



FIG. 1749. THE APPROACH.

## LANDSCAPE GARDENING—III.

**R**OADS and walks are not in themselves objects of beauty; they are essential to secure convenient and comfortable access to the buildings and parts of the grounds. To secure the least amount of road that will serve this purpose properly, and to so arrange it that it will not be too obtrusive, or cut up the broader open spaces too much, or destroy important natural features, and at the same time secure easy grades and graceful curves, is one of the most difficult problems the landscape architect has to deal with. It is in most cases decidedly better to have the main entrance to the house on the side away from the lawn. This is contrary to the general practice. The lawn should be the quiet, restful side of the house—the homeside—and should not have an avenue or turn, and the frequent coming and going of carriages and people between it and the house. A main approach direct to the entrance of the house must be provided, and branching off from this at some distance from the house, or often entirely independent of it, there should be a secondary approach to the kitchen yards and stable. The approaches should be as direct as practicable. When it is necessary to cross the lawn, the grad-

ing can often be so managed as to hide the road from the house, and give the lawn the appearance of being unbroken. Steeper grades than a rise of one foot in fifteen should be avoided in roads, and one foot in ten in walks. The curves should be gentle and be made with an evident reason. Unnecessary curves in roads or walks are always very suspicious. For some places a straight entrance and formal treatment is preferable to curved lines and a more natural treatment. Only such walks as are required should be provided. An approach to the house independent of the drive, and walks in the gardens and to the buildings are usually all that is necessary. A walk around the lawn is often unnecessary and unsightly; in wet weather it would not be used, and in dry weather the grass is pleasanter to walk upon. Roads should be wide enough for teams to pass each other, or they should be so narrow that it is evident they cannot pass, say ten feet. Twelve feet is deceptive, fourteen feet will do, but sixteen feet is better. Three teams could not pass in eighteen feet; in twenty-one they could. The width will depend upon the arrangement of roads, the amount of passing, and the character of the passing.