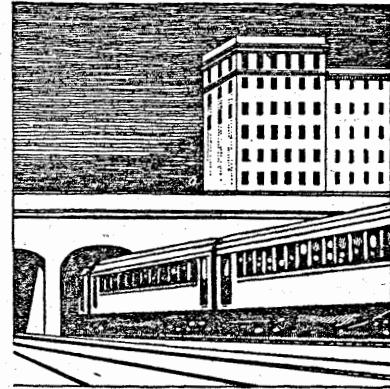
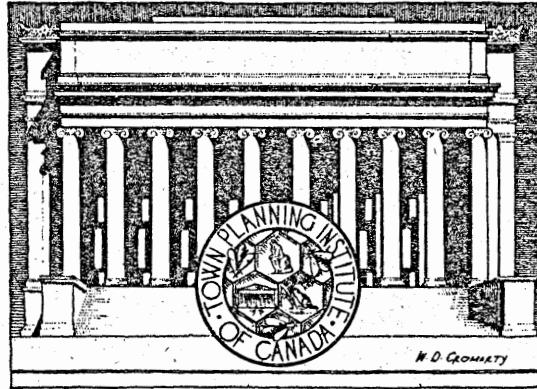


THE JOURNAL



TOWN PLANNING INSTITUTE OF CANADA

VOL. IV.

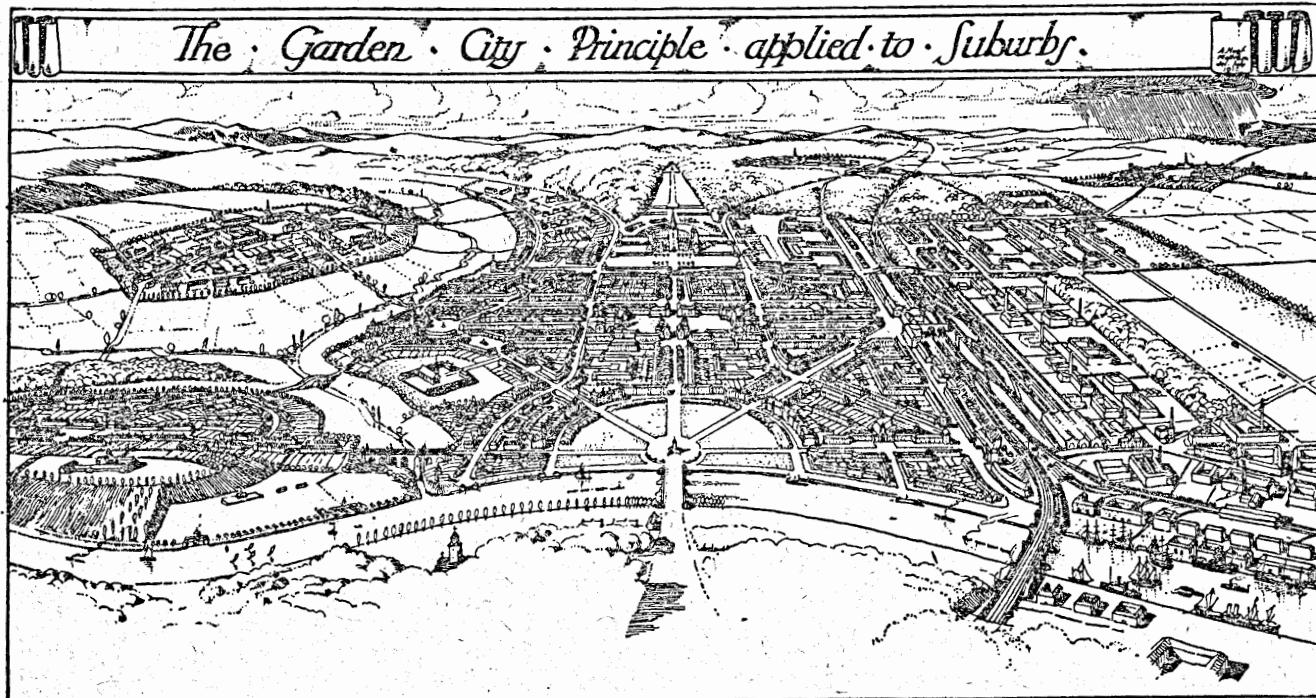
OTTAWA, APRIL, 1925

NO. 2

Town planning may be defined as the scientific and orderly disposition of land and buildings in use and development with a view to obviating congestion and securing economic and social efficiency, health and well-being in urban and rural communities

THE CITY PRACTICAL

We are to suppose that a city is built with the scientific care that is applied to a hospital or a town as North Vancouver and scores of other Canadian towns that are "planned" for the immediate



Raymond Unwin's Plan of "The City Practical"

factory, as cities doubtless will be before we are all dead. Then the plan may be applied to such new and shortsighted convenience of temporary land dealers on the noble rivers and beautiful inlets and

seafronts of Canada. Here there is planned a spacious crescent as the entrance to the town with a memorial site in the centre from which strike out the arterial roads of the future city and region.

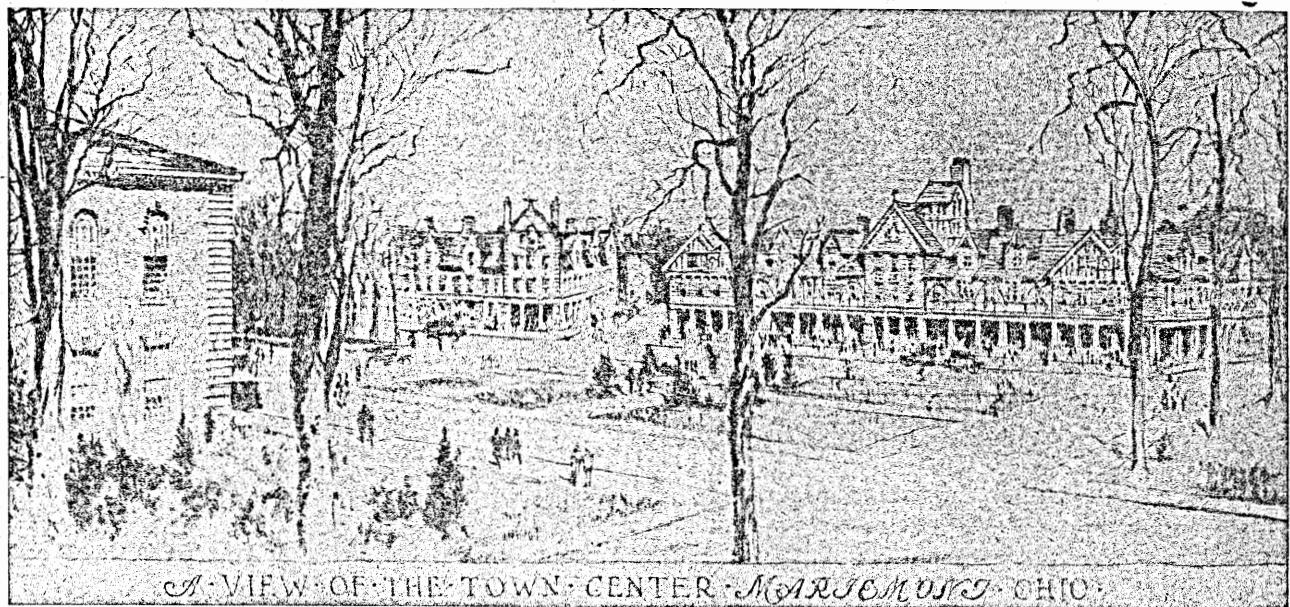
The buildings round the crescent would be high-class stores or apartment houses regulated as to height and perhaps subject to an art jury as to appearance—since the “appearance” of a town is a civic asset which in the days to come no city will leave at the mercy of the irresponsible individual—and perhaps such as Mr. Nolen has pictured in his new “demonstration town” of Mariemont, here illustrated, a new American town planning venture which is actually a-building.

Beyond this avenue is provided a central square for public buildings and civic centre with ample space for public gardens and lawns. Beyond the public square is the site for high school or university, again with ample space for gardens, so that the students will have room for outdoor life and immunity from the noises of the traffic.

ner, and that many towns stagnate and die because they lack the imaginative stimulus of the planner or because their leaders will not listen to him.

What the town planner says is that if the form of a city's growth is determined from the birth of the city it will have a thousand times more chance of success, socially and industrially, and will not waste its time and substance in making costly and disastrous mistakes; that the planning itself will be a determining factor in its success and will hasten its development. This has been amply proved.

If it is said that towns grow “naturally” the answer is that there is nothing more artificial than the fortuitous growth of most towns we know. Nature has a principle of exquisite development which it follows as the law of its life so that men have begun to talk of “cosmic consciousness.” Another answer is that many towns do not grow at all. They stagnate, for lack of ideas and often perish of their own stupidity, meanness and dullness. People do not want to live in them or work



A VIEW OF THE TOWN CENTER, MARIEMONT, OHIO.

