



OLD HAND FRIE ENGINE.

The village of Buchanan, five miles west of Niles, Mich., has the most unique fire engine in the world. It was built over 100 years ago and has done service down to the last decade. The people of Buchanan have outgrown the primitive fire-fighting machine, and are now negotiating with the New York Historical Society for its sale.

The engine has fought fires in and around Buchanan for 60 years, and was utilized in Chicago during the great conflagration in 1871. At that time it established a record of which Buchanan people never tire of rehearsing.

The engine is well known around the country, and veteran firemen's associations throughout the States have bid for its purchase. The New York Historical Society made the best proposition and will likely secure the prize. Nothing but a municipal deficit would induce Buchanan to part with the old engine.

A Chicago painter has been engaged to reproduce the engine in oil. One of the wealthy citizens will foot the bill and present the painting to the village council.

WIDE STREETS—NARROW ROADWAYS.

The movement of narrow roadways in residence streets is gaining momentum and the idea is a good one, not only for large cities, but for small cities and country towns. It can easily be demonstrated that a 24-foot roadway is ample for all practical purposes. The balance of the space usually left for the roadway and in many cases monopolized by weeds and rubbish, can be used to much better advantage. By widening the boulevard and tree space on each side a pleasing effect is given that can be secured in no other way. The experience of all cities that have tried the plan—and there are many of them—is favorable. E. J. Phelps, of Minneapolis, one of the early and earnest advocates of the system, thus summarizes its advantages:

First—Lessened original cost.

Second—Maintenance. A sprinkling cart can cover a twenty-four foot pavement with one passage over it, whereas if the pavement is thirty feet or wider, it is necessary to go over the same block twice, thus doubling the cost of the street sprinkling. If the street is kept clean by sweeping, twenty-four feet will present one-fifth less surface than a pavement of thirty feet, which heretofore has been considered by our people as the minimum width.

Third—Healthfulness. There can be no question that greensward without its accompaniment of dust is more healthful for a community than a pavement.

Fourth—The street with the narrow roadway can be lighted better, as the street lamps will be placed at the outer

side of the boulevard, away from the trees.

Fifth—The wider boulevard affords more soil, more air, and more water to the roots of the trees in the boulevard, thus increasing their growth and beauty.

Sixth—The water mains, gas mains and wire conduits are in the boulevard rather under the paving, consequently the paving once down need never again be disturbed.

Seventh—The narrow paving presents less surface for the accumulation of dirt and dust which, blown about, injures furniture, clothing and carpets, to say nothing

of the deleterious effect upon the exterior of residences.

The people of Plattsville, Ont., and neighborhood recently purchased by subscription a road machine for the purpose of clearing ice and removing snow from the street.

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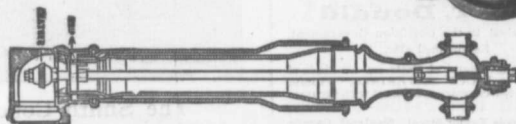
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