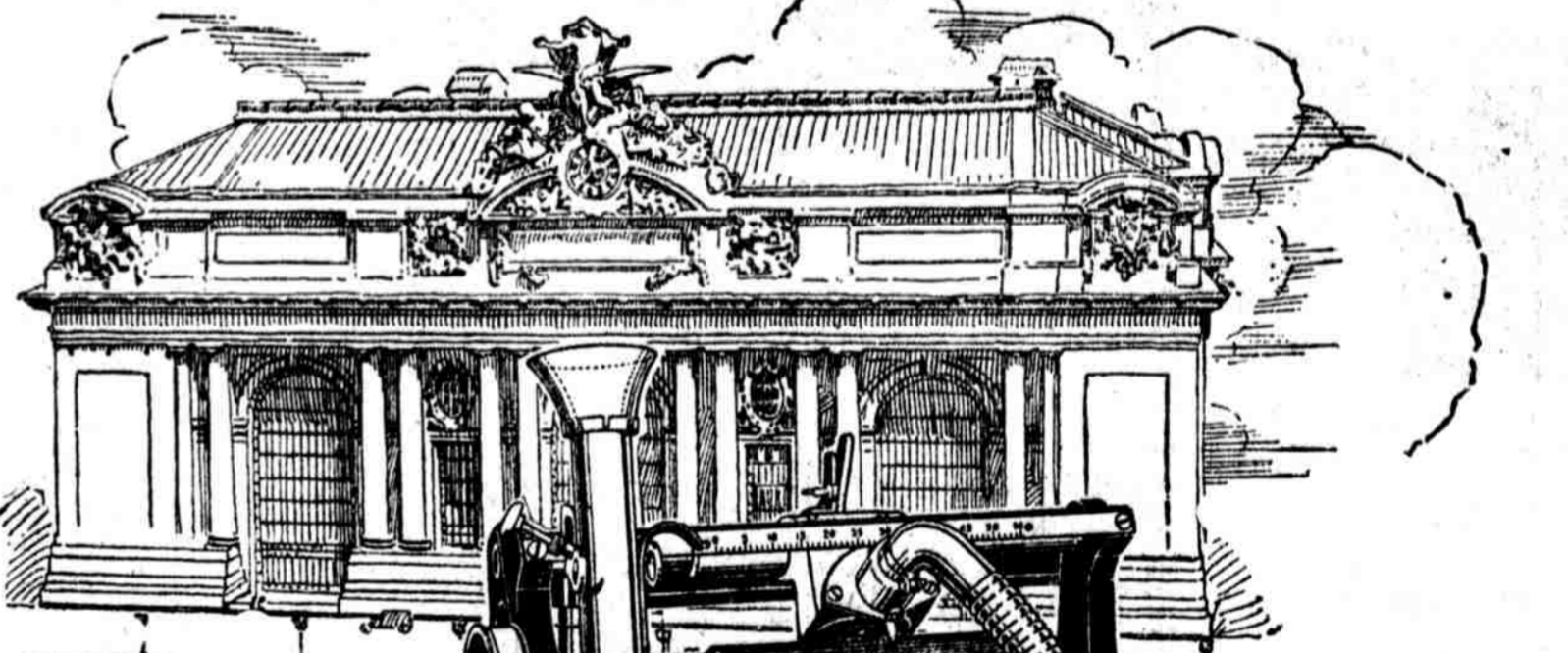
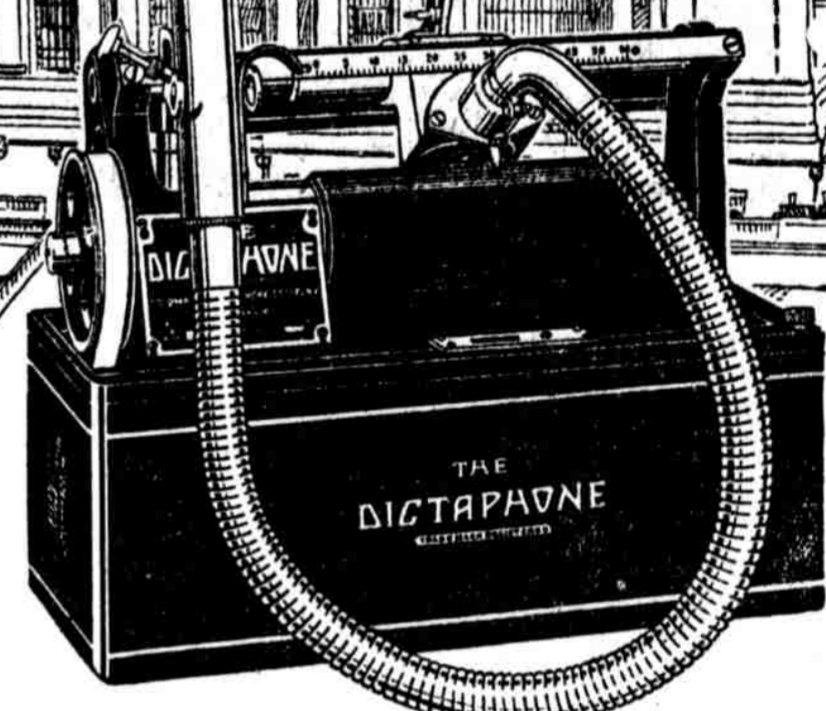
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- \$50.00 for an Old-fashioned Rocker which has been marked at \$66.00
- \$85.00 for an Easy Chair which has been marked at \$110.00
- \$400.00 for a 3-piece Suite which has been marked at \$515.00
- \$175.00 for a Colonial Sofa which has been marked at \$225.00
- \$70.00 for a Wing Chair which has been marked at \$95.00
- \$80.00 for a Chaise Longue which has been marked at \$100.00

