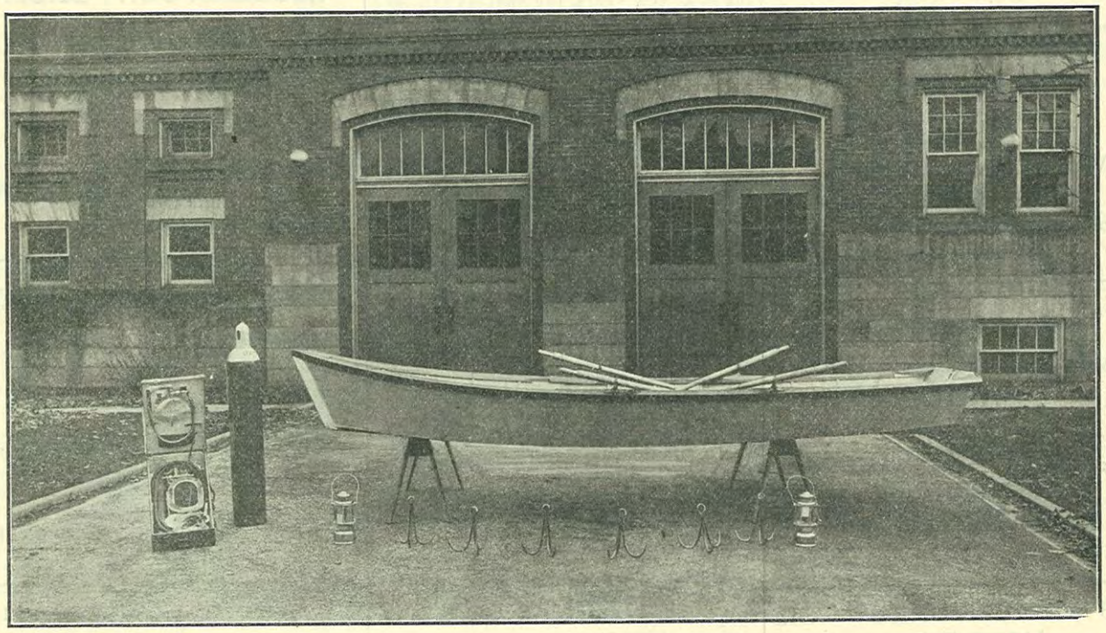
Municipal Review

AUTHORIZED BY BOROUGH COUNCIL · EDITED BY BOROUGH MANAGER

Believing that the public is entitled to full knowledge of the Borough business affairs, this Review is one of a series that will be issued every month in an effort to acquaint the citizens and taxpayers not only with the facts pertaining to municipal government, but with the problems as well

Vol. I. No. 9 SEWICKLEY, PA. November, 1926



EQUIPMENT RECENTLY PURCHASED FOR THE COCHRAN HOSE CO. FOR USE IN LIFE SAVING AND RESCUE WORK ALONG THE OHIO RIVER AT SEWICKLEY

SPECIAL OR LOCAL ASSESSMENTS

Taxation is a broad and comprehensive term, but when used in a constitution and in a statute it is not intended to include special or local assessments, unless such intention can be clearly inferred,—they are both founded upon the exercise of the Sovereign power, but they have distinct characteristics. Differing from a tax, special or local assessments do not apply uniformly in all parts of the municipality. In some cases (Louisiana for instance) an entire ward may be assessed for the building of a bridge, and in some states there are assessments districts and sub-divisions, as hereinafter referred to. In general, a tax is imposed to raise money to meet the expenses of the local government. On the other hand, a special assessment is for a particular purpose, and while it is for the benefits that are received by the assessed and the assumption is that his property has enhanced in value by reason of the improvement for which the assessment is made. While the local special tax assessment is for a particular purpose, the tax recurs year after year.

Special or local assessments may be traced back until the subject is lost in the vague records of the feudal times and is probably an outgrowth of the services rendered to the lord by his vassals in the construction of roads, castles, moats, etc., in the nature of a military service. The local assessments crowded out this feudal service and the inhabitants thereafter performed work on the roads or paid a fixed sum, but this sum was not proportional to the value of the property or its frontage on the highway. The system of working out road taxes has existed even to this time.