To the east is the most generous and welcome provision for industries, all grouped in the same district for economy in haulage and power and with full open space for future development.

Beyond the proposed limits of a city of reasonable dimensions—say a population of 30,000 to 50,000, there would be agricultural areas to be maintained in perpetuity as a necessary and a by-no-means negligible part of community life. If the city should grow to the limits of a compact Canadian town, such as Stratford, the new suburbs would not swallow up the agricultural portion but would leap this region and develop as satellite towns as shown on the plan.

If the objection is taken that a city does not spring into being over night to meet the imagination of the planner the answer is that no one is absurd enough to think that it does but that all the great and beautiful achievements in town building that are now on the earth have sprung into being sometime to meet the imagination of the plan-

in them and leave them at the first opportunity and from sheer ennui drift to the overcrowded city and so lose all contact with the health-giving life of the country and all impulse to individual expression.

The Times recently in reviewing the British town planning movement and looking at some of the civic wrens of the black country and other congested areas remarked: “They were not built by love.” Anywhere else this would have sounded like impossible sentimentalism but *The Times* writer knew what he was talking about. “No thoughtful and sensitive man”, he wrote, “can come away without a sense of pain and shame from a visit to any of the manufacturing towns which owe their existence to the commercial and industrial development of the Victorian era. They were born anyhow and grew up anyhow; they were left to themselves like the children in their dingiest streets; very little thought, and still less forethought, played its part in their birth or growth; they were not built by love, and they

have none of the gifts which win love for cities of happier fortune. If they have rivers they are polluted; if they have trees they are blackened; what might have been their delight and their glory has become a disgrace. They are mere heaps of bricks divided by rows of paving-stones. What was, such a little while ago, all field and meadow or woodland has now not an acre within its borders in which the young can play games or the old enjoy the air and the sunshine."

When the author of "Progress and Poverty" looked upon the squalid misery of the so-called great

city it appalled and tormented him and would not let him rest for thinking of what caused it and how it could be remedied.

Town Planning is the scientific response to this genuine concern of the humanitarian of *The Times* and of "Progress and Poverty." The town planner wants all men and women to have some chance of reasonable happiness, some touch with beauty and of the values of life, and he knows that as dwellers in the industrial city as we now know it, very few men and women have this chance.

Progress of Town and Regional Planning in England and Wales

1

Beginnings of the Town Planning Movement

The facts and figures here presented to Canadian readers may be taken to indicate that the British people have accepted town and regional planning as a national movement, founded and developed in the interests of public health and civic and national efficiency. The real beginning of the better planning of villages, towns and cities in England was the Bournville model village. Mr. George Cadbury, head of the cocoa industry with which his name is associated, removed his works from the crowded city of Birmingham to a country district, four miles away and decided to experiment in the better housing of his workpeople. He was a business man who saw other uses in life than making more money than he knew how to spend. He conducted a Sunday morning class of men in Birmingham and his experience led to the belief that religious as well as social well-being depended upon better provision for the social life of working men and women. Birmingham had accumulated those vast clotted masses of human congestion which characterize practically all large towns and cities, and lead the unthinking to glory in numbers. Cadbury saw the evil consequences of such congestion with the concern and distress of a good man who had learned much from the social passion of Christ.

Cadbury began the building of his garden village as far back as 1875. By 1895 its main features had been developed. To-day it is a joy to all believers in a better social and economic order. It has been constructed and developed on civilized business principles but informed throughout with the simple and sincere desire for general social betterment. Cadbury established his principles and by wise moderation and co-operation with his people created a social conscience in his community. Wherever possible he passed over the management of social affairs to the people themselves. Social responsibility became the higher law of the community. No industrial troubles, no social sores, no degrading poverty are to be found at Bournville.

The Garden City

In 1898 Ebenezer Howard, a professional parlia-

mentary reporter at that time, wrote a little book entitled "To-morrow; a Peaceful Path to Real Reform" which was subsequently republished as "Garden Cities of To-morrow." Howard has always acknowledged the inspiration of the Cadbury experiment, but his book gave a wider comprehension to the movement. He conceived the idea of a chain of small towns over the face of England which should have urban conveniences but still preserve the amenities of the country by maintaining an agricultural belt around the towns in perpetuity. He sought to solve the twin problems of the over-crowded cities and the depopulated countryside. In 1899 he formed the first Garden City association, a voluntary propagandist society. In 1903 the sod was broken for the building of the First Garden City of Letchworth. The new country town was built on a rural estate of 4,000 acres, most of which will be preserved for ever as an agricultural belt. The town has now a population of about 12,000 people. Manufactories are grouped together and screened from the residences by belts of trees. There is no jumble building. All the houses have the maximum of sunlight, pure air, ample space and gardens. There is an abundance of play room for children and adults. The infant mortality rate is the lowest in urban England. All the land is of leasehold tenure, for 99 or 999 years, which, in practice, is just as good as freehold with the additional social advantage that the land cannot be diverted from the uses for which it was intended under the plan of development. Builders will not lose their property at the expiration of the lease. The town did not come into being as the child of an industry. It attracted industries by offering cheap leasehold land and other business utilities such as power, light and room for expansion and, not least, by the wealth of its social ideas.

The project has amply justified itself and the First Garden City of England has become the Mecca of social reformers from all parts of the world. A second garden city called Welwyn has been founded and largely developed on the same lines.

There have followed in England twenty years of

peaceful penetration of the idea. "Every great idea", said Goethe, "appears at first as a strange visitor and when it begins to be realized it is hardly to be distinguished from fantasy. Every great idea which is ushered into the world as a gospel becomes an offence to the immovable multitude."

America has 320 Cities and Towns under Planning

For some years town planning, and especially the garden city idea, with its principle of abolition of private ownership in land, was a ready theme for the cheap satirist. But throughout these years England has been undergoing a process of conversion. For a decade America rejected the town planning idea as interference with the sacred rights of a man to do what he liked with his own. To-day England has an obligatory national law which calls upon every town of 20,000 people to prepare a comprehensive town plan by the year 1929. America has more than 300 towns and cities living under zoning law with a population of more than 24,000,000 people and the business men of America are taking the lead in the advocacy of town planning principles. They have seen that town planning encourages home building and home permanency, social order, beauty, efficiency, pride in town and country and that it gets to the roots of many of the social evils that devastate modern society. News comes from Washington that in "Many state legislatures now in session, zoning is receiving more than passing attention on account of the wide-spread interest in the subject shown by the public at large. Such legislation has been strengthened materially through the use of state legislators of 'A standard State Zoning Enabling Act' prepared by the Advisory Committee on Zoning of the Department of Commerce to serve as a model for those desiring to introduce zoning legislation in their states."

The Leasehold Principle

The leasehold principle of land tenure is not of course essential to town planning, as such, but the impression it is making upon the world as a sovereign remedy for the evils of land traffic and of the iniquity of unearned increment in land values—which makes home-owning for the low-paid wage

Progress of Town and Regional

earner practically impossible—may be seen in the adoption of the principle by the Government of Australia in building its new capital city, and by the Canadian Government in its National Parks. The following editorial recently appeared in *The Ottawa Citizen*—

Canberra Begins to Grow.

"The first sale took place last month of land leases in the new Australian national capital of Canberra. One hundred and fifty blocks have been auctioned, realizing some \$300,000. They have been leased on the 99-year basis, so that no land in the Australian federal capital shall be alienated.

Strict regulations have been laid down for the development of the city. The type and class of building is closely controlled. The streets and parks have been laid out, and no incongruities are to be permitted. Even the general design and cost of the buildings to be erected have been regulated. It is not hard to picture the beautiful garden city which eventually will constitute the federal capital of the sister dominion.

"Did those who control the physical destinies of Ottawa to-day have the same opportunity to build a national capital from the beginning, no doubt a similarly beautiful city could be conceived and brought to realization. But it is too late now to begin anew. The city has got its unimaginative grid-work street pattern, its haphazard growths, its disorderly scattering of all sorts of buildings and things, its cross-town tracks, and the other things which make graceful and beneficial expansion impossible. But it is never too late to make a fresh start at developing a national capital on really beautiful lines. Up till now, no really earnest and concerted effort has been made to make that fresh start. Perhaps the example of Canberra will inspire action, lest Ottawa fall too helplessly behind the other capitals of the British Commonwealth."

Canberra, according to the Hon. P. G. Stewart, Australian Minister of Works, is to be a garden city rather than a monumental city, that is, it is to be an embodiment of the most advanced town planning philosophy.

