

JOURNAL

ROYAL ARCHITECTURAL
INSTITUTE OF CANADA

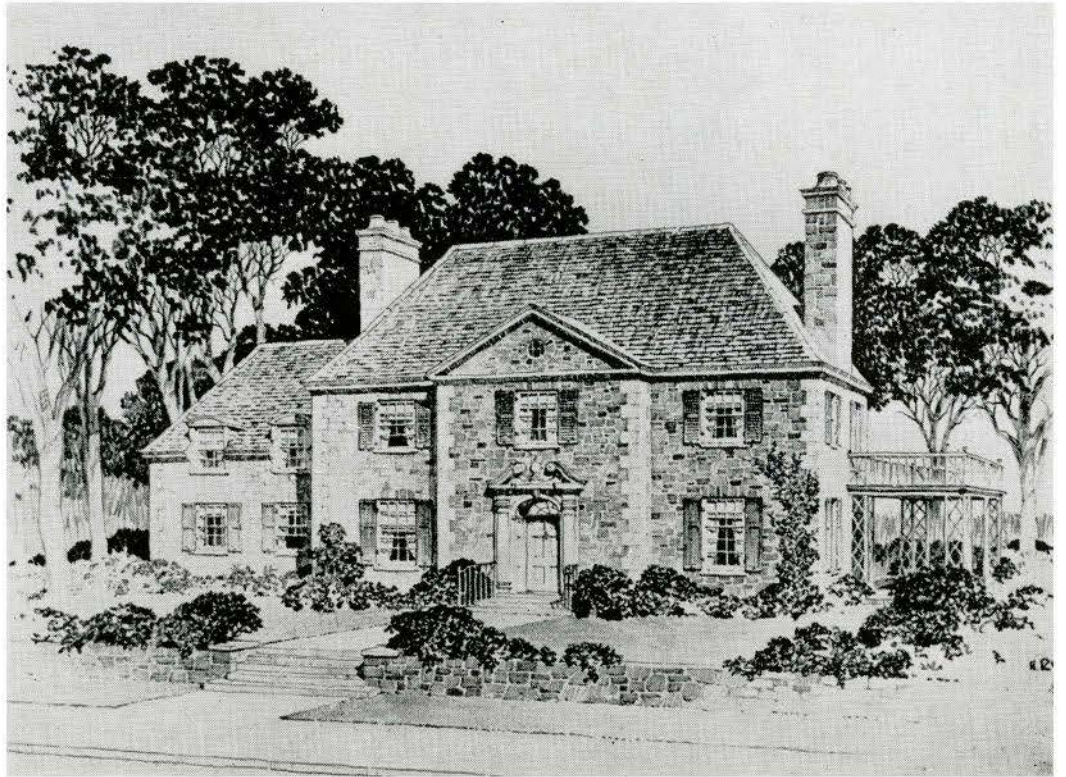


VOL. 17

TORONTO, SEPTEMBER, 1940

NO. 9

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ROYAL ARCHITECTURAL INSTITUTE OF CANADA

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BY the time this Journal is out, the Schools of Architecture will have returned to work. The size of the first year (if any) is always a matter of conjecture until the day of registration. No longer do parents come with their dejected infant to see the rooms where Willie will work, and to tell his instructors how beautifully he can draw and how artistic he has been from birth. Nowadays the decision to be an architect is made by the boy himself, and he makes it on entirely different grounds from his not very distant predecessors. In the first place he usually cannot draw, and holds in rather slight, but good-natured contempt, those that can. He would positively wilt if anyone suggested he were "artistic". The student of today comes to a School of Architecture with either quite definite views about modern architecture, which he admires tremendously, or about housing and town planning.

The absence of both modern architecture (at any rate as a movement) and of housing in Canada is clear to every intelligent school boy, and he enters his first year with all the zeal of a missionary. If he finds his views shared by both staff and students, his ardour grows until by his fourth year, he becomes quite fanatical. Where older generations, including our own, stressed taste and proportion, and could spend a pleasant but profitless evening discussing the cabriole leg with ball and/or claw, the modern student draws up schemes for arousing the public to the importance of this or that great architectural or sociological problems. As a student, we do not remember ever hearing of the poor though we lived in a slum—we would have considered it wholly irrelevant in an architectural course to know anything of the wages of the lowest income group or of their ability to pay rent. We knew a good deal about palaces and the summer and winter residences of ambassadors, but the difficulty of housing an ambassador fades into insignificance beside that of providing accommodation for a \$15.00 a week family with three children and a baby carriage.

Drawing has vastly improved in the last twenty years, but it is the precise technique of the working drawing that holds the student's attention. It is something he can learn from scratch, and excel in. He no longer idolizes the freakish or flamboyant draughtsman who in the past discouraged so many good young architects and set a style of drawings for whole schools that was only suited to the almost extinct profession of architectural "renderers". We take this opportunity of welcoming all new architects and giving our blessing to the unhatched schemes they bring with them for the creation of a brave new architectural world when the period of destruction is passed. One did not dare mention it in the pacifist days between one war and another, but the last war opened our eyes to the possibilities of new and exciting materials and the birth of modern architecture was not unconnected with it.