Lord Coke refers in his valuable work to the improvement known as the "Rummey Marsh," in which twenty-four thousand acres were improved, in the reign of Henry III, and the system then employed was carried on by other English Sovereigns. Henry VIII in 1531 in the construction of sewers and drains followed the "customs of Rummey Marsh." Construction was intrusted to commissioners, according to wisdom and discretion. Considerable drainage was undertaken and sea walls constructed

Fully eighty years before the American Revolution the statute of William and Mary prescribed that all streets, lanes and alleys should be repaired, amended and paved at the cost of the householders, inhabitants of such street, lane and alley respectively, and maintenance was required in front to the centerstone under a forfeit of twenty shillings a week for each rod if the improvements were neglected. Cleaning and repairing, however were by general taxation. On the other hand,

(Continued on page 3)

PROCEEDINGS OF COUNCIL

November 9, 1926.

Members present at this meeting were Ellerton, Chaplin, Kuhn, Bevington, Richardson, Burgess, Solicitor and Manager.

The Manager was instructed to formulate a code of rules for the control of the police and submit to Council at its next meeting.

The Finance Committee reported a balance in bank of $13,677.72.

The Police Report for the month of October was as follows: Lodgers, 56; Arrests, 5; Fines, $34.00.

The report of Tax Collector Lamont was as follows: Amount of duplicate, $89,607.29; amount collected, $80,491.75; balance to collect, $9,115.54.

The Manager reported that the American La France Fire Truck which was purchased in 1917, has been completely overhauled and was now in first class shape.

Permission was granted James M. Scott to open Broad street for the new Bower Auto Company building to install new water line.

The 10 minute parking ordinance for Beaver street was laid on the table indefinitely as the present 30 minute regulation is working very satisfactorily.

The Reibert Ice Company requested a change in the boundary line of the business section of the Zoning Ordinance in order that they may build on a part of

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their property now in the residential zone.

Plans for the relocation of the three subways to be constructed by the Pennsylvania Railroad Company through Sewickley were presented to Council for its approval, and on recommendation of the Borough Manager the plans were approved. The Railroad Company desired to locate the subways at right angles to the tracks at the Ferry street and Chestnut street crossings instead of paralleling the street lines as the previous plans called for. On account of the higher pool level on the completion of the Dead Man's Island Dam within the next few years, the various sanitary sewers emptying into the river must be raised above their present level to prevent clogging, at Chestnut street and Walnut street the change in grade to allow for the new pool level will only require a short distance of rebuilding, but at Ferry street the sewer will have to be relaid to Chadwick street, and as the Railroad Company would have to rebuild the sewer through its right-of-way on account of change in line and the borough later would have to raise the grade on account of the new pool level, it was thought advisable to do this work at this time, consequently Council approved the proposition of the Borough and the Railroad Company going ahead with this work at once, the borough and the railroad company sharing the cost half and half.

The railroad has already placed culverts beside their subway at Ferry street to take care of the Hoeys Run, at its own expense

It was decided to purchase a used Ford roadster for the use of the Street Department to replace the Ford which has been in use for the past 5 years. The Ford just purchased has only been used several months and is in excellent shape, and was a bargain at $185.00.

Zoning Is Constitutional

Commercially a cow pasture isn't worth much.

Let a thriving city grow up around it, and a front foot becomes more valuable than an acre.

Not by the solitary efforts of the man who happens to own the plot is this added value created, but by the joint efforts of all the community. Without the community the cows could remain in the grass.

Since the community creates its real estate values it should be able also to control them.

And such control is now apparently assured by the United States supreme court's decision that the zoning ordinance of the little village of Euclid, Ohio, is constitutional and a valid exercise of authority.—Pittsburgh Press.

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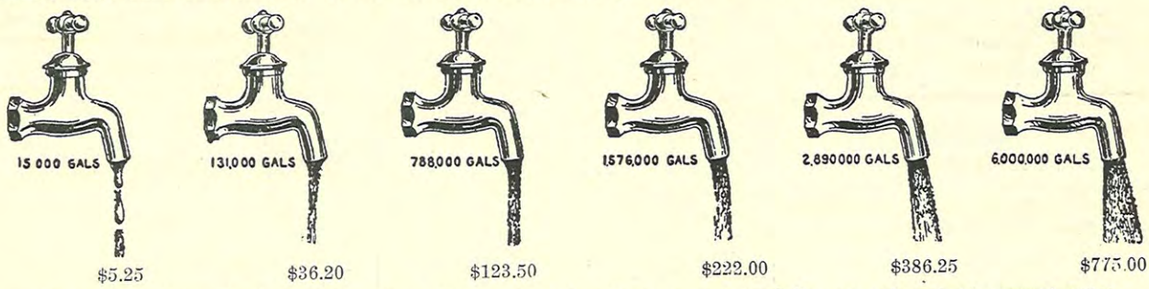
Since the installation of meters by the Sewickley Water Works there have been many cases of excessive bills due to waste and leaks.