Planning in England and Wales

2

The British Housing and Town Planning Act of 1919 laid upon all towns of a population of 20,000 or more the obligation to prepare a town planning scheme by January 1, 1923. When that date arrived it was found that the progress anticipated had not been achieved and the time for the operation of the act was extended to January 1, 1929, and assistance and encouragement were offered to local authorities where the population was less than 20,000 in the preparation of town planning schemes for their areas.

Towns Engaged in Planning

The following tables issued by the Department of the Ministry of Health show what results have been

obtained up to January 1, 1925. They show in brief that 177 localities in which the preparation of a town planning scheme is obligatory have taken steps to carry out the law and that similar action has been taken in 200 localities where town planning is not compulsory. Thus the results of both the obligatory and the optional methods may be seen. Since many of these towns will be more than names to many of our readers a list is given in extenso.

LOCAL AUTHORITIES, UPON WHOM TOWN-PLANNING IS COMPULSORY WHO HAVE TAKEN STEPS TO PREPARE SCHEMES:

Bedford:

Luton.

Cambridgeshire:	Warrington	Oxfordshire:
Cambridge	Wigan	Oxford (3rd scheme)
Cheshire:	Leicestershire:	Southampton:
Altrincham (2nd scheme)	Leicester (3 schemes)	Bournemouth (2 schemes)
Birkenhead	Lincolnshire (Lindsey):	Staffordshire:
Chester (3 schemes)	Cleethorpes-with-Thurnscoe (2 schemes)	Stoke-on-Trent (3rd scheme)
Hyde	Grimsby (3 schemes)	Suffolk (East):
Macclesfield	Lincoln (2 schemes)	Ipswich
Stalybridge	Scunthorpe and Frodingham	Surrey:
Stockport	London County Council:	Barnes
Wallasey (4 schemes)	Wandsworth area	Coulsdon and Purley
Derbyshire:	Woolwich, Greenwich and	Croydon (5 schemes)
Derby (2 schemes)	Lewisham area (2 schemes)	Guilford (2 schemes)
Chesterfield (3 schemes)	Middlesex:	Mitcham
Devonshire:	Acton (2 schemes)	Richmond
Exeter	Chiswick (2 schemes)	Sutton
Torquay	Ealing	Sussex (West):
Durham:	Edmonton	Worthing
Darlington	Finchley	Sussex (East):
South Shields (2nd scheme)	Hanwell (2 schemes)	Hastings
Sunderland	Hendon (2 schemes)	Warwickshire:
West Hartlepool	Heston and Isleworth	Birmingham (7 schemes)
Stockton-on-Tees	Southall-Norwood	Royal Leamington Spa
Essex:	Southgate	Sutton Coldfield
Southend-on-Sea (4 schemes)	Twickenham	Worcestershire:
Ilford	Willesden (2 schemes)	Oldbury (2 schemes)
Walthamstow	Wood Green	Yorkshire (East Riding):
Woodford (2nd scheme)	Monmouthshire:	Bridlington
Gloucestershire:	Abercarn	Kingston-on-Hull (2 schemes)
Bristol	Bedwelly	Yorkshire (North Riding):
Kent:	Newport (3 schemes)	Scarborough (4 schemes)
Canterbury	Norfolk:	Yorkshire (West Riding):
Beckenham (3 schemes)	Great Yarmouth	Bradford (10 schemes)
Dartford	Norwich	Doncaster
Maidstone	Northamptonshire:	Halifax (3 schemes)
Margate (2 schemes)	Northampton	Huddersfield (7 schemes)
Rochester	Northumberland:	Leeds (4 schemes)
Lancashire:	Blyth	Sheffield (8 schemes)
Bacup	Newcastle-on-Tyne (4 schemes)	Shipley
Blackburn	Tynemouth (2 schemes)	Wakefield
Blackpool	Wallsend (3 schemes)	York:
Bolton	Whitley and Monkseaton	York (2 schemes)
Bootle	Nottinghamshire:	Glamorganshire:
Bury	Mansfield	Cardiff (7 schemes)
Chadderton	Nottingham	Gellygaer
Chorley	Local Authorities, Upon Whom Town-Planning is Not Compulsory, Who Have Taken Steps to Prepare Schemes:	Port Talbot (3 schemes)
Colne		Wirral (5 schemes)
Eccles	Cheshire:	Derbyshire:
Farnworth	Ashton-on-Mersey	Buxton
Heywood	Bredbury and Romiley	Chapel-en-le-Frith
Hindley	Bucklow (2 schemes)	Norton
Ince-in-Makerfield	Cheadle and Gatley	Shardlow
Leigh	Ellesmere Port and Whitby	Devonshire:
Liverpool (5 schemes)	Hale	Honiton (2 schemes)
Manchester (2 schemes)	Handforth	Plympton St. Mary
Middleton (2 schemes)	Hazel Grove and Bramhall	Sidmouth
Nelson	Hoylake and West Kirby	Totnes
Preston (2 schemes)	Neston and Parkgate	Durham:
Rawtenstall	Northwich	South Shields
Rochdale (3 schemes)	Sale	
Salford	Wilmslow	
Southport (2 schemes)		
Stretford		
Swinton and Pendlebury		

Essex:

Grays Thurrock
Harwich
Loughton
Orsett
Romford U. D.
Rochford (5th scheme)
Romford R. D.
Tilbury

Hertfordshire:
Barnet
Berkhamstead
Croydon (5th scheme)
East Barnet Valley
Great Berkhamstead
Hitchin
Rickmansworth (2nd scheme)

Kent:

Blean (2nd scheme)
Bromley
Bridge
Eastry
Sevenoaks

Lancashire:

Abram
Atherton
Barton-on-Irwell (3 schemes)
Bury
Crompton
Droylesden
Fleetwood
Formby
Great Crosby (2 schemes)
Kearsley
Little Hulton
Milnrow
Morecambe
Newton-in-Makerfield
Poulton-le-Fylde
Prestwich (2nd scheme)
Royton
Sefton
Thornton
Turton
Tyldesley
Westhoughton
Whitfield
Worsley
Warrington

Leicestershire:

Market Harborough

A National Mandate.

In the extension of the operation of the act to an additional five years to obligatory towns there will be seen the disposition of the Minister of Health to make allowance for an unprecedented situation in which localities find themselves under pressure to look forward to a scientific planning of their areas in the interests of public health and welfare and to get accustomed to such scientific methods as a general survey of local conditions and co-operation with plans of neighbouring authorities and with the

Lincoln (Lindsey):

Grimsby (4 schemes)

Middlesex:

Brentford
Feltham
Friern Barnet
Harrow-on-the-Hill (2 schemes)
Hendon (2 schemes)
Kingsbury
Ruislip-Northwood (2 schemes)
Sunbury-on-Thames
Wembley (2nd scheme)
Uxbridge

Monmouthshire:

Bedwas and Machen

Northumberland:

Earsdon
Gosforth
Longbenton (2 schemes)
Newburn
Seaton Delaval

Nottinghamshire:

Arnold
Basford
Beeston
Bingham
Carlton
Eastwood
Hucknall
Leake
Mansfield Woodhouse
Stapleford
Southwell (2nd scheme)
West Bridgford

Surrey:

Beddington and Wallington
Carshalton
East and West Molesley
Epsom (2 schemes)
Esher and the Dittons (2 schemes)
Ham
Maldens and Coombe, The
Merton and Morden
Surbiton (2 schemes)
Walton-on-Thames

Sussex:

Southwick
Steyning East

Warwickshire:

Stratford-on-Avon
Warwick (2nd and 3rd schemes)

Westmorland:

Windermere (2 schemes)

Worcestershire:

North Bromsgrove
Halesowen

Yorkshire (East Riding):

Hornsea
Riccall

Yorkshire (North Riding):

Guisborough
Saltburn-by-the-Sea
Sealby
Thornaby-on-Tees

Yorkshire (West Riding):

Adwick-le-Street
Baildon
Bentley-with-Arksey
Bingley
Burley-in-Wharfedale
Clayton
Doncaster (3 schemes)
Elland (2 schemes)
Hunslet (4 schemes)
Knaresborough
Linthwaite
Norbury
Otley
Rotherham (5 schemes)
Selby
Springhead
Tadcaster
Wharfedale

Wales:**Denbighshire:**

Wrexham B. (2 schemes)
Wrexham R.D. (3 schemes)

Flintshire:

Hawarden

Glamorganshire:

Bridgend
Cardiff (2 schemes)
Cowbridge
Neath (2 schemes)
Porthcawl
Penybont (2 schemes)

government departments. At the same time "The Minister thinks that the time has arrived when a greater measure of progress may reasonably be expected and he would urge local authorities to press on more quickly with the formulation and submission of their proposals." There is to be no permanent blinking of the fact that town planning is now the law of the land and local authorities are not to be allowed to think that the welfare of communities is to be everlasting at the mercy of local apathy and stagnation policy. The national view of public

health and welfare is to prevail. If local officials in the obligatory towns do not wish to fall into line with the national mandate they must give place to others of more enlightened and progressive mind.

