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**Introduction**

The world has been divided into many types of living areas according to the population, economic conditions and the landscape of the region. Most of the times, the development and evolution of the population defines this division. These areas are commonly known as cities, villages, counties and suburban areas. These areas can also broadly be divided into two types of areas; urban areas and suburban areas. Canada has always been a prominent country in industrial, financial, economic, political and social aspects, among the important countries of the world. Just like every other major country, it has also undergone multiple changes in its social structure, with the passage of time. Richard Harris (2004), in his book, “Creeping Conformity: How Canada Became Suburban, 1900-1960”, explains the complete evolution process of the social structure of Canada. In the book, he throws light over various types of suburban colonies in Canada and how they contributed to changing the face of the country transformed during 1900 – 1960.

**Discussion**

Harris (2004) explains that Canada had never been a vastly populated country. It had a limited population and the resources were far more than the population. Most people living in the country were prosperous, they had good homes and could own their personal conveyance. He explains the major four types of suburbs that emerged or were formed in Canada during the era of 1800 till date. The suburban areas were formed majorly on the basis of social conditions and the industrial revolution. These suburban areas progressed and gradually became developed with the growth of industry in the country.

During the Second World War, the Canadian nation was gifted with the train system in the streets. These trains were also known as trams or mini trams. These were a great blessing for the Canadian working class as they could easily travel to their workplaces and fare was also very minimal. As the economy of Canada was booming at that time, a number of industries were popping up all over the country, which also produced a large population of working class.

The second phase or the second type of the suburban areas emerged during the 1890s and early 1900s when the streetcars became a common norm. Many urban became financially well and started owning their own cars. These cars were easy to handle and could conveniently fit the lifestyle of the newly rich population. The major names that were included in such types of suburbs were Mount Royal, Tuxedo Park, Shaganappi, Pleasant Heights, Killarney and Elbow Park.

The third type of suburban colonies emerged when these streetcars were declared harmful for health. Moreover, the transport system of the cities, especially Toronto was heavily governed by buses and jitneys. These modes of transportation significantly decreased the distances between urban and rural areas. It also made communication much convenient for the rural people with their urban fellows, which they craved a lot.

The fourth type of suburbs was formed as a result of annexations after 1912. The council took the matter of annexation very seriously and further annexations were stopped until the mid-1960s. The issue started when the county of Leaside petitioned for annexation but the council rejected it fiercely. All the requests that followed were immediately rejected, even the requests from York Township East York.

**Conclusion**

In short, it can be seen that the evolution and development of suburban areas in Canada not only contributed significantly in the industrial and economic growth of the country but also the social wellbeing of the Canadian nation. The suburban system still exists in Canada and is successfully paving ways for its progress and prosperity.

**References**

Harris, R. (2004). The Making of Suburban Diversity. In R. Harris, *Creeping Conformity: How Canada Became Suburban, 1900-1960* (pp. 63-95). Toronto: University of Toronto Press.