

Charlotte Russe Evidently Is Mutt's Idea of Nothing to Eat

By "Bud" Fisher



CO-OPERATION, NOT ANNEXATION IS METROPOLITAN AREA IDEAL

Representatives From Municipalities Within the Twenty-Mile Radius Approve—All Roads Lead to Toronto, Says Ald. Wickert—Radial Terminal Necessary to Success.

Toronto's metropolitan area is now something more than a name. Representatives of the municipalities within a radius of 20 miles of the city had a conference with the city council yesterday, appointed a representative committee to bring in a report four weeks hence and were entertained by the city at a luncheon.

At the conference there was general approval of the proposal to give Toronto a metropolitan area. Mayor Duggan of Brampton and Councillor Ames of Whitby expressed themselves with enthusiasm. Hon. Thomas Crawford, representing the legislature, heartily approved of the policy.

The luncheon, Ald. Anderson, one of the several speakers, held to the fact that the metropolitan area policy has been worked out in the old and the new worlds, and has proven so beneficial that it is becoming popular throughout the world.

Mayor Hooken, who presided at the conference and the luncheon, recognized the expediency of opening the centre of business in Toronto to radial lines as an essential accompaniment to the development of the metropolitan area policy. He declared that radial lines would be admitted as the heart of the city in the very near future, either by the clean-up of the franchises within the city's limits or by a system of tubes.

Not Annexation. Ald. Wickert, who is the leader in the metropolitan area policy, made the opening address to the conference. He said: "The formation of a metropolitan area is not a policy of annexation; it is simply a policy of co-operation. Existing municipalities would continue as at present, just as they do under the county council. It is a question of just how we can get together to work to our own common advantage, without any single municipality—Toronto, for example—being able to dictate policy."

The world over, the advent of rapid transportation and communication by electric lines is increasing in a marvellous way the common interests of adjacent municipalities. Particularly during the past twenty years, municipal unions of various kinds for specific purposes have accordingly been formed in England, France and Germany, etc. One or two typical illustrations may be sufficient at the present moment.

Circles Within Circles. "The old Toronto as in 1891 forms today a kind of separate municipality—an inner circle within the city. As against this inner circle the outlying sections of the city form a species of separate municipality cut off more or less by inadequate street car service. In the same way, by reason of inadequate radial lines and connections, Toronto is cut off from its surrounding country, and it again from Toronto."

"As regards the York Highway, inadequate markets, growing congestion of population and shabby life in the outskirts."

In the memorandum submitted to you the possible work of a metropolitan council was indicated: (1) Co-operating with the provincial hydro commission; it could organize for inter-municipal lines, industrial energy and lighting. (2) It could co-operate with the provincial government for construction of good roads on a larger scale than at present. (3) It should take up the matter of watersheds with a view to working out more satisfactory conditions of water supply; and as conditions warrant, as time goes on, make provision for drainage disposal. (4) Other matters might conceivably follow if desired; for example, telephone service, co-operative school districts and better educational facilities.

"As already remarked, it does not imply disturbing existing municipalities. If, however, it is thought preferable that county and metropolitan boundaries should be made identical, various delimitations could be considered."

"Right of Appeal. "If, on the other hand, the project of a distinct metropolitan area is favored, this would mean a special council with specific powers. Each municipality, I presume, would have right of appeal within certain limits to the municipal board. On this council it is suggested that every municipality should be represented, but that no single municipality should have a controlling voice."

To enlarge, York County would, of course be the simpler plan, a kind of old home district with wider than

present county powers. It might be well to point out that if York County were extended to embrace Oakville, Brampton, Kleinburg, Clarendon and Whitby its area would still be no larger than the area of the water commissioners of London, England, and it would be smaller than many other Ontario counties, such as Grey, Huron, Middlesex, Lanark, Hastings, Peterboro, Frontenac, Renfrew, etc.

"I do not know what sentiment attaches to county boundaries; I incline to think county boundaries can be looked upon more as a matter of convenience. The contour of the country, the water basins and drainage areas would seem to be more important factors than mere sentiment, for physical conditions permit of more satisfactory and economic county administration."

"If county boundaries were extended as indicated it would mean a rural area with a population of 100,000 people, outside of Toronto and including a capital all told of one hundred and fifty to two hundred million dollars—no fifth being outside of Toronto. With progressive metropolitan organization these proportions should soon change to the benefit of all concerned."

Benefits and Benefits. "In the course of a recent conversation Mr. Macpherson of Etobicoke expressed the view that the chief fear from the rural municipality would be in respect of new taxes. This would probably be equally true of Toronto and of any other municipalities. The difference between the rural and any other municipality probably consists largely in this, that its inhabitants probably do not stand so ready to embark on a business proposition as a notice, as would a town or a city. But in the end everything comes down to the test question—what are the net advantages that can be offered to a wise method of financing the burdens should be trifling compared with the direct benefits received—increased population, higher land values and generally improved conditions."