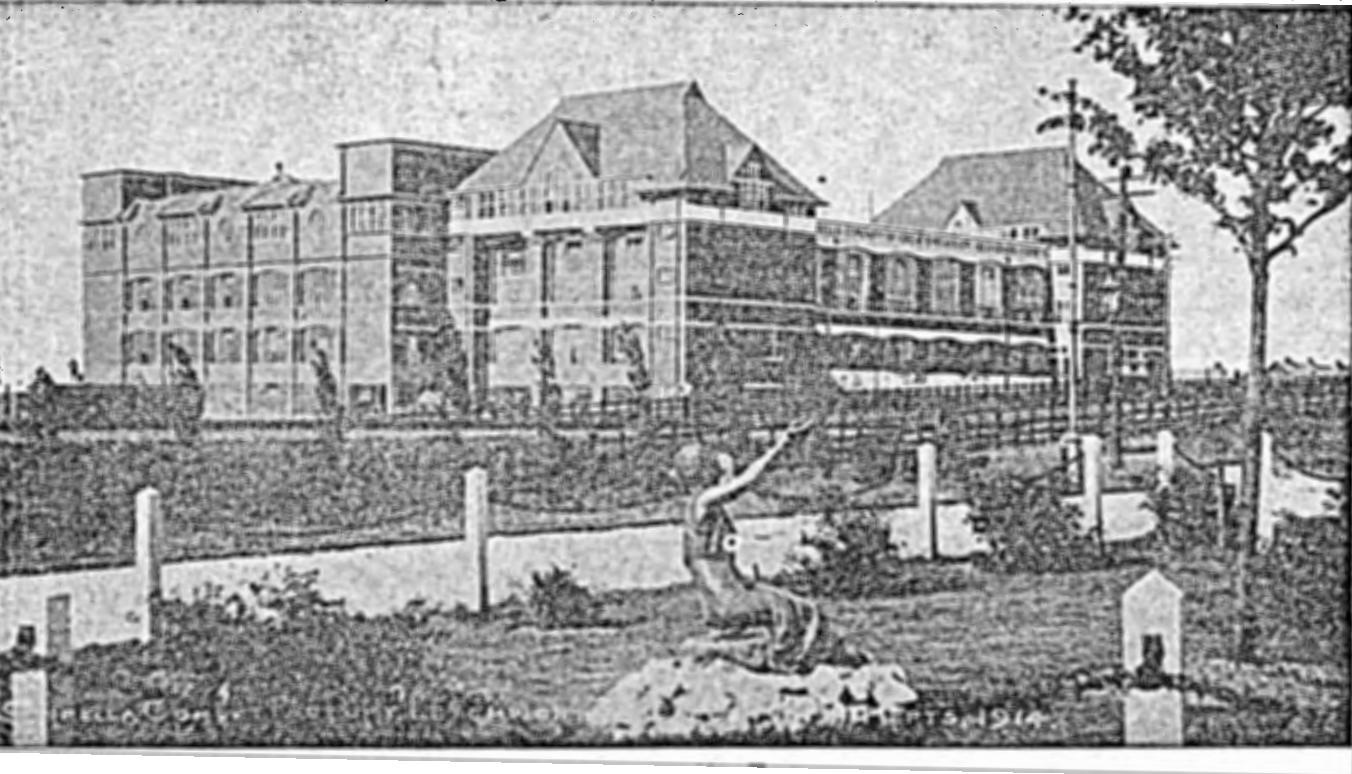
Regional Planning

There is one clause in the Minister's fifth annual report which indicates the approach to regional planning. Among the difficulties of the local authorities which the Minister sees is the work of securing co-ordination with the plans of neighbouring authorities. This means regional planning.

Quite early in the history of the town planning movement it was seen that however successful a town plan might be it was bound to suffer by the disorder of its neighbours and that many economies in such matters as water, sewerage and arterial

Regional Planning Schemes in England and Wales

	Number of Local Authorities	Acreage	Ratable Value
Manchester	90	600,774	£16,798,902
Midlands (Birmingham and District)	51	559,620	11,540,818
Leeds and Bradford Region	36	222,847	7,421,675
East Glamorgan	12	220,528	3,676,729
North-East Surrey & West Kent	13	80,075	3,541,945
North Tyneside	14	137,237	3,409,901
Bath and Bristol & district	10	221,067	3,165,707
West Middlesex	18	72,258	2,886,519
South Tyneside	12	78,167	2,790,671
Nottingham and District	13	171,918	2,196,584
Wirral Peninsula	8	59,653	2,046,440
Thames Valley	10	23,615	1,758,272



Type of Garden City Factory

roads might be effected by the co-operation of neighbours together with a much more general effectiveness in national town planning.

Regional planning was born and regional planning means the co-operation of the authorities in large metropolitan areas such as Montreal, Toronto, Winnipeg and Vancouver with those of the adjoining districts—satellite towns—in joint town planning schemes for their several areas.

The work of regional planning has made such progress in England and Wales that there are now 374 local authorities involving 3,547,222 acres and ratable values of 71,330,862 pounds have already co-operated in the preparation and formation of joint town planning schemes for the development of their areas. The list of these areas is appended:

East Kent	16	167,356	1,603,873
North Staffordshire	8	108,507	1,491,703
West Glamorgan and East Garmathen	7	150,019	1,295,026
Doncaster	8	108,165	1,013,354
South Tee-side	7	38,302	991,737
Rotherham	6	65,277	743,984
Mansfield	9	107,325	636,679
South Essex	5	74,823	705,576
Afan and Neath Valleys	4	90,794	511,851
Deeside	6	67,558	491,490
Lancaster, Morecambe and North Tee-side	3	20,582	469,486
District	5	15,283	396,500
Mid-Glamorgan	5	89,241	334,595
Totals (net)	374	3,547,222	£71,330,862

Regional Settlement Planning as a New National Policy

BY NOULAN CAUCHON

PRESIDENT OF THE TOWN PLANNING INSTITUTE OF CANADA

The national problem in Canada to-day is the problem of the "Capture, Storage and Release of Energy"—a complex in terms of efficiently selecting, holding and distributing population—man-power units—production units—social units.

Economics

In generic terms of the lore and technology of nutrition, economics is the science of the conservation and conversion of energy in the maintenance of human life. Whence it comes that mechanical equivalents in horse-power and man-power are convertible in the maintenance of national social existence—one horse-power doing the labour of about ten men. Therefore for every horse-power of our natural hydro-resource, our tools of production which we export, we deplete our nationhood of ten yeomen to toil against us in aggressive competition.

There is a vast difference in national advantage between the export of products and divesting ourselves of our tools of production—laying down our arms, surrendering our weapons of economic sustenance and defence.

Try New Settlement Policy

For forty years all governments in Canada, provincial and federal, and also the great financial interests and the cheerful pioneer have nosed the rut of indefinite wandering that led us hopeful and confident into the wilderness. It hasn't been fruitful, so let us take thought and reorganize our progression on sounder economic action.

Extensive farming—100 to 160 and more acres—necessarily spaces families more or less in an isolation that militates against community life.

Factor of Population

To the extent that Canada increases her population within her existing over-equipped, over-capitalized area, to such measure she will distribute her debt more lightly and more encouragingly to homing and prosperity—the more will she be able to retain her high standard of living through agricultural expansion and the concomitant response of industrial activity.

Stimulate Recuperation

Settlement needs be attracted through amenities of community life and not repulsed by the melancholy of isolation.

Canada, in the east particularly, is furrowed by splendid paved highways, city streets extending far into wide expanses of sparsely settled farm land around our cities—through land that ought to be teeming with a population prosperous by intensive cultivation of small holdings.

Amenities Attract

Intensive cultivation and "small holdings" make possible community centralizations upon the great arterial highways leading into and out from our cities—where the amenities of civilized life promote comfort, health and efficiency—which afford the stimulus inherent in a higher standard of life.

The accompanying maps of the Ottawa region and of the Hamilton region show two of the many possibilities of developing a new national settlement policy by regional planning for small holdings and intensive cultivation.

The organization of such reclamation and development schemes would afford the opportunity for many thousands to go and make homes upon the land who are by conditions debarred from "extensive", methods either through circumstances or family distaste.

Hamilton Region

Consider the Hamilton Region as a circumstance of slumbering potential of magnificent resource, awaiting welcome release at the hands of somnolent Authority—to create abundance, well-being and social enhancement, where now much of a bountiful harvest from the richest of soils barely scratched rots yearly in sight of a people too scattered and sparse to garner its quickening fruits.

