

ings is engaging the attention of town planners and civic authorities throughout the continent. Two methods have presented themselves. One, the establishment of a new line called the "homologated line," to which all new buildings as built will be moved back, and the second the establishment of such a line to which, at some future date many years distant, all buildings must be moved back. In the former case the cure is unsatisfactory, as has happened in Montreal, because new buildings built to the new line become "pocketed" between adjoining old ones, and thus, if they are stores, may temporarily lose trade. The latter method is the one recommended by the Civic Improvement Committee of Toronto, and provides that after the new street line and a date, say, 20 years hence, are fixed, new buildings may proceed on the understanding that at the stated date the added strip will be purchased by the city at the price obtaining at the date of enactment for, say, only two or three stories of the building which must be torn away from the front. Such an arrangement makes easy construction and automatic land purchase by the city at a reasonable price, the owner having the use of it in the meantime.

Rapid Transit.—It is not the purpose here to enlarge upon the conditions brought about in civic matters by the introduction of rapid transit, either within the city and its suburbs, or outside the city in interurban traffic. The great tendency for people to live in the suburbs and country is to be noted, however, and the effect of this daily migration more than ever intensifies the traffic congestion within the city. It is a question, too, whether it does not increase the cost of living if there are not convenient and adequate facilities through the city streets for delivery of goods and supplies.

Railways and Waterways.—In olden days, when cities were walled about, the entrance was through elaborate and artistic gates which gave to the incoming visitor his first impression of the town. Nowadays, our gates are our railway stations and our harbors. These are the entrances, and from these our visitors receive their first impressions and judge of us. Too often do the railways approach our towns through dirty back streets, ill kept and unattractive, if not repellant. How many of our railway stations are situated in unattractive quarters of the town amongst surroundings which, with some attention from the civic authorities and public-spirited citizens, can be made to look inviting and cheerful to the incoming visitor. The railway companies are beginning to do their part by the beautifying of their own station grounds by gardens and lawns. It is the duty of the citizens to help.

The same holds true for our docks on our lake and navigable river gateways—perhaps the possibilities are not so apparent because each town has its own specific problems. The outstanding instance of this movement is the truly magnificent scheme which the harbor commissioners have outlined for the development of Toronto harbor which, when completed, will without doubt be at the same time one of the most attractive as well as serviceable harbors in the world.

Street Improvement.—Amongst the many things which can be accomplished by civic authorities in making a city attractive is by clearing the streets of various obstructions on business streets and by preserving the trees in residential streets.

The removal of electric wires and their forests of poles can be accomplished by placing them either on alleys or side streets or by meeting the question squarely and putting them underground, on the principal streets at any rate. This would then help to preserve the trees in fine residential streets where too often the tops and centres of fine trees

are brutally cut away by linemen. The removal of unsightly signs overhanging or prominently situated on or near streets is possible, if concerted action is taken by determined citizens. The encouragement of planting trees and flowers and of sodding on residential streets commends itself, as does also the placing of fountains and watering places. Artistic bridges in the suburbs as well as in the centre of the city are just as easily and as cheaply built as heavy formal structures, and make a street more attractive, particularly if finished with neat balustrades and lamps. Street lighting, especially where the hydro-electric power system throughout the province provides such a cheap and convenient source of electricity, lends itself, as hardly anything else can, to the ready adornment of streets, either business or residential, if the individual lighting scheme by using lamp posts is carried out artistically. And one might go on to all the various street features, such as walks, curbs and pavements and make a plea for clean-cut, well-planned improvements, all of which are just as possible in the smaller cities as in the larger. And, after all this is done no community can have any excuse for permitting its streets to become unsightly with flying papers or other rubbish, and all citizens will have sufficient civic pride to see that their streets are kept looking attractive.

II. Division—Open Spaces and Parks.

When we think of city parks and open spaces we must think of them as utilitarian as well as beautiful—for we must have parks and recreation spaces and breathing places if we are to have happy, healthy and contented citizens. It is not necessary to dwell on the various attractions or valuable features desirable within the parks themselves, but the great question which is interesting all civic authorities nowadays is how to make the parks more accessible to the people; how to get them properly located, and whether it is possible to get them connected up one with the other by an elongated park or parkway, or by a combination of street and park termed a boulevard. This is the day of the electric street railway and of the automobile, so that the total distance to be travelled is not so much a matter as the advantage of getting quickly amongst trees and flowers and greenery as a relief from the hot and dusty working city. The parkway and tree-planted boulevard meet this demand and are to be commended as linking up several parks or open spaces as they bring the parks, so to speak, nearer the people's doors.

But all do not travel or have not the time or opportunity to travel in street car or automobile. For these and for down-town uses there must be small street corner parks or rest places with trees, shrubs and flowers.

All the principal public buildings, such as have already been enumerated, should be set, if possible, in fine, open spaces, not only to show them off to advantage architecturally, but in order to provide a suitable park and garden setting.

This brings us to the question of a grouping of public buildings in a convenient central location which has been called "The Civic Centre," and which is an ideal to which many large cities are aspiring. This, after all, is nothing much more than the old town square or market place of the early days, but now on a gigantic scale. The civic centre idea is being adopted in many American cities as being not only of utilitarian convenience, but best calculated to centralize civic activities and foster civic spirit. This is the scheme which has been proposed in Toronto by the Civic Improvement Committee for a grouping of municipal, county, provincial and federal buildings in one locality north of Queen Street and between Yonge Street and University Avenue. Within the heart of many of the Ontario cities there is a space which, it appears, has been going through