

must be very careful in the development of that water-power that the capital cost of it must not approach the cost of development of steam power, or little will have been gained.

The trend of rural population in Canada from 1872 almost to date has continually increased towards the city, thus lessening the production from agriculture and increasing the cost of living. This has been my reason for advocating the settlement of returned soldiers and others upon lands around the cities and towns, where they may be induced to take up agricultural pursuits under intensive cultivation, the whilst enjoying the amenities of civilized life, good roads, doctors, churches, schools, and the greater efficiency which they and their families can thereby attain.

This principle and its application in Ontario and Quebec, with the further crop insurance and aid of irrigation, has been recommended for thorough investigation by the parliamentary committee which recently sat at Ottawa to consider Soldiers' Civil Re-establishment, and I trust that the proposal for the diversion of the Grand River towards Toronto, Hamilton and the Niagara Peninsula, will shortly be taken up for investigation. The map of the country just referred to, showing the proposed metropolitan district and the numerous towns within it, emphasizes the necessity of not only planning the individual towns, but also the relationship which there is between them from a transportation and a sanitary point of view.

[NOTE.—At this point Mr. Cauchon's formal address ended and he began to show slides, discussing each in informal manner. The following, therefore, is a general outline report, not verbatim, of the remainder of his speech.—EDITOR.]

Plans were shown of the proposed railway re-organization in the city of Hamilton, and the advantages of the uptown station were set forth. In this connection, Mr. Cauchon pointed out that the new by-law being submitted to the city of Hamilton for the Guelph and Galt Hydro Radial, seemed to assume that the station would be at Stuart street, in conjunction with the present Grand Trunk station at that point. The "Hydro" have accepted the common entrance of the Tye-Cauchon plan, but have not yet declared themselves upon the uptown station.

Attention was drawn to the newspaper rumors that the "Hydro" might require or expropriate the Dominion Power & Transmission Company's radials centering in Hamilton. In view of the acknowledged convenience of the uptown feature, both as regards the T.H. & B. station and the radial terminal, Mr. Cauchon asked what would happen if the latter were purchased by the "Hydro." Would they maintain two terminals, one at Stuart street where passengers would have to get off and pay an extra fare uptown, and maintain the present radial terminal, or would they attempt to abandon it and bring all the radials into the Stuart street station? He advised the citizens of Hamilton to see to it that they obtain the uptown station for both steam and radials.

Views were shown illustrating the proposed developments for Hamilton, including a view of the turning tracks in the New York Central station as demonstrating that the proposal for Hamilton was quite feasible and good in operation.

Railway Problems in Various Cities

Views of Ottawa were shown, illustrating the railway conditions there and the fact that trains come from the main line of the Grand Trunk 4,000 ft. to the Central Station and back out again,—a thousand feet greater each way than what is proposed for Hamilton, and lacking a greater facility that Hamilton will have in being able to operate its trains around the curve and out again instead of backing in and out.

Referring again to Hamilton, illustrations were shown of the proposed Mountain Road development in its economic and also its scenic advantages, the proposed widening of Ferguson Ave. from the station to the base of the Mountain Park, and the development of the old quarry into a stadium for sports. Under this plan 3% grades for haulage to the top of the mountain are secured, and a by-law is being submitted at the coming municipal election to provide for \$50,000 as a beginning on these roads.

The railway problem in London, Ont., as reported upon by Mr. Cauchon, was fully illustrated and reasons given why, although the conditions were somewhat similar to Hamilton, owing to the differences in levels an elevated cross-town track seemed to him the best solution.

By way of interest, slides were shown of the plan of Delhi, India, which is an elaboration of diagonal streets; and a plan of Paris, showing Haussmann's work in the replanning of that city.

To illustrate the proper treatment of the relation of buildings to scenery in regard to public institutions on the Mountain brow, such as the new hospital, Mr. Cauchon showed views of Durham Cathedral, the Walls of Carcassonne in Southern France, the Alhambra of Granada, the Acropolis of Athens, a terrace at Amalfi in Southern Italy, and the great Dufferin Terrace at Quebec.

Niagara-to-Windsor Highway

Views of the proposed mountain-side highway from Niagara to Hamilton were shown, and the point emphasized that if a great highway were carried through Southwestern Ontario from Niagara to Windsor, it would form part of a great transcontinental highway from New York to Chicago. The evidence that this is the proper route for attracting American travel to Canada, he said, is that it is the speedway of the Michigan Central and American freight through Canada, by reason of its shortness.

Mr. Cauchon concluded his address by showing some views of Niagara Falls, N.Y., where the railways are acutely congested, and explained the solution which he had submitted at the request of the Chamber of Commerce. The keynote of this plan is the lowering of the crossing of the Niagara gorge by about thirty feet, enabling grade separation and better railway approach to the bridge on both the American and the Canadian sides, which, he said, would permanently relieve the congestion at the border.

GARDEN CITY'S LOW INFANT DEATH RATE*

FIFTEEN years ago a group of reformers built a new town on garden city principles, 34 miles from London, to prove, among other things, that a union of town and country life was possible and practicable, and that as a result there would be healthy children and the rate of infant mortality would be reduced.

The time of proof has come. "It is an interesting fact to record," says the Garden Cities and Town Planning Magazine, "that during the eventful and difficult year of 1918, the infant mortality rate in Letchworth was 30 per thousand births. This is the lowest figure it has ever reached (in 1917 it was 36) and is by no means due to a low birth rate."

A garden city is not a mere residential community. Herein it differs from the garden suburb. It is intended to be "a small town, organized for modern industry, of a size that makes possible a full measure of social life, surrounded by a permanent belt of rural land." It does not aim to be a bigger, but rather a better town, where the normal activities of life shall have the best chance of expression.

Dr. Helen MacMurchy recently stated that every year in Ontario nearly 10,000 children under the age of five go to their graves. A recent bulletin of the Toronto Bureau of Municipal Research states that during the last decade, through the activities of the Department of Public Health, the infant mortality of Toronto has been reduced from 182 per thousand in 1909 to 103 in 1918. The general rate for the whole of Canada was recently given as 140 per thousand; for Great Britain, 139; for Sweden, 96; for Norway, 86; for New Zealand, 76.

Considering the many factors that contribute to the destruction of child life, the fact that only 30 children out of every thousand failed to survive at Letchworth, during the year 1918, cannot fail to carry conviction of the soundness of town-planning principles to any fair-minded observer.

*From Conservation.