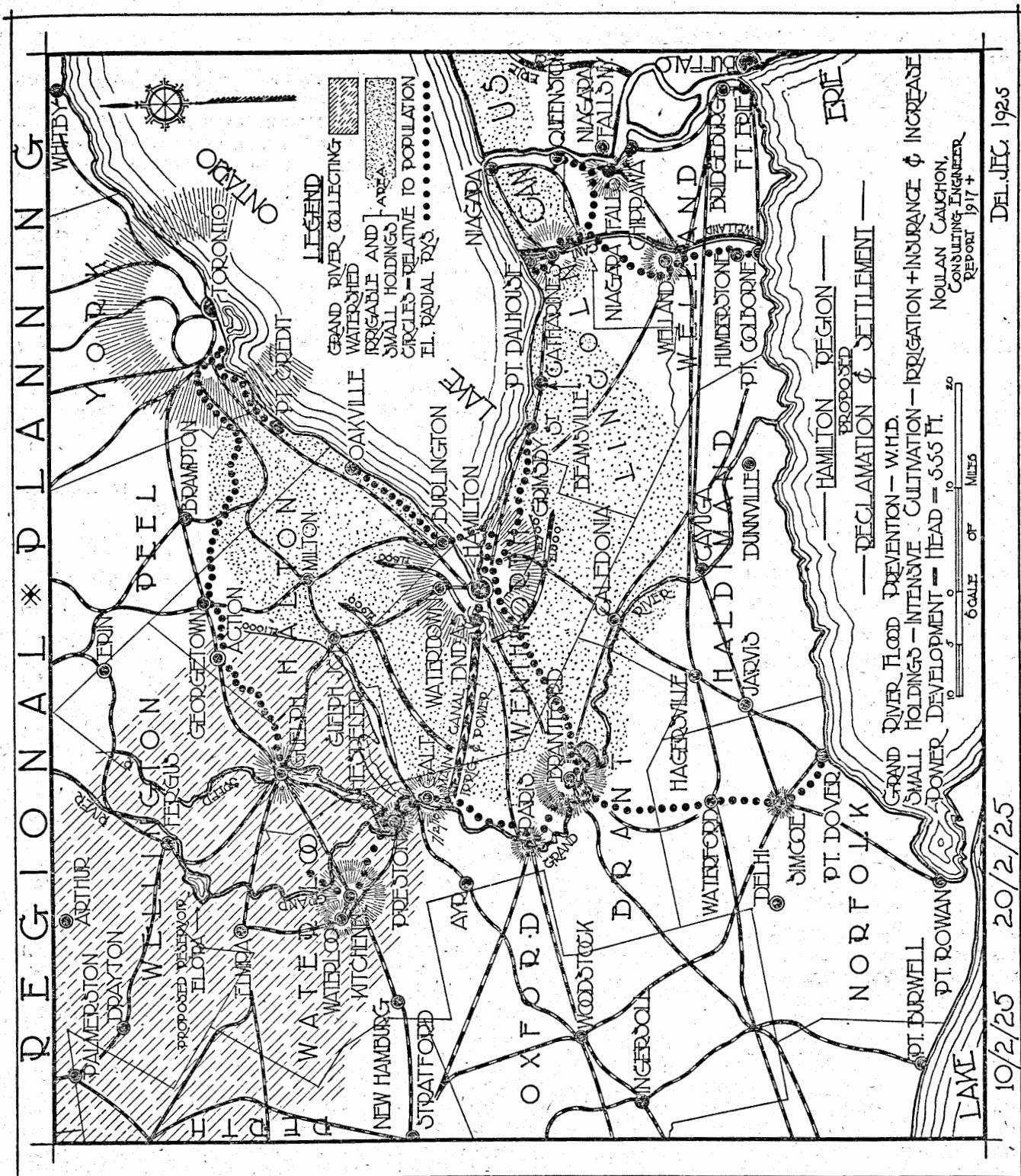
If this region were to be organized on the basis of Small Holdings and Intensive Cultivation, it could become one continuous garden hamlet from the Grand River north-easterly to Toronto and south-easterly to Niagara.

Were one dreaming an economic romance one could hardly conjure up a more idyllic synthesis. A smiling valley, undulating, basking in warm sunshine, encircled by northern sheltering hills, with a garden soil, a tropic clime, tempered by the beneficial moving waters of Lake Ontario; ample trackage, the fullest steam and the most extensive hydro-radial service in Canada; magnificent system of radiating broad and smooth provincial highways and arteries; a quarter of a million people, distributed in a dozen industrial centres; another quarter, yet too few, scattered upon the soil; a shipping port upon the Great Lakes and the highway to the sea; power from the tumbling waters of Niagara, from DeCaw falls and elsewhere—a million horse power to turn its wheels of industry and lighten its domestic chores in city, town and villages, out on the highways and even back on the farms.

It lacks only water on the land, irrigation to water its gardens and crops, to replenish its nullahs and fill its wells upon the high tablelands, to slake the thirst of man and beast; water to refresh the willing horse and the gentle dairy cow, even to temper the ambling Lizzymousine and the whimsical Fordson ox!

The souls of Hamilton—could they transcend, did they not mistrust the creative power of their own imagination—could awaken to a paradise on

besides, a sober possibility to men of scientific sight and economic faith in the conservation and conversion of energy to the purposes of human welfare.*



earth rivalling the far-famed Vega of Granada. The structures on Hamilton Mountain—in a mist—loom up like a reminiscence of the Alhambra. Yet all this is no dream romance—it is, and more

*In 1917 Mr. Cauchon submitted to the Hamilton Plan Commission an exhaustive report on "The Development of Hamilton" and its environs. This report has not yet been published.

One need hardly reiterate the fact that water is from ten to one hundred times more valuable in quickening fertility than in turning wheels; the spell of its inherent virtue vs. the mere use of its weight.

There are further advantages to Hamilton city proper that would devolve from irrigation canals upon the hills, the option of taking its water supply by gravity and filtration, of being able to abandon its pumping plants and their maintenance; capitalize investment, sinking fund, maintenance and renewal in favor of a vast mountain top reservoir supply for domestic and for high pressure fire service.

There is in this connection a possible normal reservoir of which the covered concrete top could be the arena of the long delayed Mountain Park War Memorial Stadium at the head of Ferguson Avenue. The cost of seating would be the only expense of affording Hamilton one of the finest sport centre equipments on this continent. As a permanent sport and visitor-attracting investment the Stadium would have two million people to draw upon within a sixty mile run—within the Grand River towns to Toronto and to Buffalo.

With water back up on the hills and a free available pressure of about two hundred pounds, Hamilton's parks, squares and boulevards could be resplendent with plashing foundations and running waters. Regular geysers at special sites, together with the Stadium, would add to Hamilton another feature of unique continental attraction and immense advertising and tourist value.

The Hamilton City and Regional opportunity awaits "the Man" to arise in country, town or legislature—to lead in its development, an immense advertising and tourist value.*

Ottawa Region, Eastern Ontario

The Ottawa region, like the Hamilton region just referred to, is rich in resource but of a different kind, yet suffering from a similar non-fulfilment of opportunity.

In Eastern Ontario there is dearth of needed settlers to so intensively till a soil that it could support an ample and comfortable population.

This fertile area is served by good smooth highways of easy grades enabling capacity haulage at minimum energy, i. e., cheap transportation; the distance is only 50 miles between the Ottawa and the St. Lawrence rivers, which are both great waterways to the sea; both replete with nature's flowing power, moderately developed and awaiting further expansion to our uses—but precariously exposed to excessive over development which would prove a perilous dissolving view of money-lenders in the Temple of National Ideals.

As advanced before—power is a natural resource tool of production—not a product for exchange.

*The Stadium and fountains will be treated in a future article, dealing with their aesthetic charm, tourist glamor—and estimated commercial returns.

The manifestation of the sword turning into the ploughshare is but the relativity of a constant function—the maintenance of life.

Now, a natural tool of production is a tool of national survival, it is a ploughshare in the daily pastures of nutrition and a sword in the night of industrial adversity. Canada's debts are the burden of over-capitalization—of over equipment under used.

The remedy—the process of making ends meet—consists in contracting ambition to within bounds. So, to-day, just to the measure that we turn from the loose expansiveness of the frontier to the controlled development of civic market regions, shall we spread and distribute our debt to the point of extinguishing the burden in the fulness of its productive use.

The development of eastern Ontario has long been neglected at the hands of our patriarchal sponsors at Toronto—both the "outs" and the "ins".

Individual pioneering effort over a long period of years has torn a stubborn forest from the soil and has drained its swamps into the streams. But the responsibility of sustaining these efforts to completion by improving and freeing the streams to relieve high seepage levels and dissipate freshets, awaits uneasily the provincial fulfilment.

