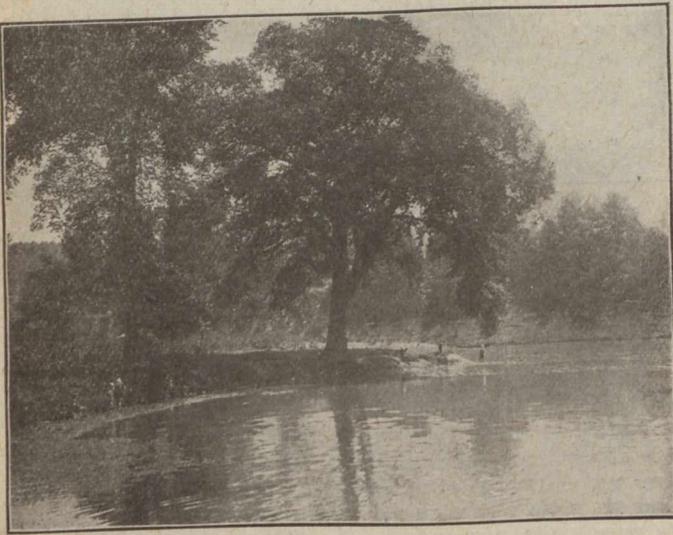


On the west bank of the river, space is provided for parking automobiles, and a commodious tearoom is open the year round. The road from there north follows the west bank of the river, and in places is cut out of the high bank, where springs of water and seepage had to be taken care of by drains and ditches. For a distance of several hundred feet, the only location for the roadway was through a swampy piece of land at the foot of a hill. To get a foundation it was found necessary to lay weeping tile along the west side of the road, next to the hill, and to fill over the swamp high enough to get the road up out of the wet. The drain pipe is about three feet below the surface, and runs both ways from the summit. The swamp probably has fairly well dried out since construction some five years ago, and no trouble has been experienced. From this point north as far as Dundas street, the road is finished but no planting has been done, the scenery along the river being the principal charm.

From Dundas street the survey follows the Humber river and Black creek to the point where this creek goes under the Grand Trunk railway's northern division. This valley is laid out in golf grounds, market gardens and



BOULEVARDS ARE PROFITABLE WHEN THEY BRING THIS NEARER TO KIDDIES OF CROWDED CITIES

farms. The side hills are well wooded and a road is needed to develop the growing suburb.

From the Grand Trunk the proposed boulevard follows an 86-ft. diagonal road in a northeasterly direction to the corner of Dufferin street and Lawrence avenue. This is part of the system of diagonal roads as laid out by the city surveyor, comprising a comprehensive scheme for the future of the city. This diagonal road system is followed for another mile and a half across level farm lands to where the boulevard route descends into the valley of the Don river. This section has been marked out by stone monuments for some five years, and all real estate plans are required to conform to it.

Following the Don river, the next mile brings the proposed road to Yonge street at York Mills, whence the drive can go down Yonge street for a mile to Hog's Hollow or follow the ravine a short distance west of Yonge. The west branch of the Don is followed through golf grounds and farm lands for about three miles to its junction with the main Don river. The scenery through this valley is beautiful, the road passing under the high Canadian Pacific Railway viaduct, where a special opening was made, during its recent reconstruction, at a cost to the city of about \$6,000. This part of the drive could be easily constructed of gravel found along the route and later could be widened to accommodate future traffic.

From this point the route follows the valley of Silver creek to the eastern city limits, where it turns south to the Kingston road and thence via Woodbine avenue to the lake, joining the proposed Harbor Commissioners' road along the lake front to the Humber river.

The proposed marginal driveway is about forty miles in length, and approximately thirty miles are already secured to the city by present roads and promises of free rights-of-way 100 ft. wide through private property.

The alignment of the boulevard is made up of straight tangents and regular curves. The grade for the most part is light and conforms closely to the rise and fall of the ground.

The marginal boulevard is under the jurisdiction of Charles E. Chambers, commissioner of parks for the city of Toronto, while the southern, or lake-front link, referred to above as the Harbor Commissioners' road, will be constructed for the city by the Toronto Harbor Commission. A start was made this year on the first 8,000 ft. of the Harbor Commissioners' road, the construction being hot-mix asphaltic concrete on a cement-concrete base, 50 ft. wide.

THE TOWN PLAN AND THE FACTORY

BY LOUIS BLAKE DUFF
Welland, Ont.

ONE of the largest and best known industries in Ontario found it necessary a short time ago to provide for a considerable enlargement of its plant. One thinks of a plant enlargement as something added on to a building or set of buildings already existent. In this case, however, the new plant was separated from the old by over a mile. One day the whole works will be on the new site, for the old site has been filled to its edges. About it are substantial homes, some built before the factory, for the days of restrictions are comparatively young.

Conditions That Are Preventable

An analysis of this episode reveals the following set of conditions that a proper town plan would both prevent and foresee:—

1. The depreciation of the residential section due to (a) the elevation of factory buildings; (b) the frequent unsightliness of factory buildings, and in most cases the incongruity of the juxtaposition of factory and residence; (c) in certain cases smoke, fumes, noise and even dust.
2. The loss to the industrial interests of the community by the scrapping of old plant that is never quite fit for anything else, and the building of a new plant.

The factory area should have been located at the beginning of the town's growth, but the beginning has long gone past and the duty of this day remains to make the best of conditions in the laying out of areas that will serve the best interests of the community and of industry.

The areas chosen should be selected in their relation to (1) railway facilities; (2) water frontage, where necessary; (3) prevailing winds; (4) land available in large blocks, unbroken by streets; (5) accessibility; and (6) most important of all, the worker's home.

Locations, indeed, may vary. A plant making breakfast food differs in location requirements from a cement works. In general, decision as to location should be reached in the light of the greatest advantage to the city as a whole. New factories should be placed where they belong, whatever the temptation may be to place them where they do not belong; and there always are such temptations. Industries already wrongly placed should be encouraged to remove to their proper areas; there is always the incentive of added efficiency from proper location.

Industrial Land Often Subdivided

Some of our municipalities, among them Port Colborne in the Niagara section, have purchased areas for industrial development, a very necessary step to preserve the land from the subdivider. In not a few other cases, land admirably located for factories has been divided into lots. Some may be built upon and the others owned by people living in the four corners of the globe. The divided ownership, the enhancement of the values through speculation, and the broken