

21 Richmond Street W.



Engineers_And

for by the others. The old argument that water should be free as air and that, therefore, it may be wasted, has almost dis-appeared. Water is as free as air if you dip it out of river or spring, but it is a costly matter to pump and distribute water under pressure to individual citizens, and it is decidedly worth while to prevent its waste. A universal meter system is the only sure and economical means of waste prevention.

In order to insure the use of sufficient water for sanitary pur-poses, a flat rate should be charged the consumers for what is determined upon as a sufficient quantity for each size of houses and the meters used to determine the excess, if any. This excess should be charged at a substantially higher figure than the flat rate.

Pavements

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There is a clear distinction between requirements of part ments in business, residence and suburban districts. Business streets should be paved full width between the side-walks, and should be capable of carrying loads of five tons on one wheel, or, say twenty tons on a four-wheeled truck. While on residence streets, full traffic facilities will be afford-ed by pavement 24 feet in width, with a carrying capacity of five tons on a four-wheeled truck, or a ten ton road roller. No hard and fast rule as to the selection of business and residence streets can be laid down

residence streets can be laid down.

In all growing cities the business district will gradually grow with the residence districts. By forehought in laying out the original pavements they can be so arranged that they may be readily widened and increased in thickness, without discarding the original pavement.

Where it is necessary to haul heavy loads of building material, etc., through residence districts, a heavy traffic road can gener-ally be arranged so that the heavy traffic can be kept off the light roadways.

On residence streets the most pleasing arrangement of street improvement is that where the pavement in the centre is flanked by two broad grass plots, with the sidewalks on the property lines.

The curbs on street crossing corners should have a large radius, say, at least 15 feet. This has a much more pleasing effect and offers much less obstruction to vehicular traffic than sharp corners.

The pavements in the line of sidewalks should be kept as nearly as possible on the same level as the walk; 6 or preferably

hearly as possible on the same level as the walk; 6 or preferably 4 inches, should be the maximum height of steps. In order to enable this to be carried out, the sewer catch basins must be placed in the centre of the blocks, and not at intersections. Of course, these remarks do not apply to steep side hills where special arrangements must be made to suit each case. Any proposed modification of the above described arran-rement of newments buildered and added added the

case. Any proposed modification of the above described arran-gement of pavements, boulevards and sidewalks, should be carefully scrutinized before adoption. Many property holders, realizing that if the sidewalks are placed next to the curbs instead of at the property lines, their properties will appear to much greater advantage, frequently make that request; nothing is more fatal to the appearance and comfort of the district as a whole than such an arrangement. The streets look narrow and insignificant; the walks are un-shaded and pedestrians are covered by dust in hot weather, shaded, and pedestrians are covered by dust in hot weather, and splashed with mud in wet weather, while children are

and sprashed with mud in wet weather, while children are subject to the risk of injury by vehicles. The system under which the grass and trees on the streets are kept in order by a public department, is much to be preferred to any plan which looks to the fronting property owner to take are of them.

A Suggestion

To avoid the crowding on sidewalks in business districts where pedestrians, sandwich men and perambulators jostle each other and are jostled, and where all are a menace to, and menaced by vehicle traffic at street crossings, it is suggested that the sidewalks be made double decked, that is, that an additional sidewalk at the level of the first story of the buildings be constructed

In addition to relieving the traffic on the lower level and cutting out street crossing dangers, some of the advantages would be:

(1) The protection of the lower sidewalks, by the upper one, from heat of the sun or the inclemency of the weather. The upper floor would be of glass, so that the light on the lower level would be sufficient.

(2) The added value for business purposes of the floor at the level of the new walk.