The cut below will give some idea of the great quantities of water wasted by not properly turning off the faucet or by leaving water run during the winter months to prevent freezing. This in addition to possible concealed leaks runs into unheard of and almost unbelieveable quantities of water waste.



$5.25 $36.20 $123.50 $222.00 $386.25 $775.00

The figures beneath the faucets show the number of gallons wasted and the annual cost at current rates.

SPECIAL OR LOCAL ASSESSMENTS

lights were obliged to be set out in front of properties by the owners thereof.

The use of local assessments was brought into prominence and permanence about the time of the Great London Fire in 1666. The necessity of improving and enlarging thoroughfares after this great conflagration and the possibility of doing so under any other form of taxation brought forth the method of special assessments as the best solution of the problem then presented.

In Pennsylvania since 1700, special assessments have been in vogue by a law of the Province. There were commissioners appointed by the Governor with four of his council for regulating streets and water courses, and for the pitching (grading), paving and graveling of streets, and the building of bridges in towns. Assessments were laid according to the frontage of the property. In the repair of landing places, bridges, sewers, and the paving, pitching and graveling of streets, and in the scouring and cleaning of docks, property holders paid their proportionate rate according to their estate in each town.

At this period, under laws of the Duke of York, in effect on the Delaware December 25, 1676, the township was the unit, and a constable and board of overseers assessed the real and personal property of persons over sixteen years in each town, the rate being fixed by the general court. The sheriff examined the list and it was sent to the Governor. There were two taxes, the first a public charge and the second for the support of the township. Under William Penn the township ceased as the unit and the county became the main factor, the officers being commissioned by the county court.

We find that by an Act of 1803 a part of Philadelphia was paved, footways and gutters made, and curb stones set and the freehold owners were assessed according to frontage. On petition of two-thirds of the owners, lamps and a nightly watch were authorized and the assessments were according to the county levy and rates, but was limited to the district that was lighted and watched. Like petitions were presented for the pitching and paving of streets, lanes and alleys, not less than one or more than two squares at a time, and a tax according to frontage on such streets was laid to pay for the same. A most interesting discussion of the whole problem of local assessments and the history thereof in Pennsylvania is found in the Supreme Court decisions in Northern Liberties vs. St. John's Church, 13 Pa. 104; Hammet vs. Philadelphia 65 Pa. 146; Washington avenue, 69 Pa. 352; Vacation of Howard St. 142 Pa. 601.

Special assessments are levies made upon property abutting upon certain kinds of public improvements. In this state they are limited to assessments against real estate only, and can be levied only against real estate abutting upon or in the line of the improvement. They are usually levied for street paving or the building of sewers, or for the opening, widening and grading of streets. They are sometimes levied for the covering of water courses, for ornamental street lighting, for the laying of water mains and other purposes specifically authorized by the Legislature. In some states the property affected is comprised within a designated district and the levy frequently is according to the area of each particular property, and dependent upon how near it is to the actual improvement. In Pennsylvania the levy is usually according to the foot rule, or according to a schedule filled by the Board of Viewers. This Board fixes the assessment according to benefits, although these benefits may be shown to be inexact according to the front foot basis.

The theory on which special assessments are levied is that there is a special benefit to the property by reason of the improvement, and therefore that there is in fact no hardship and no confiscation possible. It is not necessary that the benefits should be uniform, for no system of assessing or taxing yet devised by the wit of man can work uniformly in all cases. This is true also of assessing by the value of real estate or on an occupation basis. The assessment by the front foot rule, for example, may appear disproportionately large against certain property when compared with other property, particularly properties more valuable. On the other hand, a valuable property may cost less to the government of a community than a less valuable property. For example, the upkeep, lighting and policing of thoroughfares in the vicinity of vacant lots may be far greater than like services in front of valuable buildings, yet the valuable buildings pay much larger taxes. Again, it might be said a man who sends his five children to school should pay five times as much taxes as the man who sends his one child to school. In other words, there is no exact system yet devised for the payment of taxes or the collection of local assessments. The front foot rule prevails in most places, particularly where there is some degree of uniformity throughout the length of the improvement, such as street paving or laying of sewers. In the opening and grading of streets, on the other hand, the improvement may be extensive at one point and negligible at another point, and the benefits extended throughout in a clearly irregular manner. To work out a situation of this kind, it is necessary to have viewers who will go on the ground and learn the situation from first hand knowledge and receive testimony in order to prepare a schedule showing what benefits and damages accrued by reason of the improvement.

