

existing streets, and introducing order into the chaos of narrow streets and wandering lines of the great metropolis. Owing to various disagreements and jealousies, the plan has never been carried out; but if it were, it would do for London more than Haussmann did for Paris.

Haussmann's work for Paris has been greatly overrated, and Paris is more an example of what to avoid in town planning than what to follow. In the first place, it is a great city of tenements, with enough land wasted in grand boulevards, squares, and parks, to give perhaps every family their own single house and garden, instead of consigning the whole population to living in barrack dwellings. The town planners of Canada and the United States should study these cities of the old world with the most critical eye, in order to avoid their mistakes, and should guard against admiring things simply because they are old or because they have long been held up as examples for admiration.

Comparing London and Paris again, Baron Haussmann in laying out his grand boulevards for the French capital, made no provision for rapid transit across the city, because in his day no one had any conception of the importance of rapid transit. And neither did the French engineers when they laid out the present Paris subway system. The Paris subway lines merely follow the boulevards, with a service of local trains not much faster than surface electric cars. The subway lines do not run out into the suburbs; they have not opened up new territory; they have done nothing to further the building of single houses. They merely afford some assistance in getting about in a congested city. There are no transfers to surface cars, and Paris is still a traction chaos, served with competing companies.

London is still likewise a traction chaos, with motor buses where there should be electric cars, because of the opposition of the capitalists to the splendidly managed County Council tramways. The main avenues of Meik and Beer would have introduced the first real order into the London chaos, affording real rapid transit, extending out into the country to new land.

It may seem out of place to dwell so long on two of the cities of the world, at a town planning conference in Canada, where the problems are more of the smaller cities and towns. But even the smallest cities of the Dominion must look into and provide for the future; for who can say what their size may be, with the rapid development of the Great North-West? One of the great mistakes of the past has been the allowing of cities to reach an unwieldy size before introducing rapid transit. And when rapid transit is really introduced, we have the difficult problem of knowing in what direction to build a high speed line. Rapid transit tends to build up a territory in a longitudinal direction. We develop our cities in a circular form, with surface lines radiating in every direction, and then are puzzled to know where to run and how to fit in the one subway line that perhaps a city can afford to build. As rapid transit has developed, it begins to appear as though the round city is not so desirable nor convenient as a longitudinal or star shaped one; and this question of a city's shape