

Conservation

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International Conference on City Planning

At Toronto, Monday, Tuesday, Wednesday, May 25, 26, 27, 1914

PROVISIONAL PROGRAMME

Monday, May Twenty-fifth

9 a.m. Registration at Conference Head-quarters, Convocation Hall, University of Toronto.

10.30 a.m. Field Marshal, H.R.H. the Duke of Connaught, the Governor General, has graciously consented to open the Conference and to give an address.

11.30 a.m. A tour of inspection of the City and Harbour will start from head-quarters. Lunch will be served during the tour.

FIRST CONFERENCE SESSION: at 8 p.m.

Address of Welcome.

Response by FREDERICK L. OLMSTED, Chairman Executive Committee.

The Relative Importance of City Planning as Compared with all other Functions of City Government: ANDREW WRIGHT CRAWFORD, of Philadelphia, Editor city planning section of the "Public Ledger."

The Progress of the Year in City Planning: A report prepared by the Secretary.

Tuesday, May Twenty-sixth

SECOND CONFERENCE SESSION: at 10 a.m.

Provision for Future Rapid Transit: Subway, Elevated or Open Cut and their Influence on the City Plan: J. V. DAVIES, Consulting Engineer, Brooklyn Rapid Transit Company.

Rapid Transit and the Auto Bus: JOHN A. MCCOLLUM, Assistant Engineer, Board of Estimate and Apportionment, New York City.

Luncheon: Topic: *Garden Cities and Garden Suburbs in America.*

THIRD CONFERENCE SESSION: at 2.30 p.m.

Protecting Residential Districts: LAWRENCE VELLER, Secretary and Director, National Housing Association, New York City.

Toronto's Water Front Development: R. S. GOURLAY, Toronto Harbour Board.

FOURTH CONFERENCE SESSION: at 8 p.m.

A Canadian Town Planning Act: Consideration of Principles and Procedure.

Draft of act is now being prepared by a committee appointed by the Canadian Conservation Commission; it will be criticised and discussed by experts from Canada, the United States, England and Germany.

Wednesday, May Twenty-seventh

FIFTH CONFERENCE SESSION: at 10 a.m.

Recreation Facilities in the City Plan: HENRY V. HUBBARD, Professor of Landscape Architecture Harvard University.

Luncheon: Experience Meeting.

Three-minute talks from representatives of cities and city planning commissions.

SIXTH CONFERENCE SESSION: at 2.30 p.m.

An Open Session for the discussion of subjects to be submitted by members of the Conference.

SEVENTH CONFERENCE SESSION: at 4.30 p.m.

Conference Business.

The Conference will close with a dinner at which the members of the Conference will be the guests of the Commission of Conservation.

The leaders of discussions and the banquet speakers will be announced in the Final Programme to be distributed about May first.

GENERAL INFORMATION

All the sessions of the Conference will be held in the Convocation Hall of Toronto University. With the exception of the business session, they are open to the public.

Membership: Any person may become a member of the Conference by payment of the membership fee of \$5.00. Membership includes (1) the privilege of attending all the sessions of the Conference and taking part in the oral discussion; (2) the privilege of participating in the luncheons and tour of inspection and in the closing banquet; (3) the right to receive the published *Proceedings* of the Conference; (4) the right to receive any other printed matter published during the Conference year.

Registration: All members and delegates are asked to register at the Conference Headquarters, Convocation Hall, University of Toronto.

What City Planning Is

A Definition by the Chief Engineer of the Board of Estimate and Apportionment of the City of New York

City planning is simply the exercise of such foresight as will permit the orderly and sightly development of a city and its environs along rational lines, with proper regard for health, amenity and convenience, and also for commercial and industrial advancement.

—Nelson P. Lewis.

Why City Planning Pays

Why the Chairman of the Chicago Plan Commission Believes in City Planning

It promotes trade by supplying direct and easy ways for the extension and development of commerce; fosters city growth by making it easier and cheaper to conduct all classes of business; increases and insures all property values by preventing the many evils of haphazard building, makes every citizen a more efficient and more effective worker by saving time and money in transit of goods and people;—and, above all, it assures to that city which adopts it, a future citizenship sound in body, mind and morals.

—Charles H. Wacker.