"Under the Boston Metropolitan Commission, I might say, there is a tax limit of one-half mill on the dollar; the state meets one-half of the outlay; forty-year debentures are issued. The proportion of taxes among the various municipalities is fixed every five years by the supreme judicial court of the state. "The question will doubtless be asked as to just what part the provincial hydro commission can play in the development of interurban electric lines. The Hydro-Electric Act of last session is a most important and promising one; but before the hydro commission can do anything the interested municipalities must come together and arrange for the financing. For a successful metropolitan area it is not a question of one or two lines, but we trust of many, and unified machinery should be provided, we venture to think, by the one proposition. The difficulties being met with today in the negotiations leading up to the proposed Markham-Toronto line are an illustration."

This is equally true when other problems, such as water supply, telephone, schools, etc., are taken up."

Depends Upon Radials. "The council should upon the breadth of thought shown in this matter," said George S. Henry, M.L.A. "The radials must get into the heart of Toronto before a metropolitan area is practicable, and I am hopeful that Toronto will give a favorable vote upon purchasing the street railway system and radial franchises. If we have development of the radials in the metropolitan area, and normal progress with other public utilities, Ald. Wickert's plan should be adopted."

"We must realize," said Mayor Duggan of Brampton, "that the territory within a radius of 20 or 25 miles of Toronto is bound to be thickly populated, and that the cessation of radials, electric light and power, water and sewage services into that area will really be a necessity; a commission form of administration of the metropolitan area would be by far the best, as a few men can accomplish more than as large a body as a county council would be."

The Time Is Ripe. "The time is most ripe now for a metropolitan area," said F. Howard Ames, chairman of the finance committee of Whitby, "and Whitby is very anxious to be a part of that area."

"I am very much in favor of a metropolitan area," said Clerk Macpherson of Etobicoke, "and I would like to see the area of York County enlarged so that the county council would govern all of the area."

Hon. Thomas Crawford discussed the matter from the standpoint of the difference between enlarging Toronto by annexations and eliminating annexations thru a metropolitan area policy. "City taxes are so high that outside municipalities hesitate to annex to Toronto," he said. "There should be no hardship on any one in the proposed area in paying for the extension of public utilities through the area."

"A metropolitan area has been needed for a long time," said Reeve Pugsley of Richmond Hill. "There must be a radial service, tho, to assure success."

"Because the radial line from Port Credit does not get into the business centre of Toronto, the shippers of our section are at the mercy of the Grand trunk," said R. J. Walker of Port Credit.

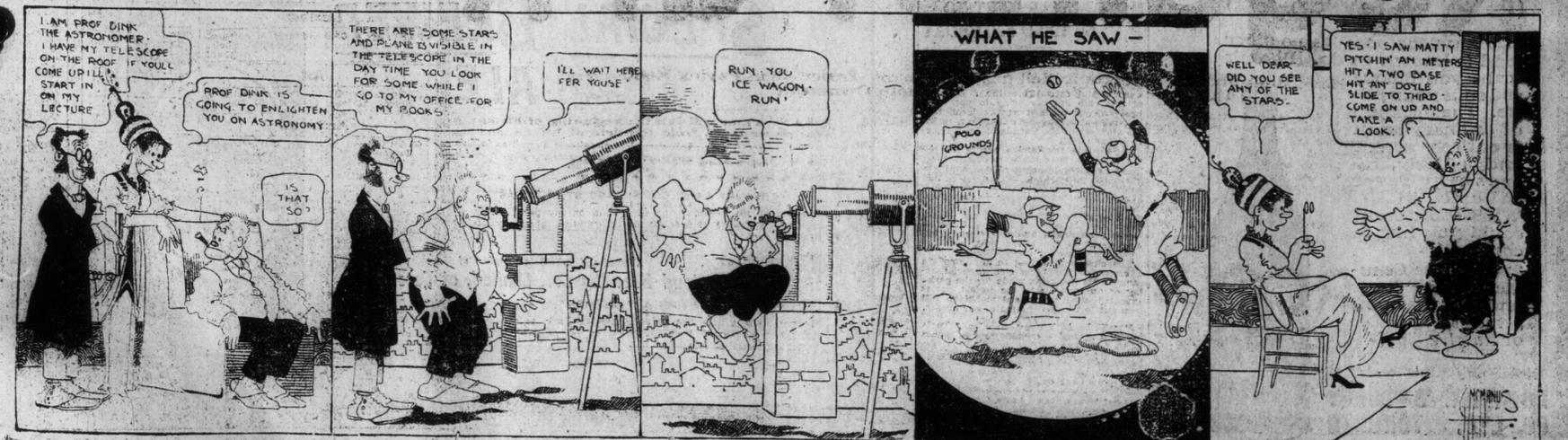
"We certainly should go ahead," said Reeve Syme of York.

A Boon to the Poor. "The idea of a metropolitan area is spreading all over the world," Controller McCarty said. "It is easy for the rich man to live outside the city, where there is purer air and more room; for the lean man to get out, but the poor man can only have those advantages

venue from property could not bear the tax. Toronto has no desire to live to herself. She does not want a million population. She wants a metropolitan area, where rural homes may be had by a large number of the people getting their living in Toronto."

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