

ments is considered, it is at once apparent that your people are anxious for the best. That you should have adopted asphalt, wood and macadam, is an indication that your ideas are along the right line, but on examining your work it is clear that these ideas have not been carried into successful practice. The people are not receiving what they should reasonably hope for from their liberal expenditure. In their anxiety to get out of the mud, almost any kind of pavement may at first seem an improvement, yet the effect of inferior work will dampen their enthusiasm. Expensive repairs and reconstruction following, will prove disappointing and burdensome. They have a right to expect better results.

The cedar blocks have been laid in the usual way, and so far as this kind of pavement is useful, have given very good service. In laying asphalt, much skill and care are required, and a full knowledge of how the material should be prepared and laid. Where street railway tracks have to be dealt with, the result of the experience of other places should be consulted. To secure an even and uniform surface, the foundation must be thoroughly drained. The present appearance of the asphalt pavement indicates that you are commencing where other cities have ceased to experiment. In laying of this very sensitive and costly pavement, drainage has been overlooked. Asphalt has been laid up to and between the rails of the street railway, a practice which experience has discredited.

During the last few years a great many streets were treated with broken stone. These were chiefly residential streets, and your plan of narrowing the roadways, boulevarding, sodding and placing sidewalks, is in accordance with modern practice, and has added very much to the appearance of the property, the streets, and the City generally. This class of work should be encouraged. The roadway has been excavated and prepared in much the usual way, and broken stone has been used as the paving material. But the roadway is in many respects a striking exhibition of bad workmanship and improper methods. No proper foundation has been provided by drainage, much material has been used that is not worth hauling. Few of the streets are sufficiently crowned, many are irregularly crowned, and in places the surface is flat rather than crowned. Insufficient material has been used, and this has not been properly bonded. The principles of proper construction have not been observed in placing the materials. The base of the pavement is soft stone,