It is not necessary, unless the act so

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provides, that any part of the assessment should be levied against the municipality. The cost of the improvement may be levied entirely against the abutting real estate, unless the act provides that one-third or other portion shall be paid by the municipality. The limit of the special assessments, however, is the total cost of the improvement. No matter how great the benefits arising from the improvement may be, these assessments cannot be levied against the abutters to an amount in excess of the actual costs. In other words, the municipality cannot collect for its improvements more than it pays. It may collect as much as it pays or a sum less than it pays, but not more than it pays. If it collects less than it pays, of course, the municipality must stand the difference.

Assessments are not invalid because they are not limited to the amount of benefits, that is, it may be possible that the costs exceed the benefits, and it has been held that this is not contrary to the constitution Amendment No. 14, preventing private property from being taken for public use without just compensation. Special assessments are regarded as species of taxation and an exercise of the Sovereign power. However, property cannot be taken without compensation under the guise of a species of assessment. For example, a strip of land fifty feet wide cannot be taken for street purposes by carving it out of a strip three hundred feet wide and then laying the assessment against the remaining land sufficient to pay for the strip taken, together with the costs. This would be equivalent to taking the land without any compensation.

In the exercise of these powers, municipalities are not required, unless the Legislature so provides, to grant a hearing to the parties affected as to the benefits or the damages. A foot front assessment, for example, may be laid without the abutters having any opportunity to be heard, and without the consent or having any right to give evidence as to the benefits derived. Furthermore, it is not necessary that an appeal should be allowed or right of trial by jury given. It is an exercise of the taxing power and if the power is properly exercised, within the legislative restrictions, the property owner has no recourse. There are a number of ways in which objections can be raised on the legality of the procedure, in the authorization for the work or in its performance, or in the method of levying and collecting the assessments. However, if no constitutional provision is violated and the provisions of the Act of Assembly are strictly complied with, the property owner is bound by the assessment as a tax imposed by the Sovereign power. This must be imposed by viewers or by the foot front, as has been mentioned, or the assessment may be according to valuation or area if the statute so provides. In some states taxing districts are used as a usual method in levying taxes. Except possibly in the levying of assessment for sewers, the use of taxation districts is not common in Pennsylvania.

A great deal of confusion sometimes arises by the failure of both the municipal authorities and the abutters to fully understand that the amount assessed against any particular property, even though on the foot front basis is not the cost of the improvement in front of that particular property, but is a proportion of the total costs and expenses estimated by the relation of the frontage of a particular property to the total assessable frontage abutting upon the improvement. In street paving, for example, it is the total cost of all the grading, all the paving, all the curbing, all the under surface drainage, and all the incidentals, thrown in a "pot." This "pot" may include stakes, removal of trees, printing, surveys and engineering services, unless the latter is under a salary. If the engineer does his work under a fixed salary, no part of the money paid to him can be assessed. From the total amount thus ascertained there is deducted the amount contributed from other sources, from the borough, from the street railway company, from the state or county, and the balance is then divided by the total number of assessable feet front, and the quotient is the cost per foot front. Within reasonable limits, it makes no difference what the

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street width is in front of a particular property, whether or not the street railway is front of the property, whether the curbing has already been laid or not, whether or not there is any surface drainage, whether or not the curbing is to the property line and around corners of streets and alleys, and whether or not assessable property is opposite. Each property contributes to a complete improvement. If a portion of the street is left unpaved because the owners at that point would not sign, that fact may vitiate the whole proceedings, if the petition was necessary, because all properties are contributing to a completed job, not to the cost in front of their own properties.

Furthermore, the divisor is not the total frontage, but the total assessable feet front. In other words, street and alley intersections are deducted, likewise church property, school property, railroad right of way, county and municipal property, and other public property such as parks, United States buildings, State buildings, and the like.

