

lawns, while the streets between them is overgrown with weeds and at times almost impassable. To properly boulevard the streets, curb and macadamize the driveway, is not a costly undertaking, while the benefits in giving a park-like appearance to a street are of a nature not to be overlooked. Wherever street improvement is commenced it becomes very popular.

One of the first considerations is the width of the carriage way. The narrower this can be made, the better is the opportunity to have wide boulevards and handsome shade trees. An unnecessarily wide carriageway entails extra cost of construction and maintenance. A width of from twenty to twenty-six feet is found ample to accommodate the traffic of nearly all residential streets, even of the larger cities.



FIG. 1021.—FOREST AVENUE, ST. THOMAS.

The above photo shows the street in process of construction, May, 1896.

In forming the roadbed it should be excavated to the required width to receive the metalling, and the excavated earth used in making boulevards or for filling in low lots to bring them to the grade of the street. The centre of the street should not be higher than the lawns on either side.

To confine the macadam in place and protect the boulevard and gutters it is advisable to place on each side of the roadbed a line of curbing. Where flag-stone is easily obtainable it is the most durable curb, but a good substitute is three by ten inch cedar plank, spiked to six inch in diameter cedar posts. The