

tem, passengers can descend and take another car without ever crossing a track.

So much for the practical suggestions in this plan; it has also a hint for embellishment. This consists of the raising of the shaft of the Columbus Monument and the construction of two tiers or round platforms resting on two circles of pillars, one above the other. Such a change would be a great improvement to the monument itself, making it much loftier and providing a handsome base, consisting of a colonnade eighty feet in diameter, surmounted by a smaller circular superstructure. Broad stairs give access to these round platforms, which the writer of the article in "Municipal Affairs," the Rev. A. P. DOYLE, suggests as a good place for a band of music and for speakers addressing large masses of citizens during political campaigns.

The plan elaborated by the Municipal Art Society offers such a combination of practical with artistic ideas that it should be adopted, unless indeed a better be forthcoming. The cost of rearranging the tracks should be borne by the car company, that of raising the monument and erecting transfer shelters by the city. The car companies will gain by the lessening of accidents and the ease and swiftness of transferring passengers; the city will gain by the rescue of this now barren and ugly Circle from its present dreary look, and the public will gain in half a dozen ways, not the least of which may be in good temper.

#### IMPROVING COLUMBUS CIRCLE.

The Circle, at the southwest corner of Central Park, where vehicles and trolley cars meet from the four points of the compass, is becoming one of the danger spots hardly less perilous than the crossing at Broadway and Thirty-fourth Street. Columbus Circle, as it is sometimes called from the monument to the Discoverer presented by Italian residents of the city, is congested still more by the rush of carriages, cabs, equestrians, and footfolk in and out of the Park, and, to cap the climax, there is a crowd of passengers by the street cars who are transferring from one line to the other.

So inconvenient is the Circle in its present state, so uncomfortable are the crowds that assemble and dissolve in successive waves without protection from the burning sun in Summer and the cold in Winter, so dangerous is the present arrangement for the crossing of the trolley tracks, that the man who proposes a feasible plan to make the Circle convenient, protected from the elements, and safe, without undue expense to the city, should be hailed as a benefactor.

It is therefore pleasant to note that the Municipal Art Society has moved in a matter of so much importance to the comfort of citizens. The new issue of "Municipal Affairs" offers a plan very ingeniously thought out, whereby the cars entering the Circle from the four points of the compass turn always to the right and run about the Circle either inside or outside of a series of covered platforms, eight in all, which leave plenty of space between them for the passage of carriages. These transfer platforms not only protect passengers as they change cars from the sun and rain, but form so many islands of refuge where people can be safe from the automobile when it crieth "tuff-tuff," champeth the bit, and smelleth the battle afar off. The Eighth Avenue cars, according to this plan, take the outer side of the platforms on their way south, and the outer again when moving northward. The Fifty-ninth Street cars take the inner round of the platforms, whether going east or west. The crossings of the tracks of car lines are thus reduced to a minimum, occurring only on the east and west sides of the Circle, and the round that each line makes leaves the centre of the Circle free. Moreover, by this sys-