

"It is true. A bird is so gay and full of song until he is hurt or robbed. I do love birds and hate boys who molest them," clenching a plump little hand. "When I have children I hope they will all be boys so that I may whip them if they so much as lay a finger on either bird or nest."

The sun has climbed high enough to find the Sign of the Cedar, and flood the pool with changing lights. This same sun is making yellow by-paths here and there, but back farther, back where the oaks tower grandly, the beeches cluster in company, and the elms meet in graceful avenues lies a world of dusky shadows quite untouched. There is a flutter of plumage, in our ears is the music of the wood, song of bird, rustle of leaf; the air is heavy with the smell of the wood, the moist fragrance of undried moss, and grass, and fern.

"I said thou shouldst see for thyself what it meaneth to get near to nature's heart," whispers Jane Welsh softly.

PLANNING A TOWN

What a Canadian learned in London

By N. A. KEYS

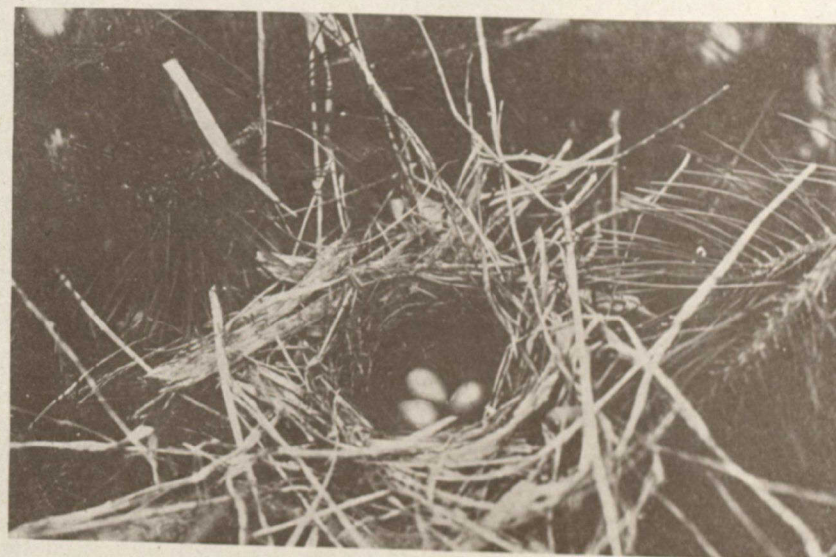
THE recent Town Planning Conference which was held by the Royal Society of British Architects in London, and which was attended by some sixteen hundred members representing nearly every country in Europe, as well as the United States, and several of the British colonies, proves that the subject of town planning is no passing fancy of a novelty-seeking public, but a phase of citizen life which has hitherto not received the attention it deserved. To Canadians in particular the work and discussions of this conference should be of peculiar importance, for we are still young as a nation, and with the exceptions of Montreal and Toronto have no large cities. Many a city is yet to grow up in Canada. It requires no Isaiah to prophesy great cities where Fort William, or Port Arthur, Winnipeg and Vancouver now stand, and at other points; and a mighty seaport at the terminus of the new Hudson's Bay Railway. In Europe, on the other hand, it is but seldom that a new city is born; and the efforts of the European town-planners are concentrated not so much on the planning of new cities as the replanning of old ones to meet present and future needs. In this respect the Canadian town-planner is at a distinct advantage for with but a few exceptions he starts with a comparatively clean slate. It is well, however, to profit from the mistakes which were made by European cities (and one might mention some of our own) and to heed the advice of those who have suffered and are eager to warn others. A few of the lessons suggested and discussed before the conference might be noted.

A Definite Town Plan.

Every city should grow up on a definite town plan. The city without a town plan is like a ship without a rudder, to be moved hither and thither at the mercy of any capitalist who wishes to build a factory, or any slummer who wants to raise a shack. Factory, store and residential districts should be clearly marked off, and the rights and liberties of each respected. The town plan should be drawn up of such dimensions and with such prescience that it will not only meet with the wants and requirements of to-day but the economic needs of a generation fifty years hence. The form of the plan will depend largely on the geographical and economic position of the city. To construct Toronto on the plan of the town of Quebec would be absurd; and to construct Quebec on the plan of Toronto would be equally



A young Nighthawk. This bird is seen on dark days and heard at night. It has at least one peculiarity, as it builds no nest. Its eggs are laid on the ground or on a house-top.



Nest and eggs of the Catbird, a shy, retiring bird, which builds its nest in deep, shaded places, never high up. The Catbird is the mocking-bird of America. Mainly it meows; sometimes in the evening delightfully sings.



A young mourning Dove. The nest is a rough structure of poor workmanship. It seldom contains more than two eggs.



Nest of the Ruffed Grouse or Partridge; Is usually built at the base of a tree. Photographs by John Boyd, Sarnia.

foolish. At the exhibition of town plans at the Royal Academy in London the Germans and the French showed themselves to be superior to the English in this taking advantage of natural features to beautify and improve their cities. The Londoners especially, were surprised at the way in which river-sides and waterfronts had been preserved or taken from the greedy hands of manufacturers in German and French cities, and turned into driveways and parks. Canada's opportunities in this regard are unlimited.

To pass from the general to the particular, the conference was unanimously in favour of wide, very wide, main thoroughfares. The question, however, whether residential streets should be wide or not was hotly debated. The objections to wide streets were the scarcity of land, the cost of property, the consequent building of high houses to pay interest on the said cost, and the heavy tax for the upkeep of the wide roadway. In Canada the first three of these objections could be eliminated and the debate would turn upon the cost of maintaining a wide roadway. A narrow roadway could be built leaving wide boulevards; and if increased traffic in subsequent years demanded, the road could be widened to the curtailment of the boulevard. The question of the forms and directions of streets was discussed at great length, but no general agreement was arrived at, the form being largely a matter of national taste, Americans seeming to prefer the checkerboard street plan; Europeans the central square radiating street system.

Need of Parks.

The provision of parks and open spaces attracted considerable attention at the conference. All lamented the lack of foresight of their forefathers in not providing health-giving and recreation grounds for future races to make use of. It was reckoned that four-fifths of the money now spent on civic improvement in some of the cities of England was used in correcting and removing the errors of the past. In connection with open spaces public buildings were mentioned. Every one recognised the wisdom of clothing a graceful building with suitable dress; in other words, making an edifice aesthetically beautiful as well as economically suitable. A city hall costing several millions of dollars should not be bounded with departmental stores, factories, stuffed slum-dwellings, and shops on a tilt similar to Pisa's leaning tower. The imposing grandeur of the parliament houses of Westminster is not a little emphasised by their broad outlook over the Thames, and their proximity to the historic architecture of Westminster Abbey. Perhaps in the situation and surroundings of their public buildings, Canadians have more to learn from European cities than in any other aspect of town planning.

We finally come to the most important point of all: that of housing the continental citizen as well as some of his American imitators, either from necessity or desire coops himself up in sky-reaching apartment houses. The Englishman with his notorious love of privacy prefers the single dwelling and will journey to and from his work fifteen miles by rail rather than be deprived of it. We, in Canada, as in most of our habits, have copied the parent country, and the Canadian city of the future will probably be so constructed as to fall in with the single dwelling ideal. But whether we live in apartments or in cottages, we would do well to heed the advice of the President of the Town-Planning Conference, the Rt. Honourable John Burns, and not neglect to "spread our citizens."

There never was a time in any country so propitious as now in Canada for the planning of towns that show collective wisdom in building and organisation.