The Nation river and its tributaries drain this great basin of rich agricultural land. From the thirteen hundred square miles or so of the Rideau river watershed, the water can be stored and distributed, as needed, by irrigation for farm and crop purposes in this banner dairy country.

The replanning of the region, a possible two hundred square miles to the Quebec Provincial border, for intensive settlement purposes is a most alluring outlook.

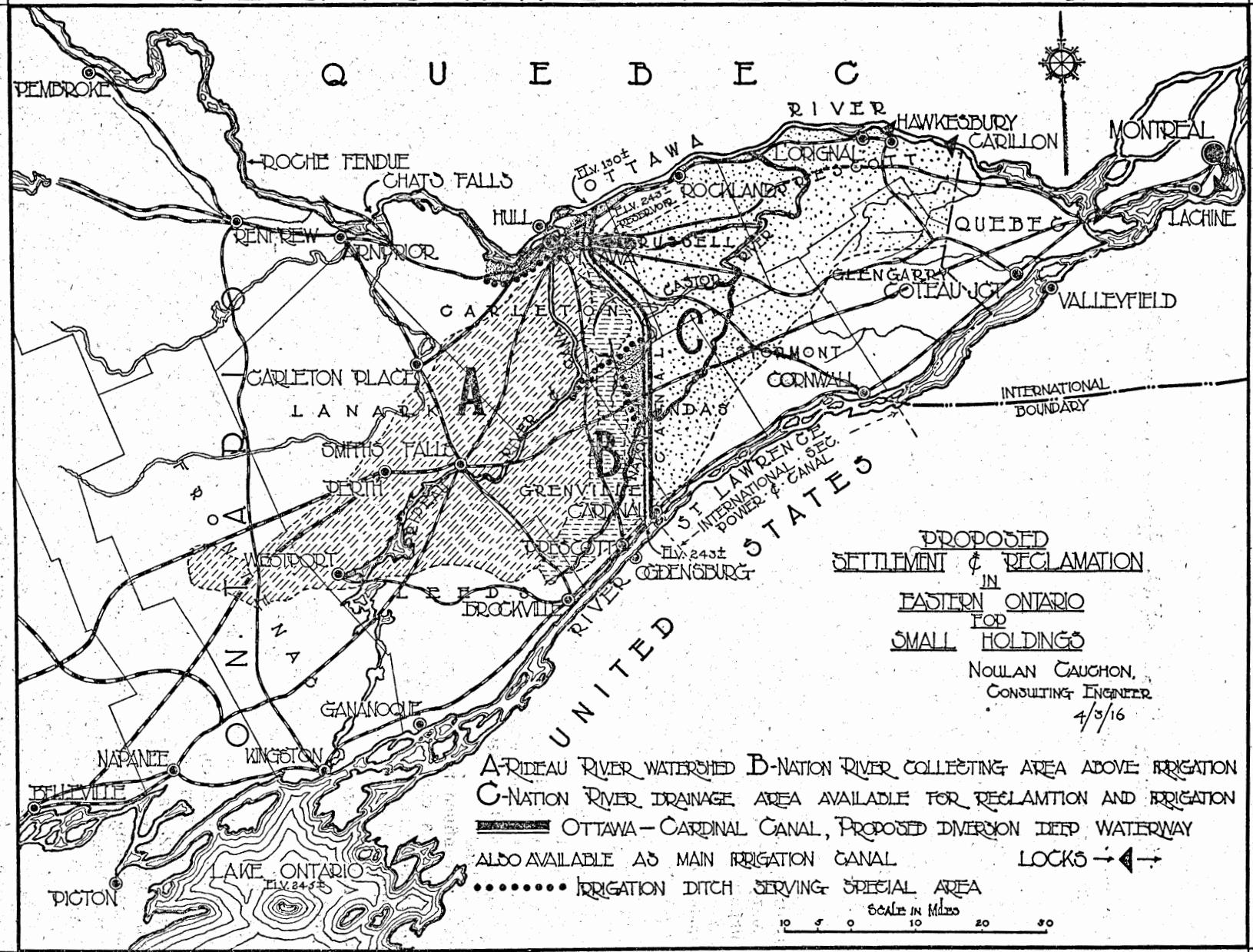
Another possibility of local improvement and national import lies in the fact that the waterway from Ottawa to Montreal can be more easily constructed than that from Cardinal down the St. Lawrence to Montreal.

The deepwater from the Great Lakes to the sea could avoid the St. Lawrence rapids and lead from Cardinal at Lake Ontario level—without a lock—to the capital, thence a flight of three locks down to the Ottawa river and further long level stretches with only five more locks to tidewater at Montreal.

This route of easy and much lesser cost would retain the deep waterway all within Canadian land, avoid international dual control and needless complication. Our own money would be applied exclusively to the development of our own National territory and also thus avoid the unnecessary development of the St. Lawrence power, the magnitude of which necessarily implies its alienation—equivalents of man power, emigrants—the alienation of our sword and our ploughshare turned against us in competitive survival.

Why struggle to bring in emigrants by thousands—units of man power—and ship out multiple units in horse power—millions of man power?

REGIONAL PLANNING



Let us throughout this region develop "small holdings" and a policy of intensive fruition of our resources already equipped for economic progression, in the efficient and civilized path of social amenity—the only path which can attract and will hold.

To build up the Ottawa region means also enhancing the Federal Capital—which if it could enjoy the expanding grace of a Federal District would do much towards leading thought and action to better understanding and better times—to happier solutions of the cross purpose and of the perplex.

Manitoba Deals With Suburban Jumble Building

INTERIM REPORT OF SUB-COMMITTEE OF THE MUNICIPALITIES ADJOINING WINNIPEG BY THE LEGISLATIVE ASSEMBLY OF MANITOBA

The pressing need for comprehensive planning in the development of city and suburban municipalities, and the difficulties encountered where no definite plan nor controlling authority exists, has in the past, formed the nucleus of innumerable endeavours on the part of Canadian town planners to bring before Provincial authorities the necessity for legislation making the preparation of a city and regional plan obligatory upon all cities throughout the various Provinces.

Despite the extensive recognition of this great necessity, Canada is still sadly lacking such adequate legislation, the statutory powers in existence being, in many directions, limited and insufficient for the purpose of ensuring that control essential to success in rural development.

The interim report recently presented by the Select Committee of the Legislative Assembly of Manitoba appointed to investigate municipalities adjoining Winnipeg, is indicative of a recognition of the necessity for some form of compulsory regional planning on the part of growing municipalities, and sets forth in a decidedly complete and comprehensive manner the conditions at present existing in the areas under consideration, through lack of foresight and necessary control in the development of land.

The report is confined to the physical condition of the municipalities concerned, nine in number, and the committee has had particularly wide powers in the pursuance of their investigations.

Evil Fruit of Land Boom

Of particular interest are the promiscuous subdivision of acreage land into building lots, which took place during the boom period extending from 1910 to 1923, and the ensuing results. In the eight municipalities of Transcona, Tuxedo, Brooklands, Fort Garry, East Kildonan, West Kildonan, St. James and St. Vital, there were in existence on the 31st December, 1923, a total of 133,778 building lots, of which 10,247 were built upon, a total of lots built upon amounting to 7.7 per cent of the whole, or one lot out of every thirteen, and this, years after these subdivisions were made.

This land, which might reasonably be considered the best available for agricultural use in Manitoba, due to its proximity to the largest city in the Province, has thus been withdrawn from production or held out of productive use, and has been a factor

contributory to tax sale troubles, after having involved the municipalities in serious additional administrative costs.

The effect of these subdivisions and the fictitious values of land then obtaining was inflation of municipal assessments, which, being used as an indication of the financial standing and borrowing powers of the community concerned, have resulted in an effect understood where the assigned values do not really exist.

Scattered building development consequent on such surplus of building lots naturally has followed, bringing with it an excessive demand for local improvements, such as sidewalks, roads, grades, sewers, watermains, etc., and the consequent swelling of municipal expenditures. Such improvements would have been materially reduced and would have been more nearly used to capacity had building development been controlled as in such towns as Stratford.

Difficulty of Remedy.

Particular emphasis is given to the probability of measures necessary for the remedying of such conditions being more difficult to carry out than those necessary for the prevention of the extension or recurrence of similar conditions.

The regulation of the subdivision of land into building lots, and the determination of the conditions under which buildings can be erected, with a view to the requirements of sanitation; the economic provision of necessary services, and the capacity of the individuals concerned to pay for such improvements, are essential.

The distance to which urban zones should extend should be such as to ensure that development tributary to a city will be unlikely to extend beyond it.

Present Control Inadequate.

