

a period of neglect the past few years—the market. It may be because of the changed transportation methods, or because of the roads leading in from the country, or the changed methods of marketing, but if a market is to be maintained duty still remains with the city authorities to make the market and its appurtenances and the streets leading to and about it attractive and convenient for carrying on trade under the new conditions. In these days of inquiry as to “The High Cost of Living,” it appears to be of vital importance that farm produce and the other necessities can be marketed directly from the producer to the consumer in the easiest and quickest manner possible.

Other open places, such as playgrounds, gardens, recreation and amusement grounds are quite as necessary for our young and old as are schools, churches and hospitals, and the value, for instance, of supervised playgrounds and children’s gardens to the rising generation, cannot be overestimated. In this respect the education of the young generation, and the old, for that matter, is of vital importance toward the preservation of trees, grass and flowers in public places.

There are doubtless many other miscellaneous areas and spaces within our home cities which, though now neglected and unattractive, might readily lend themselves to artistic and useful development. Such spaces may be peculiar to the natural situation of the city. It may be a creek or a river; it can be cleaned, old tumble-down buildings removed, the sides banked up and the shores planted with trees and grass. It may be a wooded valley; it can be cleaned of its refuse heaps, the wooded slopes preserved, the underbrush and stumps removed and the whole brought cheaply into a new park. It may even be an unsightly abandoned quarry; a little money spent on earth filling, walks and gardening might make it into an attractive garden. Or, it might be a winding sylvan roadway on a hillside; it can at least be kept clear of weeds and loose stones.

A picturesque valley can, at small expense, be utilized for a parkway and its drives terminate in terraced parks or connect various garden centres of the town. In some of the Ontario towns there are rivers which, on account of their annual freshets, discourage an attractive treatment of their banks—this is all the greater reason for these towns uniting to bring about conservation methods to prevent these floods; the banks within the towns could then be trimmed up with walls and the buildings upon them reconstructed in a permanent artistic manner. If factories must be on the river bank, they can, by the utilization of electric power, avoid, or at any rate, mask the unsightly ash and refuse dumps which are so common. To carry this idea still further, how much more attractive a river could be if it had a water-front space, its outer walk forming, wherever possible, a tree-shaded promenade provided with benches and other features of recreation?

### III. Division—Privately Owned Lands.

At first glance it might seem that in a new democratic country like ours the municipality would have but small control over privately owned lands and their buildings and occupants. In a measure this is true, but as time goes on and we work out our various problems of civic government, be they in large or small communities, we have found that many measures must be framed by the people themselves in self-defence and the common interest.

The most important of such measures are, of course, with reference to health and sanitation, a discussion of which is not intended here except to draw attention to the necessity of regulations against overcrowding of houses and factories.

The housing question is quickly becoming acute in large densely populated cities where industrial workers are crowded into areas and buildings in proximity to their work. While this question perhaps does not concern the younger and smaller cities in general, it has an interest in particular to those cities which have a proportionately large industrial population, such as have many of the Ontario towns in the hydro-electric power area. In these towns the municipalities can at least encourage in every manner possible the making of attractive, healthy and comfortable homes by the working people. This, as everyone knows, should be encouraged in every possible way by the employers—the manufacturers themselves—to ensure their work-people being contented and efficient. “Garden Suburbs” for working men can be readily organized and should be attractive and worth while for these smaller cities whose population is largely industrial.

On residential streets much attractiveness can be added by placing restrictions to keep the houses back a definite distance from the street and by encouraging tree planting and sodding the space both on and off the streets. Window gardening should be encouraged, especially on those streets where the houses are close to the sidewalk. Legislation is already provided for keeping houses back of the street.

The municipality can very much improve the city in its attractiveness by passing and enforcing regulations for smoke prevention and for removing noise nuisances—such as train whistling—and by discouraging unsightly sign boards on private property.

Reference has already been made to the selfish methods of many landowners in opening up their new sub-divisions. They should be prevented, if possible, from dividing residential property into individual lots too small or of unsuitable form for gardening and planting as is frequently the case, and they should be encouraged to place restrictions upon the locations of houses on their lots. It would not be amiss here to draw attention to the frequent misrepresentation of the location and features of sub-divisions placed before the public which has become so common of late, not so much in Ontario as in the West. While everyone admits that the speculative holding of land within a city is a detriment to its growth, no effective or equitable legislative measure to prevent it is yet apparent, unless it be by the whole reconstruction of our taxation system.

### IV. Division—Land Outside the City.

Under modern conditions of transportation and the inevitable expansion of suburban areas outside of the small as well as the large cities, we must at once become interested in the development of the country surrounding the city.

There are two vital points which arise. The city authorities—as distance from the township—have under our present laws, no control over the layout of sub-divisions immediately adjoining or outside the city limits; they cannot, therefore, co-ordinate street planning or street widths with those inside the city, which is an absolute necessity. The city, moreover, does not exercise any control over such questions as park and open space allowances in such sub-divisions.

The arrangement and improvement of township and county roads not only to make them easy and convenient for transportation, but attractive as interurban drives and parkways, is of special interest to a city or group of cities, providing, as it would, a ready means of bringing farm products into town as well as convenient interconnection between towns. This would have a direct bearing on the cost of living and the attractiveness of a group of towns, and of the intervening country as places for residence and business. A