While exemptions are not allowed in the above enumerated cases, and in other cases specifically mentioned in the law, yet the Lien Act provides that for removal of nuisances, and for sewer claims and sewer connections, and for the re-curbing, re-paving, or repairing of footways, there shall be no exemption, and that such properties are subject to lien therefor. In case it is desired that exempted properties should pay for assessments, street paving, for example, it is necessary that there be some binding agreement so as to avoid the exemption. This is sometimes done by joining in a petition for improvement and agreeing in the petition that they will pay for the assessment as though the property were assessable.

It is not necessary that there should be a petition for the improvement in front of the properties to be assessed, unless it is so desired, and unless advantage is to be taken of certain provisions covering improvements by petition. The exact wording of the act should be observed and followed, whether there is a petition or not. Prior to 1911 there could be no paving in boroughs without petition, but in that year an act was passed which has since been embodied in the Borough Code with certain modifications. The Act of 1911 was proposed at the Convention of Boroughs during that year at the instance of C. C. Yocum, Esq., Solicitor from the Borough of Sayre. The Act of 1889, P. L. 44, provided for a petition and the assessing of one-third of abutters on either side of the thoroughfare, and one-third to be paid by the borough. This ratio has been carried through other acts and is embodied in the Code. The other system of paving was under the Act of 1891, P. L. 75. This Act is a comprehensive act covering all municipalities and all manner of improvements. It provides for viewers and the manner in which they shall proceed with their work. The main provisions of the Act of 1891 are embodied in the Borough Code of 1915. This Act of 1891 (P. L. 75) has been extensively used in Pittsburgh and in third class cities, and by the boroughs in Allegheny County. It has a number of amendments.

On the whole, therefore, boroughs may make improvements either by foot front basis or by assessments by viewers, and both methods are provided in the Code. If the assessment is on the foot front plan, it may be either by petition or without petition.

But the process of the passage of the ordinance, the time of advertising, and certain other provisions are special in each case, and great care should be exercised not only in carrying out the provisions of the Code, but also in examining all acts pertaining to the subject from 1915 down to the time of the improvement. Inasmuch as the Legislature changes its laws frequently on this subject, it is important to get the very latest acts and to find out whether or not some acts may have been passed which had not been published at the time this improvement was contemplated.

In every case where an improvement is made, the local conditions should be closely studied, so as to bring the improvement within the provisions of an act of the assembly, and the special circumstances surrounding the particular property should be investigated in order to find out whether or not all properties will be assessable, and if they are not assessable then it may be deemed advisable to take means to have the owners agree, in order that the improvement might be made.

Of course it is necessary that there should be an ordinance, duly enacted authorizing the work, stating the act or acts under which it is done, the method of laying the assessment and the party who is to make the assessment. Notices should be given in exact accordance with the language of the act and liens should be filed within the period prescribed, that is, within six months after the work is completed or

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the report of the viewers confirmed.

In street paving and also in the laying of sewers, inequitable assessments will sometimes result by strict compliance with the foot front rule. It is, therefore, provided in some of the acts that at corner properties and properties peculiarly shaped, the council may make equitable reductions. In some places one-half the long side is deducted in the cases of corner properties, and in other cases there is a reduction of fifty feet or some other proportion. It is probable that the loss resulting from these reductions would have to be borne by the borough, as the property itself is really assessable. This necessarily would be true if the reductions were made after the assessments were levied. If the assessments are levied in pursuance of an act of assembly which specifically allowed deductions for these purposes, then these deductions could be taken off the assessable feet front and the borough would not have to stand the loss. These difficulties arise not only in corner lots, but in cases of triangular lots and lots of extremely shallow depth.

In the opening and widening of streets it seems that the damages can be assessed only upon the properties along the line of improvement. It is not entirely clear just how far this principle extends. The cases are not definite on the point, but it seems to be decided that the widening or an extension of the street cannot be assessed on a portion of the street not directly connected with the improvement. For example, if a portion of a street has outlets by means of intersecting streets and the extension or widening is beneficial only to that section that has no such outlets, then the cost of the improvement must be assessed entirely upon the latter and no part of it upon the former (that is the portion already having outlets) can receive no benefits and the abutting properties have already done their share to making the street of sufficient length and width for its purposes. However, in situations arising under these conditions, a close study should be made of all the cases and careful application to the local conditions.

