

civic purposes—School, Town Hall, Market and Store, Guest House and others. Many of the industrial buildings (especially if coal is to be used) may be grouped together in one area served by railway sidings and other facilities.

**Outlining
the Town
Plan.**

When the urban area has thus been chosen, our planners would proceed to lay out tentatively the chief roads, that would carry the main traffic in various directions. Then they would sketch in, even more tentatively, the narrower cross-roads, keeping in mind the need to avoid awkward inclines and corners, and picturing the aspects of the roads as they mentally travel along them. At the same time, the lines of the water-mains and sewers would be worked out, and suitable sites earmarked for pumping or power stations, sewage works, reservoir and cemetery. Meanwhile, the agricultural advisers would be called in and asked to suggest the best land to be reserved for small holdings and allotments. So by degrees the town plan would begin to take shape many suggestions combining to improve upon some first attempt or individual plan. And as from a consideration of roads, with their variety, use and construction, we come down to think of the buildings which will flank them, the business of the surveyor, the town-planner and the architect will begin to merge in one. And each must bear in mind, not only the need of co-operating with his brother professionals, but also the fact that they are all alike the servants of the community, whose authority and direction must be acknowledged. At first, this will mean that the New Town directors, as trustees for the future inhabitants, will lay down certain general principles which they regard as essential for the fullness of physical, family and social life in the town. We urge that, as the town grows, the inhabitants themselves should always be fully consulted on points of development and policy. Only so can we hope to see a strong sense of common