

The City of the Future

By GUY W. HAYLER, M.R.S.I.

CANADA is waking up to the immense importance of the city planning and housing question. One of the most significant features of the day is the assembling of a great National Canadian Congress on City Planning at Winnipeg on July 15th, 16th and 17th. The Governor-General, H. R. H. the Duke of Connaught, has promised to attend and address the delegates, and papers will be read by some of the best English, Canadian and American workers for civic improvement. It will be the first gathering of the kind ever held in the Dominion, and promises to be both memorable and of far-reaching effect.

Canada's interest in city planning has gone ahead in the last few years. The support of the former Governor-General, Earl Grey, was responsible for the visit of Mr. Henry Vivian, the chairman of the Co-partnership Tenants, Ltd., of England, in 1910. Mr. Vivian pointed out, in a tour of the country, that there was urgent necessity to plan the cities on well-defined lines, tending to the health of the community and the beauty of the localities. No single man has done more towards the solution of the housing problem in England than Mr. Vivian, and he brought his English experience under the notice of the Canadian public who view the city as something more than a place to make money.

Mr. Raymond Unwin, the greatest of English town planners, visited Canada last year, and experts from the United States have also advised public and private authorities in Canada on questions of urban development on far-seeing lines.

The city of Winnipeg was the first city in Canada to institute a City Planning Commission. That was done in 1910, and Mr. F. J. Cole, who has a good fund of European experience behind him, was appointed secretary. This commission was appointed by special charter for the sole purpose of studying the growth of Winnipeg and making plans for its future. It consists of twenty-four prominent public men, and its work has already been productive of much good.

Calgary, Alberta, has followed the example of Winnipeg, and, last December, formed its City Planning Commission. Mr. G. W. Lemon has been selected as secretary, and the Commission has been very energetic in its work, going closely into the questions of street improvements, street lighting and a civic centre.

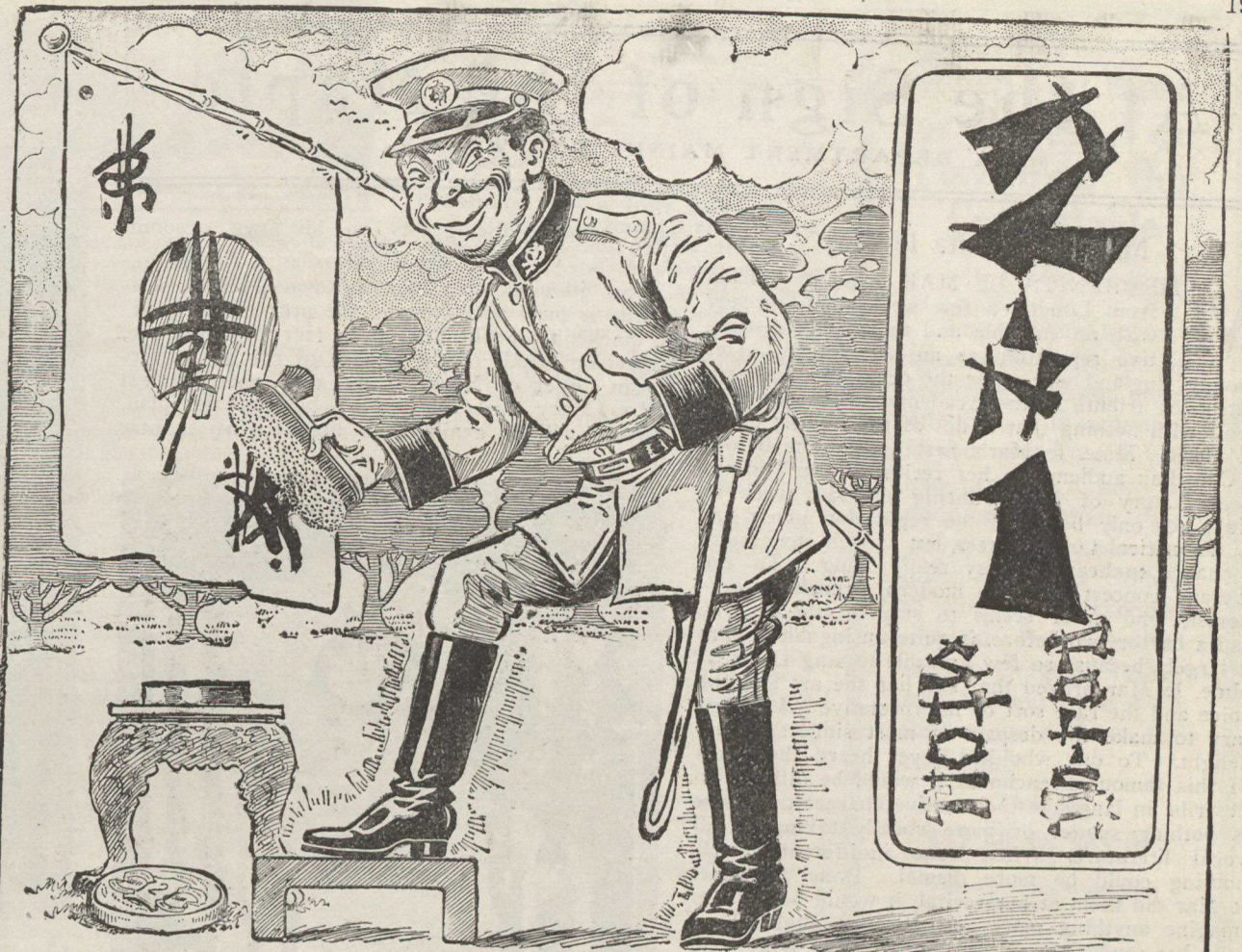
Quebec has gone in for the appropriate laying out of the battlefield, Toronto has taken up the matter of a federal square, and Ottawa is planning concerning the Parliament Buildings and their relation to the surroundings. Vancouver has retained Mr. Thomas Mawson, of England, for the design of a city parks system.

The Grand Trunk Railway has laid out its Pacific terminus, Prince Rupert, on scientific lines, as also the Canadian Northern Railway has laid out its Western terminus, Port Mann. This latter railway has in addition acquired land behind Mount Royal, Montreal, and commissioned Mr. Frederick G. Todd, landscape architect, of Montreal, to lay it out as a model city.

The movement towards the cultivation of a progressive civic spirit is also taking root, and in several cities proposals are on foot for the creation of garden suburbs on the lines which have been so conspicuously successful in England.

CANADA is face to face with a big problem. Try as one may it is impossible to stem the tide city-wards. The lure of the West is as much to the new cities as to the land, and it is essential that these cities should start aright.

City planning is not a fad, but a necessity of the time, and far from its being an extravagance, it is a positive economy. It is the first asset of a city, because the combination of art with utility will at once make for its well-being as a thoroughly equipped sphere of communal prosperity and of individual happiness. It is an attempt to put the city on a first-class business basis.



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