

After the work of forming the roadbed has been completed, a great deal may be done toward levelling the sides, seeding, planting trees, etc., and not until the road allowance between the fences is brought to a right condition, should the road be considered finished. No investment offers better returns than the building of good roads.

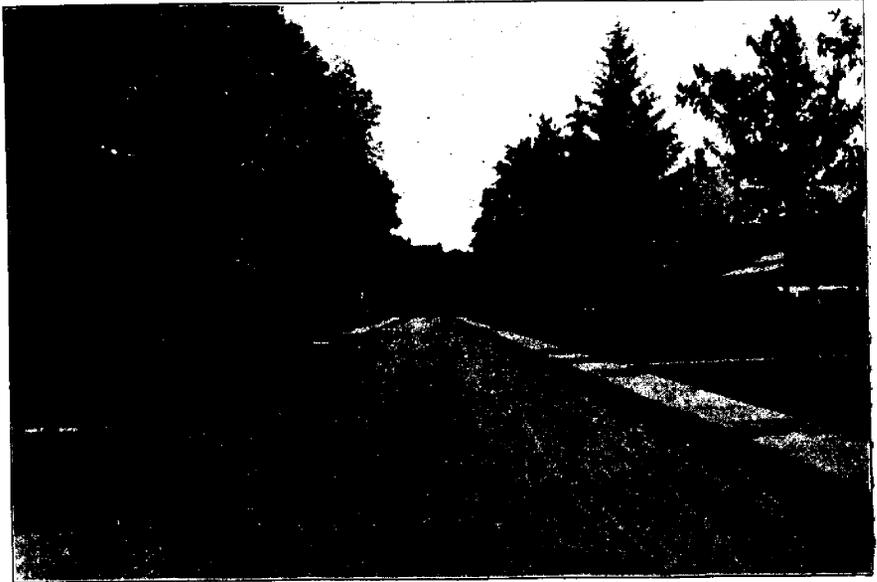


FIG. 1020.—EAST STREET, ST. THOMAS.

The roadway is twenty-two feet wide, curbed with 3 x 10 cedar and made of crushed stone ten inches in depth at the centre and seven at the curb after consolidation with a heavy road roller. The sidewalks are four feet wide of pine. The street was improved in 1895, and the above photograph taken May, 1896.

#### RESIDENTIAL STREETS OF TOWNS.

The principles of roadmaking which have been discussed, draining, rolling, metalling, etc., are all applicable to town and city streets, but in carrying them into effect they must be modified so as to add to the appearance of the finished roadway in a greater degree. The value of well-built roads in adding to the desirability of a town as a place of residence and thereby increasing the value of property, is greatly underestimated. So much is this the case that, while most country roads are not what they should be the streets of towns and cities are very much worse in proportion to the shorter road mileage and the ability of the citizens to pay for suitable pavements. In every town are to be found streets bordered on each side by handsome private residences and beautiful