

(c) The location of municipal produce markets in proper relation to residential districts and shipping facilities.

(d) The systematic selection of recreational facilities such as parks, play-grounds and swimming baths.

(e) The location of educational institutes such as schools, colleges and public libraries.

(f) The proper distribution of public service buildings, such as fire halls, police stations, post-offices and hospitals.

(g) The acquiring of natural beauty spots and their development as public squares and breathing spaces.

(h) The acquiring of land needed for the purposes enumerated under the five last paragraphs, before an enhanced value places unnecessary burdens upon the public exchequer.

(i) Provision and planning for car-lines, sewage-, gas- and water-mains, telephone and electric light wires to secure the greatest possible economy in their installation, and to avoid the usual waste of repeated tearing up of pavements and consequent dislocation of traffic.

(j) The laying out of the surrounding territory so that the natural and inevitable growth of the city may be rationally and economically guided.

The list is a long one but nothing included is superfluous. To summarize, *efficiency*, *economy* and *vision* in city planning are what are aimed at.

Some years ago the æsthetic aspect of this subject was considered the one of paramount interest. It is, however, the economic value of such planning that has brought the matter prominently before the public and won for it many friends and exponents. The millions of dollars spent upon the widening of main thoroughfares, after the erection of expensive buildings, has increased the cost of such improvements. The rounding of corners and widening of important intersections at large expense have aroused the ratepayers to seek the cause of such avoidable expenditures, which are