

Australian Parliament for the establishment of Canberra and indicated the economic principles on which the Government had staked their chances of success.

The Government had appointed a commission of three men of high character and standing with a view to removing the scheme from political influence and promoting the best and most rapid efficiency, and these men had taken charge of the project for ten years. They had all the power that men need to conduct a business of their own, and they were doing the business of the Government on strict business lines. Their powers were limited only in two respects—they had no power to dispose of the land except by leasehold. They believed that was necessary if they were going to make a beautiful Garden City. They had so arranged this feature that there was absolute content on the part of every person who was a lessee of the Government. The rental value was on the basis of 5 per cent on the estimated value of the land at the time it was acquired by the lessee. Everybody would admit that five per cent was not a high rental. That system obtained for twenty-five years from the time the land was selected. While the lease was issued for ninety-nine years it was subject to appraisal but never at a greater capital value than five per cent upon the value of the land; so that there was fair guarantee that people who were putting their money into buildings and general improvements would not be in any way troubled about the future. The leasehold system was working admirably. There could not be a town planning scheme of this character unless people were content to conform to a common policy for the good of everybody and it was necessary that the buildings should conform to some definite plan. If they did not the town planning scheme could get nowhere. If you set out to build a Garden City you must realize that these are fundamental principles and all talk about interfering with the liberty of the subject was so much moonshine.

Canberra was one of the most ambitious ventures in town planning that had ever been attempted by a people whose population was not quite 7,000,000. They were proud of Canberra and believed that its accomplishment on the lines laid down was beyond all doubt. It was going to be a great advertisement for Australia, something that would instil pride and confidence in the people of the nation. They had acquired an immense area of land in a part of Australia possessing a climate equal to anything known to man and they had established their city in the midst of it.

If he were speaking about the White Australian policy he would have another subject which had become something like a religion to his compatriots, but with the exception of that topic there was nothing on which they were more thoroughly agreed than the question of the Federal Capital. Each of the seven states of Australia had consented to select a neutral spot, far removed from the influence of any one of these states, and establish the Federal Capital there. That had meant a fair spirit of "give and take" and conscientious endeavour to establish a great town planning project. A prize of \$100,000 was offered

for the best plan of Canberra fifteen years ago and was won by an American planner. The plan had been followed to the letter by the Commission. There was no likelihood of making any departure from it. To depart from it would mean trouble. So far there had been strict adherence to the plan and something like two hundred million dollars had already been spent upon it.

#### CITY OF REGINA HAS PASSED ZONING BY-LAW

About three years ago the city of Regina appointed a Town Planning Board with the first duty of preparing a comprehensive planning by-law for the city. The Board decided to compile a complete zoning by-law as the first and most essential step to be taken. It has finished its task and the city council has agreed to a zoning plan which will divide the city into certain districts reserved for different uses by law and thus promote more orderly development in the city and give protection to both commercial buildings and residences from the mixture of different classes of building which frequently destroys values in both categories without sense or reason. The zoning plan will regulate the height of buildings in the districts, the areas of lots that may be occupied by buildings, and such matters as building lines, courts, yards, and the like. The members of the Board are: Lt.-Colonel A. C. Garner (chairman), Mayor McAra, Commissioner Thornton, City Engineer McCannel, City Solicitor Stewart, Lt.-Colonel A. G. Styles, W. H. A. Hill, W. L. Wallace and J. N. de Stein. Mr. R. W. Allen of the City Engineer's Dept. is secretary to the Board.

Regina has been more fortunate than most cities in its development and for many years has had an elaborate plan in its archives prepared by Thos. Mawson, which, though not put into operation, must at least have kept alive the idea of planning in some fashion or other. For some years, however, Col. Garner and a small group of town planning enthusiasts have been trying to create an active Board and the necessary technical staff to take up the work of planning for the city of Regina, if not on the lines of the Regina plan, at least on some practical lines that will promote scientific development on modern town planning lines. Col. Garner is to be congratulated on bringing the movement to what seems to be success.

By this time a zoned city in the United States—there are more than 500 of them—has business and social attractions that contribute more to prosperity than vapid and screaming advertisements can ever do. Canadian municipal executives are coming to understand this rather patent fact—but very slowly. The meaning of Regina as a zoned city will be that builders of homes and business premises will know that their investments will be respected by all concerned and not be ruined by a jumble of buildings and haphazard methods of developments. Other cities and towns in the province are watching with keen interest the progress of Regina in this matter. By the passing of the by-law the movement will be accelerated throughout the province. It is understood that the

city of Saskatoon has appointed a Town Planning Board similar to the one in operation in Regina.