In the laying of sewers it frequently happens that the cost of a certain section is much greater than the cost of another section, even on the same street. A sewer six feet in depth may accommodate a portion of a street, but it may be necessary to increase this depth to twenty feet in order to get the proper fall for outlet. Likewise, the sewer on one street may be only eight feet deep, but in order to drain this sewer it would be necessary to go sixteen feet in an adjoining street, particularly if there is a hill or considerable increase in grade. It would, therefore, be inequitable to assess the costs of each street against the abutters on these streets. The principle to be adopted is to assess upon each street the estimated cost of what that street alone if the depth or size of the pipes did not have to be increased by reason of the change of grade or amount of sewage from connecting streets. There are a lot of cases which clearly set forth these principles and should be studied before proceeding on this subject. Likewise, the outfall sewer which is intended to accommodate the whole municipality cannot be assessed against the abutters on any of the contributary sewer lines. The outfall sewer is a general municipal improvement and it should be borne by the municipality. The assessment against the abutter should be based upon the principle of what depth and what size of pipe is required to accommodate that particular situation. This does not mean the cost in front of the particular property, but the whole sewage proposition should be laid off in equitable districts where similar situations obtain, and this becomes an engineering problem requiring good judgment. Several streets may form a district, and on the other hand, a single street may be divided into two or more districts. Reference: Supreme Court, Park Avenue Sewers, 169 Pa. 433.

It is not necessary that each street improved should be distinct. The nature of the improvements on two adjoining streets may be so similar that the work can be performed cheaper and a more equitable result obtained than if separate contract and separate accounts kept. Two or more adjoining streets may be more similarly situated than different sections of the same street. However, this requires careful engineering judgment and if there is any considerable difference in width, grade, drainage, or any other element entering into the cost, then it would be best to have separate contracts for each street and a separate account kept and the estimates made as though each street were an improvement in itself. In this connection we might add that in the paving of a street the intersections to property lines may be included, even though it might thus appear that a portion of the other street was being paid for by the abutters on the street then being paved.

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TO PARK OR NOT TO PARK

An Attempt to Formulate a Statement of Principles, Applicable to all Cities, for the Parking and Storage of Automobiles and the Facilitation of Street Traffic and Transportation

Out of the welter of conflicting ideas and interests affecting the parking of automobiles on congested streets it is obviously desirable that there should be formulated, as soon as may be, a set of principles as an aid to intelligent planning by municipal officials and local business men.

Must our expanding cities look forward to constantly growing expenditures of staggering amounts for street widenings, sidewalk arcades, elevated and underground traffic ways, and other devices for permitting more and more automobiles to move—and park—in downtown business streets?

On the other hand, can our progressive business men no longer build big retail shops, theaters and other structures where the crowds congregate, with reasonable expectation that the city will somehow make it possible for their customers to continue to arrive—and park—by automobile?

In behalf of rational city planning and sound municipal finance, The American City suggests, as a basis for local action, this statement of principles:

1. That streets are primarily provided for general public use as lines of communication for pedestrians and for the transportation of persons and merchandise; and that the rights of the different classes of traffic to unlimited use of the streets, including the right to park, are subject to the public and civic welfare.

2. That unlimited parking be allowed at all times in all business districts where it does not cost the traveling public more than it saves those who park, nor interfere with the expeditious movement and safety of street traffic, and with reasonable access of vehicles to the curb.

3. That as vehicular traffic density increases, every reasonable effort be made to expedite movement and make it more safe, by the use of pavement markings, traffic signs and signals, the designation of one-way and "through" streets, the employment of adequately trained traffic officers, and other aids to traffic safety and facilitation; and that traffic ordinances and parking regulations give recognition to the manifold interests represented by public transportation vehicles.

4. That the right to move a car is superior to the right to store a car on the public ways, and that when or where parking causes a net economic loss to the public through hindrance to safe and convenient travel, there should be limitation—or in extreme cases, at certain hours, total abolition—of parking, both commercial and private; and that in some cities the complete prohibition during certain hours of private motor and horse-drawn vehicles from congested downtown districts and limitation of commercial vehicles to consolidated service, is to be regarded as an ultimate possibility.

