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CIRCULAR PARKS IN WASHINGTON NOTED

Originally Planned for Use in
Mobilization; One Named
for Iowa State

Almost as familiar as the Washington monument to visitors—and certainly more aggravating—are the little circular parks in the capital located at various points where several streets intersect.

Designed by L'Enfant, the French architect who laid out the city of Washington, these circles were to have been points of vantage where troops could be amassed quickly in times of emergency.

Marked for such a purpose, they were named for the nation's military leaders. Thus Scott circle was named for Gen. Winfield Scott, Washington circle for George Washington, Sheridan circle for General Sheridan, Thomas circle for General Thomas and so on.

Statues of each of these soldiers were placed in the center of the circle bearing his name.

Iowa Circle

But somehow the state of Iowa tagged one of the most important of these circles with its name. In the center of Iowa circle stands the statue of General John B. Logan.

Repeated efforts have been made for years to have Iowa circle removed from the map of the District of Columbia and have placed in its stead Logan circle. Several weeks ago congress gave its approval, but a few days later, when the bill was brought back to the house on a technicality, that body changed its mind.

And the bill was lost because there was some question as to whether it was the proper thing to do, since it was first named Iowa.

Senator Allison of Iowa is credited with getting the circle named for his state. This was before the statue of General Logan was erected there.

Cyrenus Cole of Cedar Rapids, who is regarded as something of a wizard on his state's history, was reluctant to see the work of his fellow Iowan go for naught.

"The name shouldn't be changed unless Iowa be given a namesake just as good," he said. "I demand some compensating honor."

Crossing Warnings of Rubber Tried by State

Seeking to reduce the upkeep cost of warning signs at grade crossings, the state highway department is experimenting with a type made of rubber, to replace the customary diagonal stripes of black and white paint, on the pavement.

In accordance with plans worked out at the request of Director H. H. Cleveland of the department of public works and buildings, and Frank T. Sheets, chief highway engineer, two signs are set up in each lane of traffic approaching the test crossings. At a point 400 feet from the rail, the first sign is inscribed, "Slow—R.R. Crossing." At 200 feet from the crossing, the second warning reads, "Danger—R.R. Crossing."

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