The following paragraph from the Regina *Daily Post* will also show that Regina is by way of taking a lead in a matter of very great importance to the municipalities of Canada.

The building by-law of most towns, as Mr. Stewart Young has frequently pointed out, are decades behind the kind of legislation that is sought in town planning law, and the kind of building suited to modern traffic. The City Building Department, however, of Regina, is showing the finest intelligence and enterprise in seeking to submit their Building By-laws to critical examination, with a view to bringing them into conformity with present-day needs.

"Just as soon as Regina's new town planning by-law receives the approval of the Minister of Municipal Affairs and becomes law," says the Regina *Daily Post*, "the City Building Department will be prepared to link up with a proposed new building by-law which has been in draft for some time waiting action by the Council in the matter of town planning regulations. As soon as the by-laws becomes effective this by-law is likely to be given consideration in order that building restrictions may be made to conform with the provisions of the town planning enactments."

During the City Council discussion of the by-law Aldermen Coldwell, Perry and Gardner deplored the past tendency of the Council to hold up year after year the passing of a by-law so vital to the interests of the citizens. "This by-law has been on the way for the last six or seven years," said Alderman Coldwell. "It was prepared by a committee appointed by Council on which were represented the City Commissioner, City Engineer and all civic officials directly concerned in its administration. For over six months members of the Council have had the opportunity of going through the by-law and deciding on any objections they wished to register. I think we should delay action no longer but get it before the Minister at once."

"The citizens are expecting Council to put this by-law into effect at the earliest possible date," said Alderman Perry. "Having been hanging fire for over six years it is high time the by-law was reaching its final stages. Council should remember that it has a responsibility in safeguarding the future of this city, and to that future this town planning by-law is of the utmost importance."

#### TOWN PLANNING MOVEMENT IN SASKATOON

Alderman J. E. Underwood, member of the Institute, and a group of sympathizers among the city officials and citizens of Saskatoon, have been working for some time to establish a town planning policy for the city of Saskatoon. Recently a permanent Town Planning Board was appointed with Alderman Underwood as chairman, Dean C. J. MacKenzie, also a member of the Institute, as vice-chairman and M. C. Tomlinson, city clerk, as secretary. Other members of

the board are William Rose, city solicitor, H. McL. Weir, assistant city engineer, W. J. Young, Mayor G. W. Norman, city commissioner Leslie, E. H. Phillips, A. E. Bence, A. H. Hanson and A. M. Eddy.

From an interesting statement in the Saskatoon *Phoenix* we learn that at the inaugural meeting of the Board the chairman said the conviction was growing that there was a larger ownership of property than that of the individual and that was community ownership. It was time an attempt was made to develop the city as a whole.

Some criticism of the provincial Town Planning Act was offered by the city solicitor and the view was expressed that the Act needed overhauling. Mr. Stewart Young, director of town planning for the province of Saskatchewan, was present by invitation and advised the board that the best procedure, if funds were available, would be to appoint a town planning expert who would make a complete study of the town planning needs of the city. From this data a town planning by-law could then be shaped which would need to be submitted to the city council. If funds were not available for this proceeding the next best way would be for the members of the Board to make such a study themselves. Mr. Young offered to prepare a skeleton by-law for their guidance. The vital need of Saskatoon, he said, was to get some control over uses to which property could be put and also control of the heights of buildings, the location of buildings and a plan for the area not yet built up.

Dean MacKenzie pointed out that it was very necessary to have prepared a detailed study of the city before zoning was attempted. With this the city engineer and other members of the board cordially agreed. Mr. Young suggested that the members become affiliated with the Town Planning Institute of Canada and the idea was favourably received. It was resolved to invite Dr. Arthur Wilson, city medical officer, who is much in sympathy with the movement, to become an ex-officio member of the board. A vote of thanks was passed to Mr. Young, who expressed his willingness to serve the Board whenever his assistance was desired.

It is possible that a branch of the Town Planning Institute may be formed in Saskatoon. This is the suggestion of Mr. Young. There is no doubt that such a branch would greatly add to the driving power of the movement. It is now a matter of history that the Vancouver branch of the Institute provided the machinery which created a strong public opinion in Vancouver in favour of town planning and which opened many obstinate doors before town planning in Vancouver was properly under way.

#### A PLAN FOR QUEBEC CITY

The city of Quebec has been authorized by the provincial government to create a town planning commission to preserve, improve and plan the provincial capital. Representatives of the government and of the city will compose the commission and it is expected that a town planning expert will be appointed to advise on the constitution of the plan.

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