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49 MILES OF CITY HIGHWAYS THAT WERE TO BE REPAVED

The following are the streets and avenues, their length and cost, that were to be repaved in up-to-date way in 1921 under the \$5,000,000 plan of the Bureau of Highways:

Street	Length in miles	Estimated cost
Delaware ave., from Queen st. to Fairmount ave.....	1.75	\$700,000
Ridge ave. and Main st., from Levering ave. to Vine st.....	7.25	\$275,000
Grays Ferry ave., from South st. to Woodland ave.....	2.00	200,000
Woodland ave., from Sixty-seventh st. to Cobbs Creek.....	0.74	120,000
Germantown ave., from County Line to Front st.....	7.50	925,000
Kensington ave., from Lehigh ave. to Frankford ave.....	2.30	290,000
Front st., from Laurel st. to Allegheny ave.....	1.57	170,000
Passyunk ave., from Broad st. to Eighteenth st.....	0.36	30,000
Snyder ave., from Broad st. to Broad st. to Broad st.....	1.70	250,000
Forty-ninth st., from Paschal st. to Larchwood ave.....	1.38	185,000
Chester ave., from Forty-ninth st. to Sixtieth st.....	1.15	175,000
Twenty-second st., from Ridge ave. to Allegheny ave.....	1.06	180,000
Chestnut st., from Fifteenth st. to Twenty-third st.....	0.66	75,000
Walnut st., from Broad st. to Twenty-second st.....	0.63	75,000
Chestnut st., from Third st. to Delaware ave.....	0.23	24,000
Walnut st., from Broad st. to Delaware ave.....	0.23	24,000
Race st., from Broad st. to Delaware ave.....	1.20	110,000
Callowhill st., from Twenty-sixth st. to Delaware ave.....	2.31	240,000
Fifth st., from Luzerne st. to Spring Garden st.....	3.40	370,000
Fifth st., from Walnut st. to Snyder ave.....	1.70	140,000
Second st., from Girard ave. to South st.....	1.87	150,000
Third st., from Girard ave. to South st.....	1.87	150,000
Fourth st., from Vine st. to Market st.....	0.28	30,000
Fourth st., from Pine st. to Red st.....	0.90	75,000
York road, from Spring Garden st. to Fourth st.....	0.34	35,000
Eighth st., from Spring Garden st. to Market st.....	0.70	55,000
Ninth st., from Spring Garden st. to Market st.....	0.70	55,000
Tenth st., from Spring Garden st. to Market st.....	0.70	55,000
Eleventh st., from Spring Garden st. to Arch st.....	0.65	45,000
Twelfth st., from Spring Garden st. to Arch st.....	0.65	45,000
Thirteenth st., from Spring Garden st. to Arch st.....	0.65	45,000
Fairmount ave., from Second st. to Delaware ave.....	0.23	10,000
Wissahickon ave., from Hunting Park ave. to Roberts ave.....	0.41	45,000
Totals.....	49.80	\$7,862,000

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