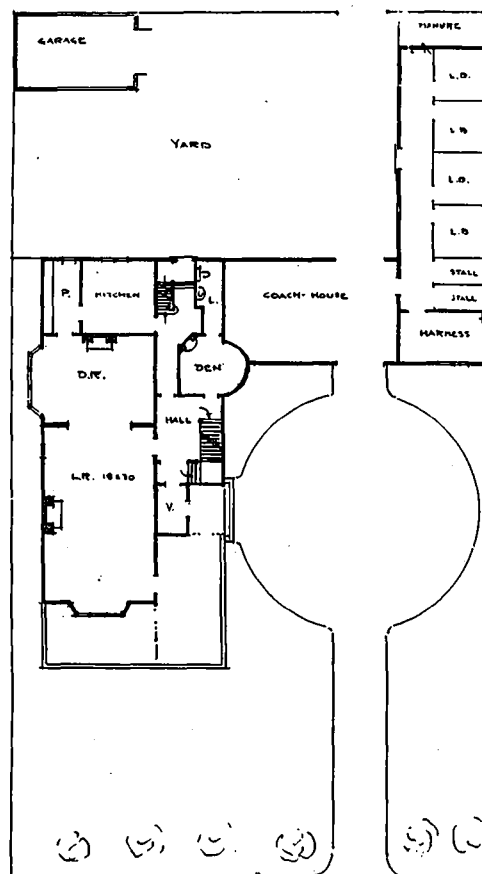


all cities and railroad towns have at least one street from eighty to one hundred feet wide.

With regard to the improvement of Western cities, little can be done in the way of town planning until the municipal authorities acquire wider powers than they possess at present. No other question has so important a bearing on the future of street planning. The English movement began in 1904 and at that time there was a general demand that the municipal authorities be given the necessary town planning powers. It was not, however, until five years later that the legislation was passed by Parliament. A modified form of this Act has been adopted by New Brunswick and Alberta and its provisions are becoming pretty generally known throughout Canada.

Main thoroughfares should be from ninety to one hundred feet wide, secondary thoroughfares seventy to ninety feet, and local streets forty-eight to sixty-six feet in width. The Engineering Society should give the subject of such classification some study with a view of establishing suitable standards for municipal or provincial adoption. It was upon the treatment of street junctions



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that much of the effect of the city will depend. Sufficient space should be allowed and for aesthetic appearances a certain formality should enter into the design. Many streets centering on one point are not desirable. The main thoroughfares should not lead into one without giving the latter extra width for a distance to enable the traffic gradually to unite or separate.

Dr. W. W. Andrews led the discussion which took place after the reading of this paper before the Engineering Society of Regina, and pointed out that city planning was for the purpose of conserving the lives of the citizens through the convenience of streets and beauty of parks and in other ways. Life interests should always be kept in the forefront of any city ideals. He suggested that the city should have an artistic committee with power to veto the erection

of any structure injuring the park view or street line. He spoke of the diagonal street plan which might be carried out in the future planning of Regina, referring to Victoria park as the future civic centre and to a diagonal street through Lakeview to join the road leading to Moose Jaw, and another leading to Toy Hill.