

itself instinctively to the great body of the public at large. But how many instances can we find in Canada where such a system has been adopted? And quite apart from the economic advantages of such an arrangement, think of the added architectural dignity and emphasis which is possible by reason of the massing of such buildings. Even where the buildings are quite small an effect of dignity can be secured by grouping, that would be impossible if such buildings were detached and isolated.

*Railway Stations.* — Then in regard to our railway stations. Are they not generally in the meanest and most impossible situations? The railroad is a big factor in the life of any city, and its entrance should be the subject of grave consideration. The railway station of to-day corresponds with the city portal of the old cities. Should we not endeavor to make it and its surroundings a thing of beauty and meaning rather than a conglomeration of shacks and sheds?

*Our Duty Clear.* — Rays of hope are already dawning, and the awakening interest which is evident in this matter is one of the most encouraging signs of the times. When we consider that small towns are coming into existence in the west almost at the rate of one a day, there should come a feeling that we as a nation are neglecting our duties if we do not make some effort to guide their plans in the right direction. With practically unlimited ground on which to develop our schemes we have

also practically unlimited opportunities. In the case of our older cities and towns the problems of reconstruction are naturally more difficult, but any neglect to set right such mistakes now will surely only further complicate and enhance the gravity of the situation in the future.

*Individuality.* — It may be said that it is impossible to lay out a plan having individual interest in the early stages of town making, but all town sites have a local character of their own, differing somewhat from all the others, and it should be the aim of the town planner to retain and blend in with his scheme all the natural features and beauties which exist, accepting contours and seeking to solve the problem of their best development, instead of working on the impractical rule of thumb gridiron system.

In this paper I have endeavored to briefly summarize some of the problems of this subject as they present themselves to-day. I do not claim to have more than touched upon the fringe of this vast matter, that would be impossible within the limits of a short paper. My last word will be to ask you, as men of science, to remember that true greatness in town planning will not spring from merely scientific solutions of the problem, any more than it can properly arise from a mere artistic solution. The facts of the scientist and the romance of the artist must blend into a great harmonious whole. Such harmony, coupled with an awakening public interest, will ensure the success of this movement and the gratitude of posterity.

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