

streets, shut the property out forever from industrial possibilities.

If the town plan, however, has some salvation to offer to industry, and nothing to offer to the worker in the industry, it has utterly failed of its mission. The factory system is here with its load of problems, one of which arises out of the fact that half the people of our nation are urban dwellers. The town plan should aid industries on the one hand, and on the other secure an economical land development, with comfortable houses and healthful living conditions for the workers.

This kind of home for every wage-earner can be made possible only by a full and frank recognition of how intimately the housing question is connected with other immense problems of town planning such as (1) factory location, to which reference has just been made; (2) street systems; (3) local transportation; (4) facilities for recreation; and (5) restrictions.

Town Plan Not Enough

But the town plan is not big enough to solve the whole problem. The regional plan, calling in the co-operation of a whole group of municipalities, is the only means by which waterfronts, the picturesque, and the historical, may be capitalized for the people. These vantage points of the section, under the regional plan, in a way become the property of all, and thought and care can make them of recreational service to all.

If the house in rental or in purchase price takes too large a percentage of the worker's wage, the deficiency must be made good by a reduced standard of living.

The builder of Port Sunlight advocated the buying of land by municipalities, to be given to those who would build homes for themselves. We have bonused every conceivable kind of industry, but no one has yet proposed the bonusing of homes. Yet the bonusing of a home is not so crack-brained as the bonusing of an industry. One bonus we can give, and that is the guarantee that the surroundings of every home will remain permanently good.

Thomas Adams, in a recent article on "Canada's Post-War Housing Progress," quotes the considered opinion of two well-informed observers as to the housing policy which has been adopted in this country, and which is not federal, provincial or municipal, but a combination of all three. C. Stanley Taylor, project engineer for the firm of Mann & MacNeille, New York, who were advisers to the United States government on many of their housing projects, states: "We wish to express our unqualified admiration for the completeness, practicability and simplicity of the administration methods of the Canadian plan. We believe this to be the most practical step toward the provision of good housing by federal co-operation which has yet been taken in any country."

The city engineer of Edinburgh states that the Canadian project is on sounder economic lines than the proposed housing schemes in Britain.

K. V. Haymaker, of the Department of Labor, Washington, says that the difficulty in the way of more and better homes is financial. No solution short of a nation-wide solution is satisfactory. The house starvation of the nation cannot depend upon casual financing for alleviation. The local association, helpful as it has been, always falls down when its help is most needed.

"By-Products" of Good Housing

I mention these outside judgments because I believe we have started to answer the housing question on the right lines, and if we supplement the Housing Act in our own municipalities with provisions that will ensure to the home builder a non-impairment of his investment, and healthful and beautiful surroundings, we have gone a long way toward making our towns and cities fit places in which to live.

The fruits of the effort will not be good houses, alone, but, what is more, important, good homes. Good homes make good towns and cities and good industries,—and out of it all will grow a good Canada.

For the young Canadian the gain will be more than for the old. The boys of Bournville at twelve years of age

average 8½ lbs. heavier than those at St. Bartholomew's ward in Birmingham, and the girls a bit more than that again; and both boys and girls average nearly 3 ins. taller than those of St. Bartholomew's. The infant mortality rate is little more than half that of London.

A good house is more than a good house. It means also a good standard of living; it quickens the life, and it draws men and women, and little men and women, up to the light of better things. For what else do we live?

FOUR DAMS PROPOSED FOR ST. LAWRENCE RIVER

THE plans for the prospective development of the St. Lawrence-Great Lakes route for ocean navigation provide for four dams and concentration basins,—at Morrisburg, Cornwall, Lake St. Francis and below the Lachine Rapids. Extensive borings are now being made to determine the best sites. The first two dams would be international, and the others in the province of Quebec. It is stated that at least 3,000,000 h.p. could be developed. These dams would create a deep water channel between them for ocean vessels, but at each dam locks would be required as large as those being constructed on the new Welland Ship Canal, and near Montreal there would have to be a new canal system. Engineering problems which the Dominion Power Board is endeavoring to solve are the location of these dams so as to obviate ice-jams; extensive dyking against flooding of low-lying lands in Huntingdon county, Quebec; ascertaining the effect which the new plan, when completed, would have on the flow of the Ottawa River; and the fixing of a water velocity suitable both for navigation and power production.

PROPOSED DEVELOPMENT OF HAMILTON HARBOR

(Continued from page 540)

areas on the marginal way and to the south of it are for warehousing and light manufacturing where ready access to the water and shipping is desirable and rail shipment facilities are imperative. In the district to the south of the marginal way, all properties are served at the rear by track-age, leaving streets clear of obstructions for approaches and teaming.

The extreme easterly end of the district is served with a ship channel and turning basin, marking a clear-cut line between the industrial area and the beach development, as well as affording an increased area of waterfront property. Rail shipments in and out of the district are handled through a sorting yard, 58 acres in extent, located between Martimas street and Kenilworth avenue, and connected up with existing rail lines.

To carry out this proposal, certain properties would have to be acquired outright. In other cases, the commission could probably, by negotiation, arrange for a waiving of riparian rights in return for reclamation of water lots and docking privileges, but in any case it is not apparent where any serious obstructions would arise.

Coming to the question of cost, it is necessary to consider the length of time that would elapse before the entire work would be completed, and try to relate this in some way to the present uncertainty of labor conditions and costs of materials. Obviously this is quite impossible, as manufacturers will not quote prices except for immediate delivery and the wages paid to labor are constantly changing. A perusal of the price fluctuations during the past four years would show that an estimate made in 1914 would look absurd when applied to present conditions, and is sufficient evidence of what might happen during the next fifteen years, or the period of time over which the carrying out of this improvement might reasonably be expected to extend. In view of this, I thought it wise to recommend for immediate consideration the development of the industrial section between Wellington street and Wentworth street, for which the Dominion government has already made an initial appropriation of \$100,000, and estimated the cost accordingly.