

the opening up of a through street line between West Toronto and the C. P. R. Station at North Toronto. With a city-plan it would again hardly have been possible to have refused in 1903 a block of land, 113 x 96 feet, opposite the City Hall, running to Bay Street, at a price of \$79,100, and in 1915 for just enough land from the same block to round the corner to pay \$53,000. We have not even decided on a standard height for our subways, which to-day run all the way from 14 to 18 feet.

The Chicago City-Plan Commission devoted its first year and a couple of hundred thousand dollars merely to the task of educating the people as to the importance of its work. As a result it can now go ahead and save this initial expenditure several times over.

A city-plan for Toronto would readily mean to the taxpayers during the next decade or so a saving of many hundreds of thousands of dollars; it would besides help vastly to make Toronto that beautiful city for which nature has marked it out.

OTHER ITEMS CALLING FOR REFORM.

These are some of the outstanding matters affecting the financial life of the city. There are others only less important calling for:—

- (a) An improved system governing the introduction of money votes in Council, that is, measures calling for the expenditure of funds.
- (b) Reconsideration of the wisdom of maintaining a fixed interest rate for city debentures, and selling debentures below par.
- (c) Making the city's assessment and finance departments revenue producing by charging, as does the Works Department, over-head expenses for work done by these departments.
- (d) Means for increasing the city's revenues.
- (e) The city at present is not allowed to guarantee its local improvement work. It and private contractors should at least be placed on an equal footing.
- (f) An improved form of annual financial report with a view to informing the public.