



City of Cambridge.

Mayor's Office.

Cambridge, *Jan* 17<sup>th</sup> 1889.

To Alex<sup>r</sup> Millan Esq, Chairman Standing Com<sup>tee</sup> the Roads & Bridges

Dear Sir,

I respectfully submit to your Committee that I have during the interim when the Joint Standing Committee was not fully organized, made certain suggestions to the Supt of Streets relating to the care and repair of same - to the removal of obstructions upon them and upon the sidewalks in all parts of the City where there might have resulted damage, through negligence on her part, and believe the suggestions and instructions given to the Supt of Streets have been readily received, and as far as circumstances would allow promptly and satisfactorily executed -

Permit me to impress the value of minute repairs. Just as soon as a defect worthy of any notice appears upon a street surface the prompt repair with suitable tools and materials, - at first with competent supervision - will soon effect a wonderful and desirable change of condition

A.T.O.

From my own experience I am led to recommend the use of a single horse Cart having two divisions - one for small cracked stone (the largest piece should drop through a 2 inch ring) - the other division carrying good sharp gravel. The team to be handled by one good man. His tools to consist of a spade - pick - iron rake and tamper.

A cradle hole in dry weather should be loosened in the bottom with the pick that the coarser stones may bed. On these place the finer stone, and tamp both down solidly. Rake off any coarser stone that may come to the surface, pick the hard edges on both sides to allow the new material to bind, cover with sharp gravel, leaving the patch somewhat convex after tamping all down solidly, and a good piece of work will be done to stay. All loose stones should be carefully raked up & replaced in train. City teams of all kinds when travelling the streets should pick up all loose stones, bricks, iron or other hoops, tin cans, wire &c and put them safely away -

The best roads in the world, I believe, are kept up in this way. Of course a few men must be educated to exercise care in doing this work. Whatever is worth doing is worth doing well, and I trust the Committee

P.T.V.

may see the value of this method, and insist upon its faithful application.

Where man-hole covers of metal project above the surface of the street so as to give cause of action against the City prompt and effectual repairs should be made, and I think you will find the method indicated above to be simple and sure.

It is obvious these repairs can only be prosecuted when there is little or no frost in the ground.

I wish also to suggest that gangs of men, in all cases when composed of ten or more, in some cases a less number dependent upon the character of the work - are put upon a job, that a competent foreman shall be in charge to lay out and direct the work to act as time keeper &c, and he should be held to strict account for the faithful and economical execution of the work in his charge -

In making and clearing gutters, when not paved, special attention should be directed to securing a falling grade towards the catch basin intended to receive the wash from the street. This is important, generally neglected, and a practical eye is needed to secure satisfactory results.

The centre of road should always be slightly convex, say for a 30 ft. street (have in 30) thirty - and kept so with suitable material - none other -

P.T.O.

These practical suggestions, as the result of some personal experience, are offered to the Committee only with the desire to aid it in the difficult problem of finding how to improve our highways and keep them nearer to the condition demanded by the general public.

Very Respectfully

Henry A. Wood

Mayor.

Communication # 62  
from the Mayor, in  
regard to repairs upon  
streets,

Jan 17. 1889.