The present control over subdivisions is inadequate, owing to transfer by metes and bounds being permitted. Supervision under authority should be exercised over parcels of land disposed of by metes and bounds as in the case of building lot subdivisions, so that regulations governing subdivisions may not be nullified.

In view of the situation revealed by the investigating committee, there are outlined and presented two general recommendations, which should be adopted, if, in future, municipal administration is

to be rendered less difficult and the communities in suburban areas are to be protected.

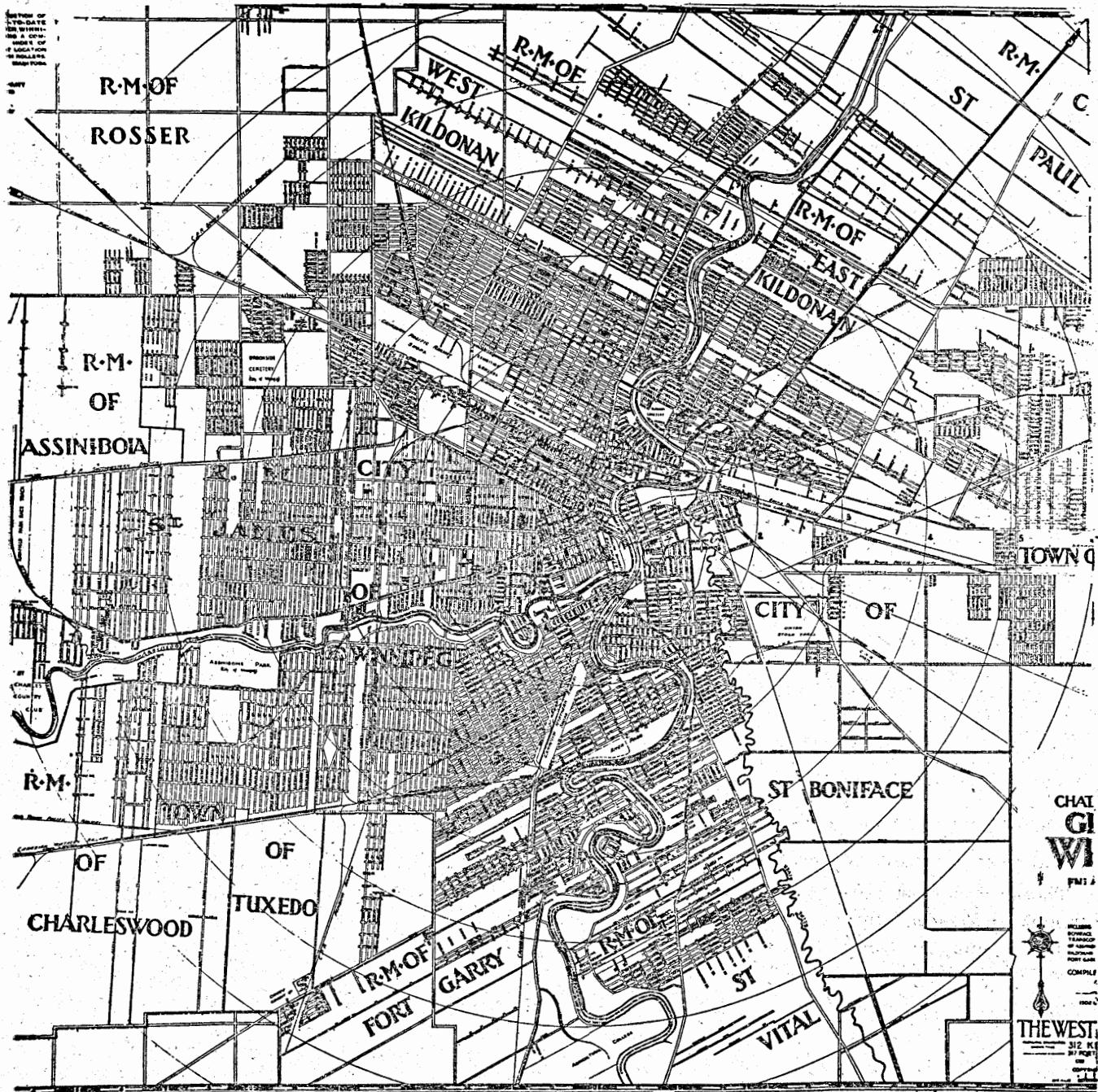
Recommendations

(1) Adequate control over all future building lot subdivisions and the use of land for building development of an urban nature must be instituted and backed by legislation.

and in which urban building development can be permitted to take place.

Further detailed recommendations are set forth both of a remedial and of a preventive nature.

The report of the Committee, which is under the technical direction and secretaryship of Mr. W. E. Hobbs, M. T. P. I. C., late comptroller of Town Plan-



(2) A scheme must be designed, and backed by statutory powers, to constrict the subdivided areas, and also to circumscribe those portions of suburban municipalities, in which urban services and utilities can be provided economically,

ning to the Province of Manitoba, reveals conditions more or less typical of most Canadian cities to-day, and is one, the perusal of which will repay either the professional town planner or the active layman.

JOHN M. KITCHEN.

Vancouver Appoints Town Planning Commission

The admirable proposals for town planning legislation in British Columbia, drawn up by the Vancouver Branch of the Institute and presented to the provincial legislature in the shape of a town planning bill, were held over by the legislature for consideration during the next session. It is the view of the Vancouver branch that such postponement will not be indefinitely prolonged in view of the widespread activity in town planning in all parts of the world, and especially in view of the town planning activities on the Pacific coast over the boundary line of the United States. The beautiful province of British Columbia has so much to lose and has lost so much already in places like Vancouver and North Vancouver by jumble building that an awakened public opinion will not be likely to sleep again until power is given to up-springing towns and growing cities to conserve their natural endowments in competition with other Pacific coast cities and develop their attractions both from the point of view of business and for that enhancement of the value of life which orderly planning will bring. If North Vancouver, with its incomparable site at the foot of the mountains had been properly planned with an imposing and beautiful crescent at its front entrance where now stands a noisy manufactory (which might just as well have been situated in a dozen other places) it is more than likely that its recurrent period of sluggish trade and general depression would have been unknown. It is yet to be understood by town builders in Canada that unless a place is made interesting and definitely planned to preserve and make beauty for the souls of men and women as well as work for their maintenance that people will not wish to make their home in it. No woman who wishes to make herself attractive and agreeable will scoff at the obvious advantages of being well dressed. The most hopeless slattern makes herself sometimes at least as beautiful as she can.

The Commercial Value of Beauty

"There seems to be an idea," says a writer in *The Fortnightly Review*, "that if a thing is beautiful and artistic it must be *per se*, be unproductive and a merely costly luxury. As a matter of fact everything that is artistic, given that it is necessary, is infinitely more paying than an ugly thing. This can be proved so conclusively that it hardly requires comment. But let me for a moment argue the point. Let us take a building, or a picture, or a book, an inkstand or a fireplace, or in fact anything that is a necessity of life. If a product in any of these directions is ugly, what happens? It may be inhabited or read, or used, *faute de mieux*; but when opportunity or a fuller purse allows it, it is exchanged for something appealing more to that aesthetic sense which we all really possess—some in a more, some in a less, degree.

Does an ugly house get a tenant as quickly as an artistic one? Surely not,..... When it is generally acknowledged that the artistic and aesthetic are handmaids to commercial advantage, we shall have less of that disdain with which the business man has hitherto regarded what he has not properly understood."

Vancouver Appoints Commission

The Vancouver branch has at once taken sensible steps to prepare for the time when the legislature will see fit to grant town planning powers to the increasing numbers of municipal councils which desire to save their towns from the evils and waste of jumble building. On learning of the postponement of the bill the branch drew up a memorandum to the Vancouver city council asking for the immediate appointment of a Vancouver Town Planning Commission with such powers as it might exercise without legislative sanction in order that preparatory work might get under way. The city council passed the resolution of the Vancouver branch on February 2nd, and later appointed a commission composed of the following personnel, in addition to three members of the City Council, the City Solicitor, the City Engineer and the City Architect: W. Elgie Bland, Vancouver Real Estate Exchange; W. R. Carmichael, Vancouver Board of Trade; W. A. Clark, Associated Property Owners of Vancouver; William Dunn, Vancouver Trades and Labor Council; L. F. Merrylees, Vancouver Branch, Engineering Institute of Canada; G. L. Thornton Sharp, Architectural Institute of B.C.; Arthur G. Smith, Vancouver Branch, Town Planning Institute of Canada; Mrs. J. Scott Drummond, University Women's Club; Mrs. J. M. McGovern, Local Council of Women; Mrs. R. P. Steeves, L.L.D. (Leyden University, Holland). Ex-Officio: T. A. Brough, Vancouver School Board; H. W. Frith, Vancouver Harbour Commissioners.

