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Paper and Slides on Civic Improvement.

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Toronto as it is to-day is known to us all, beautifully situated on the lake shore, the Humber, Toronto and Ashbridges Bays form its water front, from which it gradually rises to the high land on the north, where the Rosedale ravines join the Don Valley on the east and Black Brook ravines join the Humber Valley on the west, practically forming a girdling of natural scenic beauty around the city.

Toronto is well kept and well treed, has Queen's Park in the centre, High Park in the west, and Riverdale Park in the east. It is growing rapidly in population, wealth and beauty, so that one may feel constrained to ask what is the Guild of Civic Art advocating and why.

Now the Guild of Civic Art does not wish to assume to be the critic of the past for much has been done and done well, which makes us all proud of Toronto, but rather to point the present opportunity to procure a rich heritage for the future, and not the far distant future either.

At present Humber Bay is reached by a road impassible with either dust or mud the whole year around. The railroad whistles, clatters and smokes on one side, while the bay itself on the other makes periodical inroads of destruction on this already decrepit highway.

Toronto Bay has been cut off from the city by all the modern improvements of trade and transportation, and when reached is found to be a civic cesspool, the island on the other side of the bay has never had its possibilities touched and the same may be said of Ashbridges Bay. Looking at the city itself we soon see that one must travel two

sides of a triangle to go from one given point to another, that there are few through traffic roads and no park ways.

Yonge Street below Gerrard Street still has many old low two-story buildings, now converted into shops. In their day no doubt Yonge Street seemed a wide thoroughfare, but the street cars came, then the telegraph poles, later the telephone and trolley poles, and the trolley itself until now at Queen Street and lower traffic is quite congested in this really narrow street, which has just been invaded by its first skyscraper. Your imagination will easily picture to you the shadowy and narrow appearance of Yonge Street, when a few more such structures are erected.

Under the Guild of Civic Art a plan of the city has been made suggesting remedies for the defects we have just noted, and before explaining this plan some slides will be shewn, illustrating improvement in other cities.

Here followed some sixty slides.

In conclusion the Guild of Civic Art advocates that it is now time that Toronto adopt some such plan as here shown, and have it persisted in, in a manner beyond the caprice of an elective city council. The guild does not rest its argument for this on the ground of art, either, sound as that may be, but on the ground of facilitating and assisting the handling of the rapidly growing volume of business and transportation of the city. On the sanitary advantage of parks and parkways, and light and air in business thoroughfares and on the monetary remuneration that has come to every city that has undertaken civic improvements on a sound business basis.