

the drafting of amended regulations, and preparing the draft of a set of "General Provisions."

This is no innovation, for in recent practice upon other subjects of a technical kind the great departments of State have called to their aid the co-operation of men skilled in particular subjects to advise them. And that is what is now respectfully submitted as a suitable and simple means of expediting procedure in this most pressing work of town planning.

"Tailings" of a City

In all cities there are many fragments of land, the development of which has stopped short due to the ordinary processes of ebb-and-flow of building enterprise before the war. These fragments of land are probably in many cases isolated patches, although in the aggregate they may count as considerable tracts of territory justifying the application to them of town planning powers and provisions.

It is, of course, open to all local authorities to include all such "tailings" or fragments in a scheme, but unless the "procedure" anterior to the making of a scheme is very much simplified as above indicated, the difficulties in the way of such grouping and embracing in one scheme all isolated patches or "tailings" are very considerable, with the result that these fragments of land may remain immune from the operations of town planning and will thus be on a privileged plane compared with "virgin land" with the same local government area which may be put under restrictions of a town-planning scheme. To leave out here and to include elsewhere in the same area would be inequality of treatment, importing preference which is not right as between land-owning interests in the same district, nor indeed to the district itself.

As an alternative to this course of procedure for these unbuilt-on remnants of estate development, it may be expedient to enact by statutory provision in any amending legislation which will probably be introduced consequent upon the Government's new housing-proposals that all such land within the area of any local authority as is unbuilt upon shall in respect of its proximity to developed territory be *de facto* land subject without any "anterior" procedure to the provisions of sec. 59—2 of the principal Act and to the confirmation of the Local Government Board. May this point not be advanced further? And I suggest that if this form of treatment could be extended by law to embrace all urban and suburban territory without the cumbrous preliminaries that now hinder town planning, it would be but a logical step forward in the planned and orderly development of cities and of urban areas. It would likewise satisfy the case of old and congested built-up areas in need of clearance and of re-planning, and which, in the words of the Royal Commission, should be brought under the application of town planning, where such areas are "unsatisfactory on account of their age, their initially unsatisfactory planning of which are of an insanitary or unhealthy kind."

Acquisition of Land for Town Planning

For the manifold purposes of town planning the essential want is land. It may be for the formation of new or for the widening of existing roads. It certainly will be for the creation of those great housing suburbs under State and municipal auspices. These carry in their train the requisite of land for schools, churches, libraries, baths, pleasure-grounds, play centres for child-life, and last, but not least, for garden allotments which have come to stay.

The Royal Commission on Housing (Scotland) have given in this, as in other points of reform, a splendid lead

to legislation upon this question. Their summary of recommendations and suggestions contained in Chapter 24 of their Report forms a compendium of statesmanlike grasp of the problem—fearless and businesslike in its way of combating the prejudices attaching to this problem of land values. . . .

These recommendations may to the Southerner appear somewhat drastic and revolutionary, but in their application to the Northern Kingdom with its tenemental and feuing traditions and the enormously inflated values which that system creates, the recommendations are most welcome and opportune.

Conclusion

The following re-statement in summary of the points that have been here discussed may now be desirable. They are:—

- (1) That this war-time is our work-time for the preparation of town-planning schemes as the essential preliminary to housing.
- (2) That the Local Government Boards should recognize the responsibility of those who thus labor in the cause of public health and entitle them to recognition by the State in manner and form advised by the Royal Commission on Housing (Scotland).
- (3) That preliminary procedure to town planning should be greatly simplified and shortened, and thereon the Local Government Boards of England and of Scotland should be memorialized; towards this end it is suggested that advisory boards of practical technicians in town planning might be constituted upon the invitation of the Central Authorities to co-operate with their officers in this work, and in the drafting of a set of "General Provisions" as model clauses for town-planning schemes.
- (4) That amending legislation be introduced to bring all undeveloped building sites in urban areas within the scope or operation of town planning, without the necessity of establishing in relation to them a *prima-facie* case.
- (5) To deal with old or overbuilt or badly planned areas in cities as town-planning areas, and to supply the provisions of the Town-planning Act to their clearance or to reconstruction on approved town-planning lines.
- (6) To facilitate the acquisition for public purposes (particularly housing and town planning) of lands and heritages in manner as advised by the Royal Commission on Housing for Scotland.

It was officially announced last week that Hon. T. W. Crothers, Minister of Labor, who has gone to California, had handed his resignation to Sir Robert Borden, and that it had been accepted. Hon. Gideon Robertson, who has represented labor in the Cabinet for some time past, in addition to acting as chairman of the Canadian registration board, has been appointed Minister in succession to Mr. Crothers.

An Ottawa despatch to the daily newspapers says that "work on the Welland Canal will be continued as soon as conditions permit. The Dominion's part in the development of the St. Charles at Quebec will be considered shortly. Other proposals in view are: Dredging at Fort William and in the Fraser River, B.C.; deepening of the St. Lawrence Canal; continuation of harbor works at St. John; and the Halifax Ocean Terminals."

Toronto Harbor Commissioners decided at a meeting held last week that a survey should be made to see what work can be gone on with next season. They wish to know to what extent the Commission can assist during the period of reconstruction and whether all employees now overseas can be taken back after demobilization. The Commissioners decided to oppose the application of the Toronto Terminals Company to secure permission to run a steam line from the Toronto Electric Light Company's plant at the foot of Scott Street to heat the new station. The Commissioners are also anxious to know the attitude of the railways regarding the viaduct.