

what they are doing

the question of what should be the individuality by which the City should be marked and known. Bacon says in his "Essay of Gardens"—"God Almighty first planted a garden. And indeed it is the purest of human pleasures, it is the greatest refreshment to the spirits of men without which buildings and palaces are but gross handiwork." Surely then the aim should be the one implied by the term "Garden City"—beautiful, well planted, and finely laid out, known and characterized by the charm which it can offer to those who seek a residence or dwelling removed from the turmoil, stress and discomforts of a manufacturing district.

The various systems of planning which have been adopted in the past are: rectangular; radial and circumferential; and curvilinear; but the latest schemes for town planning are generally a combination of all three, which allows for the best fulfilment of town planning ideals.

The problem then for the town planner is to consider his scheme in respect to several distinct branches.

The Configuration and Undulations of the Town Site.

The beautiful sites which the Great Architect of the Universe has provided for many of our cities have been wantonly spoilt by the worst form of vandalism, and the lack of a proper system of planning, instead of providing a setting and vista by which the beauty of monumental and public buildings may be shown.

The first essential preparatory to the drawing up of a town planning scheme, is to make a contour map of the site, with contours showing the rise or fall of the ground every five to ten feet. In addition the map should show existing trees, places of historic or local interest, railways, existing public and industrial buildings, waterways, etc.

This map will enable the town planner to lay down the main avenues with the easiest possible grades, to preserve places of beauty; to establish the sites of the most important buildings so as to be in commanding positions; to design his storm and sanitary sewers so as to obtain the maximum amount of gravity flow, and to arrange his water supply in the most suitable zones so that the whole system of public utilities can be built up of units which will ultimately become parts of a completed whole.

Direction of main radial and circumferential Avenues and Boulevards

In London and New York, and many other large cities, great inconvenience and expense is occasioned through not having the most direct means of transit between business, factory and residential districts, and proper connections between these centres and the different railway depots. Again, through the lack of circumferential avenues the traffic in the centre of the city becomes greatly congested.

It is imperative therefore in the planning of a city to exercise the greatest care and judgment in fixing the position and direction of main avenues. If possible they should radiate from the centre towards the principal outlying districts north, south, east and west of the city, and be connected and linked up with inner and outer circumferential avenues. By this means, traffic desirous of crossing from one side of the City to the other, can avoid the centre and more heavily trafficked streets, and in so doing prevent the congestion which so often occurs in the centre of old cities.

London is at present contemplating the construction of circumferential avenues in order to relieve the congestion which occurs in the centre.

R. S. LEA, M. Can. Soc. C.E.; M. Inst. C.E.
M. Am. Soc. C.E.; Hydraulic & Sanitary Engineer

H. S. FERGUSON, M. Can. Soc. C.E.
M. Am. Soc. M.E. M. Am. Soc. C.E.
Engineer, Pulp, and Paper Mills,
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M. Am. Soc. C.E.,
M. Inst. C.E.

FREDERICK B. BROWN, M.Sc.
Mem. Am. Soc. M.E.,
Mem. A. I. E. E.

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CABLE ADDRESS—WALFRAN, MONTREAL.—WESTERN UNION CODE

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