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The metropolitan city fathers boldly decided to build the subway in advance of sufficient population densities. Their vision panned out: clusters of apartment buildings and commercial structures have developed around each of the subway stops, thus making it possible to walk to the subway station, and furnishing enough passengers so that the subway is now making money.

From each subway station goes a network of buses and streetcars. For longer hauls, the Canadian National Railroad runs its new modern commuter GO-trains (Government of Ontario) every few minutes, on a right-of-way paralleling the lakefront for twenty-one miles in both directions from downtown Toronto. This, too, is integrated into the subway system so that changes are easy.

A recent innovation at the Pickering commuter rail station is the Dial-a-Bus. You simply dial 839-5111, and a mini-bus is at your door shortly after you've put the phone down, to take you for a twenty-cent fare to the station. It'll meet you there and drive you home when you get back from your travels.

The task of providing low-income housing, of which there are many thousands of sparkling new units, is entrusted to an agency of the province, the Ontario Housing Corporation.

The Corporation's deliberate policy is to construct its low-income apartments throughout the metropolitan area, without regard for local politi-

cal boundaries. By entrusting the task to the equivalent of the state level of government, the build-it-anywhere-but-in-our-town syndrome is avoided. The Corporation carefully avoids concentrating more than a couple of hundred public housing units in any one neighborhood, so as not to overwhelm the neighborhood school.

The police force is centralized on a metropolitan basis. Firm but fair is the watchword, and in Toronto the policeman on the beat is a popular figure. The police department encourages large numbers of policemen to spend a certain number of out-of-uniform hours each week helping out in the public housing projects and poor neighborhoods — helping the kids get together a wrestling team, explaining maintenance problems, damping down family or racial discord. As a consequence, the policeman's lot — in Toronto — comes close to being a happy one.

To whom does the credit for metropolitan Toronto go?

In my judgment, mostly to the provincial government of Ontario. If metropolitan Toronto's birth had been left to the individual communities, it never would have taken place. Big Toronto city would have tried to dominate or swallow its neighbors. Little Forest Hill village, full of wealthy homeowners, and the little town of Leaside, with a lot of industry to tax, wanted to go their own selfish ways. But the provincial legislature bit the bullet, and decreed in favor of a two-tier government with grouped constituent municipalities.

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