

comprehensive character and real significance of the measure. Its main provisions may be summarized as follows:

(1) It is considered desirable for the working of the Act that there should be a department of municipal affairs in each province, but this is not essential, as the duties may be assigned to another department. Under the department there should be a comptroller for each province, devoting himself specially to town planning. He should keep a plan of the whole province, showing the main arterial thoroughfares which, in the opinion of the highway commissioners or minister of highways, are desirable for purposes of main road communication. In each locality there has to be a local town planning board, consisting of three members of the council and two outside ratepayers, but, if desired, the work can be done by the local authority itself, and the draft altered accordingly to secure this. The local board would have the engineering officer or other qualified person as its executive officer.

(2) This gives certain powers and duties to the local board to approve all new development and to require plans and particulars of all sub-divisions and laying out of streets to be submitted in accordance with certain procedure. The Board may require that main thoroughfares shall be 100 feet wide. Agreements may be entered into with owners permitting streets to be of less width than 66 feet where land is given by such owners for streets wider than 66 feet. Arrangements may be made for adjusting and altering boundaries and effecting changes of land already sub-divided and local boards in adjoining areas require to co-operate in regard to sub-division affecting land near to their boundaries.

(3) Town planning schemes or by-laws may be prepared for the general object of securing proper sanitary and hygienic conditions, amenity and convenience in connection with the lay-out of land. What is meant here by a set of by-laws is practically a partial town-planning scheme. Such partial schemes are compulsory and are adaptable for rural areas and small towns. The more comprehensive scheme is most suitable for large cities, and is optional. In other respects this part of the Act follows in general principle the successful British Act of 1909. Schemes and by-laws would deal with building lines, width of streets, limiting number of separate family dwelling houses to the acre, prescribing the area of any lot which can be built upon, prescribing the setting aside of areas for residential, manufacturing and other purposes, prohibiting noxious trades and structures injurious to amenity, etc.

Powers of individuals to defeat the work of a board or to indulge in speculation in expectation of improvements being carried out will be reduced to a minimum. The provincial department may prepare a scheme or by-laws if the local board fails to do so and there is strong enough local representation in favor of it being done. The local authority must provide enough money to meet the reasonable requirements of a local board to prepare a scheme or by-laws but has the option to refuse funds to carry out the provisions of either. It is necessary to give the local authority power to approve or disapprove large expenditures in executing the scheme, but it is equally necessary for the effective working of the Act that the local board should be provided with the limited amount to prepare its scheme or set of by-laws.

This is the briefest possible summary of the draft Act which will require careful study to master its details. The need for such an Act is apparent; our present method of developing land is discredited; we are creating new slum conditions in our suburban areas which are as bad as those in old centres, although they are less necessary

because they are capable of being controlled by regulation; unhealthy and feverish speculation in land is the result of unbridled license in carrying out its development. Therefore, I urge that this conference should consider the desirability of recommending the provincial governments to pass legislation along the lines of the Act framed by the Commission of Conservation at the earliest moment.

The housing question requires consideration, but it is difficult to deal with it in the form of a general recommendation. The Commission of Conservation is undertaking a special study with a view to making recommendations for new legislation to the provincial governments. The writer's view is that it is desirable to suspend judgment on the housing question until this report is complete, but that the Dominion council of the league, when formed, should be asked to appoint a special committee to collect statistics and information regarding housing conditions in the different provinces.

Public health is a matter which is being well taken care of in most of the provinces. Our machinery to deal with this is fairly up-to-date. There is need, however, for more accurate and more comprehensive statistics on public health matters and something might be done to-day to indicate the strength of this need.

**Immigration and Development After the War.**—With regard to immigration we have a question on which experience is the best guide. It is intimately connected with our civic problems and requires consideration from the point of view of the municipality as well as that of the Dominion and province. Whether or not we should pass a resolution suggesting methods and principles which should be adopted in making a more careful selection of immigrants, and whether or not it is possible to devise a method which will encourage a greater amount of settlement in agricultural areas is a matter we should discuss.

To support the passing of town-planning legislation and the setting up of departments of municipal affairs will be one of the most effective steps to secure safeguards for civic development after the war. There is need, however, for having a constructive policy in regard to future settlement of agricultural land, particularly in connection with the return of soldiers and possible immigration of the future. We want to urge a policy which will enable us to have (1) less length of roads in rural areas, but better and more conveniently planned roads; (2) more accessibility between good areas of land and means of transportation; (3) co-operation and facilities for education and social intercourse; (4) facilities and assistance in creating rural industries in small towns and villages and the other things which are necessary in combination to secure the successful settlement of land. These things are not beyond our reach, but they require us to pay the price demanded *ab initio*, in nearly every successful enterprise. Painstaking investigation must be made, carefully prepared schemes thought out; and when our studies are completed and sound schemes prepared it will probably then be found essential for government support to be given to start the schemes, both in the form of some financial credit and in the form of administrative energy. Some definite recommendation might be made by this conference which may influence the provincial governments to deal with the problem, and be a help to the Commission of Conservation and the Economic and Development Commission in studying and recommending action in the future.

**Maps.**—There are other matters of importance to be considered. For instance, the writer agrees with Mr. Nelles, of the Geodetic Survey Department, that we must have better maps of our Canadian towns and cities\* be-

\*See "The Mapping of Canadian Cities," by Douglas H. Nelles, in *The Canadian Engineer* for Jan. 6, and Jan. 13, 1916.