5. That if the active and impartial enforcement of such regulations—and the alternative of intolerable congestion in the streets—are considered by business men to be to the disadvantage of business in certain districts, an attempt be made to solve the problem by one or more of three methods:

(a) By the provision or improvement of by-pass routes for through traffic, if congestion on the downtown streets is due in a considerable degree to traffic which has no need to be in the district under consideration; such by-pass routes to be designed, wherever economically justifiable, with separated grades to permit uninterrupted flow of traffic;

(b) By the provision of storage garages or other off-the-street parking and loading facilities on private property, by the business interests affected, at their own expense, and with a low rate of charge to their customers;

(c) By the widening, arcading, or double-decking of existing downtown streets—**to only such an extent, however, as property owners on these streets are willing to pay, by benefit assessments (payable over a period of years) for so much of the land and construction costs as may be for their benefit;** the principle being recognized that if the city as a whole were required to pay the cost of congested-district street widening, arcading or double-decking, the building of by-pass routes would ordinarily be a much wiser expenditure of municipal funds.

6. All future department stores, theaters, tall office buildings and other business structures catering to large numbers of customers or tenants should be built, therefore, only with a knowledge by the owner that he must either provide space himself for loading and unloading of merchandise and for storage of his customers', tenants', and employees' cars; or depend on the trade and services of persons who travel by foot or public conveyance; or establish branch shops, banks, neighborhood theaters, etc., outside of the congested centers, in areas properly zoned and so planned that there will be free circulation with ample parking space and a segregation of trucking and delivery by means of alleys or otherwise.

The foregoing statement of principles is based on the growing body of opinion among city planners and municipal administrators, that congestion in the business centers of our great cities is a malady which cannot be cured by providing facilities for greater congestion; that, in the public interest, every city must consider a deliberate policy of decentralization and the adoption of a plan for major street and transit developments with a fair division of cost between the city and the benefited property; and that thereafter projects primarily of local interest must be locally financed.

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SAFE DRIVING CODE OFFERED

Highway Official Gives List of Rules That Will Reduce Accidents

Chief Engineer B. F. Piepmeier, of the Missouri Highway Commission, has issued the following rules for safe driving on the state highway system:

Keep car under control at all times and be prepared to stop within one-half of the sight distance ahead.

Keep brakes in good repair.

Do not drive from a side road or private driveway into a boulevard or arterial highway, such as a state road, without stopping and looking both ways.

Do not race on the highway, the unexpected is likely to happen.

Do not be a road hog, stay on your side at all times.

When turning corners or driving around sharp curves, keep to the right side of the highway and use the horn freely.

Keep to the right side of the road when driving and do not pass vehicles going in the same direction on curves or on the summit of hills.

See that your headlights are focused upon the road ahead and not up in the air. Do not use excessively bright lights. Keep both headlights bruning at night. Insist upon horse drawn vehicles carrying lights.

Always Give Signal

Always signal the driver ahead when you want to pass from the rear, and then be sure that you pass on the left side.

Frequently examine the tail light and see that it is operating.

Keep your eyes on the pavement or traveled way ahead of you and avoid driving off the surface.

Always be on the lookout for loose gravel, mud, etc., when making an abrupt turn.

Always walk on the left side of the pavement or traveled way. Instruct others to do this.

Avoid a sudden stop, and do not park on the pavement or traveled way.

When turning corners, stopping, etc., give proper signals with hand in sufficient time to avoid accidents.

Make repairs on side roads, or entirely clear of the pavement or the traveled way.

Carry a pair of good wheel chains for emergency use.

Drive carefully when the pavement or roadway is wet or slippery. Spots covered with mud, snow or ice, may cause you trouble.

The increased mileage of improved roads increases the amount of travel and the speed of traffic. Therefore, be careful at all times. It is better to be safe than sorry.

Observe Warning

Observe all warning signs. The signs are primarily for information and the traveler should always observe these signs; they do not, however, mean that the traveler must reduce speed, but that he should be on the lookout for a possible hazard independent of the road, such as a school, side road, etc.

The road engineer and builder are striving to help make all roads safer by relocating many sections, building longer curves and super-elevating them, by building wider bridges, heavy guard fences, subways and viaducts under and over railroad crossings, marking center strips on pavements, erecting warning signs, etc. The engineer and the builder must, however, have the co-operation of the traveler to insure safety to life and prevent destruction toproperty. The careless and reckless driver is a menace to traffic and the cause for stringent rules that are frequently unnecessary and impose hardships upon others. Every driver should be careful and courteous upon the highway for the good of all concerned.

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