Point Grey Takes Similar Action

The neighboring town of Point Grey has taken similar action and appointed a Town Planning Commission with the following personnel: Reeve J. A. Paton; F. E. Buck, Professor, Horticultural Dept. U.B.C.; Andrew A. Carriek, Financial Broker; John Elliott, B.C. Land Surveyor; Newton J. Kér, C.P.Ry. Land Commissioner; Neville Smith, Barrister and Solicitor; Sidney A. Smith, Chairman, Sch. Board.

It is gratifying to note that on these two commissions seven members of the Town Planning Institute of Canada have been appointed.

It is reported that the City of North Vancouver is contemplating similar action.

Memorandum

The memorandum of the Vancouver branch will be instructive to other branches which are still engaged in the arduous task of persuading the legislative authorities to grant adequate powers for the planning of Canadian towns and cities.

MEMORANDUM
 to
THE MAYOR AND COUNCIL OF THE CITY OF
VANCOUVER
 from
THE VANCOUVER BRANCH OF THE TOWN
PLANNING INSTITUTE OF CANADA.

In view of the proposed Town Planning Bill having been held over by the Legislature for another year, the Vancouver Branch of the Town Planning Institute of Canada has, by resolution, directed the undersigned to lay before you a memorandum in regard to the present situation.

We are quite well aware of your knowledge of the urgent necessity for town planning in the City of Vancouver as evidenced by the fact that your Honourable Body last year endorsed both the principles of Town Planning and the actual draft Act as prepared by our organization for presentation to the Government and we believe you will therefore receive favorably the following suggestions leading to immediate action.

It has been found by the experience of other cities on the continent that it takes from two to three years for a Planning Commission to complete its work of collecting data, etc., so as to be in a position to present a report as the first tangible evidence of its activities to the Council.

This being the case, and in order that no time may be lost, we respectfully suggest the following:

1. THAT by resolution the Mayor be empowered to appoint a Planning Commission for the City of Vancouver for the ensuing year.

2. THAT the same powers be given to the Commission as those laid down in the proposed Act as presented to the Provincial Legislature at the last Session, in so far as the Act relates to the collection of information and data, etc., against the time that a Provincial Act may be passed giving the City definite power to carry out the suggestions and findings of the Commission.

3. THAT in preparing the budget for the coming year a reasonable sum be appropriated to the Commission that it may carry out its duties for the year.

In order to expedite matters we are submitting herewith a suggested resolution which we believe will cover the case.

In appointing the proposed Commission it is respectfully suggested that the personnel should be representative of all elements constituting the citizenship of the community.

The grant appropriated for the use of the Commission would cover the cost of incidental office and other expenses and the cost of any increase in the staffs of the City departments which may be called upon to render assistance to the Commission.

It is submitted that under the arrangement as outlined, even a temporary Planning Commission will perform much valuable work for the City

and will prove to be a money-earning, not a money-spending institution. City Planning is a profitable investment, both to the property owners and to the City at large.

On behalf of the Vancouver Branch of the Town Planning Institute of Canada,

President.

Secretary.

SUGGESTED RESOLUTION
 of
CITY COUNCIL CREATING
"VANCOUVER PLANNING COMMISSION".

WHEREAS this Council did last year approve of the principles of Town Planning and did also approve of the draft of a Bill which was later introduced into the Legislative Assembly but was not proceeded with:

AND WHEREAS the functions of the Planning Commission to be constituted under the Draft Bill relate largely to the collection of data and to the preparation of plans and are, in general, of an advisory as opposed to an executive nature and can consequently be performed without any legislative sanction:

AND WHEREAS it is advisable to minimize, as far as possible, the loss which the City must suffer by the delay in the enactment of a Town Planning Act:

BE IT THEREFORE RESOLVED

1. THAT the Mayor be authorized and directed to appoint a Planning Commission, the constitution, duties, powers and procedure whereof shall be as defined in the said "City Planning Act", as introduced into the Legislative Assembly, omitting only from such powers any that this Council has not power to confer upon a Commission.
2. THAT the Planning Commission, when organized, shall prepare agenda and estimates of moneys required for its immediate needs and that such estimates be laid before the Finance Committee for report to this Council.

Notes of Council Meeting, March 2

Communications received:

(a) Acknowledgment received from Mrs. Deville and Mr. G. Deville of the expression of condolence sent on behalf of the Institute.

(b) Communication from Mr. A. Bourinot advising that he had received the approval of the Secretary of State of Canada to the amendments to the By-laws as approved at the annual meeting.

(c) Communication from Mr. Shurtleff, Secretary to the American City Planning Association, acknowledging advice regarding the appointment of Mr. N. Cauchon as delegate of the Institute to the International City Planning Conference to be held in New York in April.

(d) Communications from the following members of the Institute acknowledging notifications of their election to membership:

E. A. Wheatley, S. Fortin.

(e) Communication from the following members of Council regarding the agenda.

N. Wilson, F. H. Marani, H. L. Seymour, H. Hebert, A. G. Dalzell.

(f) Communication from Mr. Charles B. Ball, City Planning Division, American Society of Civil Engineers, Chicago, Ill., and addressed to the President Mr. Cauchon, in which intimation is made of the forthcoming meeting of that Society in Montreal in October, and invitation extended to the Institute to unite with them on that occasion, when a session will be devoted to City Planning, and present one or two appropriate papers.

Montreal Meeting of the American Society of Civil Engineers:

Secretary was instructed to write Mr. C. B. Ball, Secretary-Treasurer, Town Planning Division, American Society of Civil Engineers, Chicago, Ill., accepting the invitation of that body to unite with them on the occasion of the town planning session of their Montreal Convention, and lay before them the names of Messrs. N. Cauchon and Douglas H. Nelles, who expressed willingness to contribute papers on "Arterial Highways" and "City Mapping and the Application of Aerial Surveying" respectively.

Application for Membership Transfer:

The transfer of the membership of the following gentleman from Affiliate to Legal Associate Member was approved:

Arthur G. Smith, Vancouver, B.C.

The unanimous desire of Council was expressed and instructions given to the Secretary to extend the congratulations of that body to Mr. Arthur G. Smith, on the excellency of his preparation and compilation of the proposed Town Planning Act at present under the consideration of the British Columbia Legislature, and their appreciation of the service thereby rendered in the furtherance of town planning in British Columbia in general, and to Vancouver and the Vancouver Branch of the Institute in particular.

Application for Membership:

For Full Membership:

The applications of the following gentlemen for full membership in the Institute were approved:

Alfred Chapman, Toronto, Ont.; Walter Norwood Moorehouse, Toronto, Ont.

For Associate Membership:

The applications of the following gentlemen for Associate Membership in the Institute were approved:

Arthur J. Bird, Vancouver, B. C., Newton J. Ker, Vancouver, B. C., J. Irving Lawson, Toronto, Ont., Charles J. Thompson, Vancouver, B.C.

For Affiliate Membership:

The application of the following gentleman for Affiliate Membership in the Institute was approved: James Alexander Paton, Vancouver, B. C.

Nomination Committee:

A nomination committee to nominate officers of the Institute for the year 1925-26 was appointed, consisting of the following gentlemen: Messrs. Kitchen, convenor, Buckley, Nelles, Dion, and the Chairman of each local branch.

Annual Meeting:

After considerable discussion it was decided that the Annual Meeting be held in Ottawa, but that the date be held in abeyance until the next meeting of the Council.

Members in Arrears of Fees

With reference to members in arrears of fees, Secretary was instructed to take action as provided for in the by-laws of the Institute, and that such members be notified accordingly.

Notes of Council Meeting, April 6

Applications for Transfer:

Theses received from the following gentlemen and applications made for transfers from Associate to Full Membership. These theses have been examined and approved by the Board of Examiners;

F. E. Buck, Vancouver, B. C.

H. L. McPherson, Vancouver, B. C.

Applications for Membership:

For Associate Membership:

Ernest Albert Cleveland, Victoria, B. C.

John Davidson, Vancouver, B.C.

Mervyn William Hewett, Vancouver, B.C.

Raoul Lacroix, Montreal, Que.

Edward Guy Marriott, Victoria, B.C.

William Gordon McElhanney, Victoria, B. C.

Joshua E. Umbach, Victoria, B.C.

International Conference, New York, April 20-25

It is presumed that every member of the Institute has received a programme of the important First International Conference on Town and Regional Planning to be held in New York, from April 20 to 25, since arrangements were made to that end with the International Secretary. Many of the leading figures from all parts of the Town Planning world will be present to address the assembly and take part in the discussions. Town planning is now a world movement and no country can afford to be indifferent to it. The next number of *The Journal* will be an International Conference number.