The Schools of Architecture are already playing their part in the war. Many students have enlisted in the fighting services, others are doing equally useful work as designers and draughtsmen on war work; members of the staff are scattered over the world doing their bit, and others are giving part-time instruction in military training. Among the casualties which we notice in one school at rate, are the girl students who have married flying officers. To them, I am sure, the profession sends its heartiest good wishes, and hopes that even so brief a period of architectural training will not be without its benign influence on the future domestic architecture of the country.

"Astragal" in The Architects' Journal (London):

"An architect acquaintance of mine was recently appointed to a confidential position, and with suitable diffidence reported for his first day's work. A business-like superior had a few words with him, then led him through several corridors and opened the door of a room.

"The room had no one in it, and was lightly furnished with a large plain desk, two large wastepaper baskets and one chair—on which my friend was invited to sit. The superior then vanished.

"After a quarter of an hour the architect's eye wandered to the nearest wastepaper basket, which appeared to have a label attached to it on one side. A prod with his foot turned it round and displayed the legend: CONFIDENTIAL RUBBISH.

"After a few minutes more, the other wastepaper basket seemed due for examination; it also was discovered to bear a label and was revolved for inspection. The second inscription read: SECRET WASTE."

INDUSTRIAL DESIGN AS APPLIED TO THE FIREPLACE

By KENNETH NOXON

THE open fireplace has always commanded a place of importance in Canadian living. From the days when it was used for cooking in the basement kitchen to its use in the modern super-heated drawing room of to-day it has always been the centre of attraction and a gathering place for the family. The open fireplace has successfully resisted any trend to mechanize its working. In fact, one of its main charms lies in its primitive roots. The idea of an open fire would be ruined if it depended upon an electric fan controlled by wires attached to a little black box on the wall to make it burn. It does not have squirts of water injected into its flame to make its heat damp and it does not nor ever will have, without losing its reason for existence, a spiral feed to supply its fuel. Its very freedom from these gadgets, useful when applied to other types of equipment, is its charm.

In designing, or rather re-designing fireplace equipment this extreme simplicity of function has been a guiding factor. The equipment that is described and illustrated here is designed to permit a cheerful easy-burning fire of either coal or wood to be re-fueled and tended as simply as possible and to be screened in such a way as to ensure safety of property without interfering with the view or warmth of the fire itself.

The primary necessity of an open fireplace is to have a grate to hold the fuel. In the case of a country fireplace where large logs are to be burned, the use of andirons with decorative fronts (if they are not so high that they interfere with refueling) is still legitimate. But in the case of the city fireplace which uses cordwood cut into 16" lengths, as well as coal, a grate becomes a necessity and andirons become merely decorative. A description of the grate shown here will illustrate some of the various factors that enter into its design. This grate has a new form which has arisen entirely from the function that it performs. In size it is 24" wide and 14" deep, which fits about 75% of the fireplaces now built. It has a shallow cradle-like burning surface of segmental shaped section which permits the fuel to roll towards the centre as it is consumed. This ensures complete combustion of all fuel. The cradle is set upon two independent feet which have lugs extending through the bars of the cradle which hold the arm-pieces of the grate. These latter are removed when the grate is used for burning wood logs and are set in place for use with coal. An advantage of this particular grate is that the feet can be placed any desired distance apart which allows the arms to be inserted at any desired width. This is particularly useful when burning coal, as a very small coal fire can be burned in the same grate that will accommodate the largest logs. Any person who has observed last night's coal fire still burning the next morning, will realize the advantage of being able to have a small coal fire when it is required. Another feature of this grate, from the point of view of industrial design, is that the parts have been designed to nest for packing. Also, on account of the fact that there are no screws used in its assembly, the parts can be shipped as loose castings which means a large saving in shipping costs of an essentially heavy product. From the designers' point of view it is also a very practical advantage that

there are patentable features in connection with the design of the grate which permits some measure of protection for his work.

Once the fire is burning, it becomes necessary to screen it for protection. For screening the flat type of screen has almost entirely displaced the bulging or folding types. The reason for this is that the flat screen, made just larger than the size of the opening, is the smallest screen that will give absolute protection and completely seal up the opening. As the chief function of the firescreen is safety, any method of screening that does not do this has to be discarded. The high flying spark is the only one that can travel far enough to do very much damage and its path is entirely left open by the folding screen.

The simplest and most practical type of flat screen is one with simple metal frame with inconspicuous feet and handles. There are interesting variations such as the curtain firescreen, which is made of spiral mesh fabric and which is drawn on a rod like a curtain. This type has the advantage of being very convenient to use as it occupies little space when drawn back from the fire. The rod holding the screen can be incorporated with a metal angle frame that goes around the entire opening. This gives a neat, finished effect to the fireplace opening and the rod holding the screen does not show. Another advantage of this type of curtain firescreen is that it can be fastened in place by merely spreading furnace cement on the back of the side angles and press into place. This eliminates the need of making holes in the fireplace surround or jambs. One disadvantage of the curtain screen is that it offers no resistance to a log falling from the fire on to the hearth.

Another variation of the flat screen is the glass screen. These are made of heat-resisting glass. They give a perfect view of the fire and their apparent fault of lack of heat transmission has turned out to be one of their assets. The reason being that this type of screen is most frequently used in rooms which are used for entertaining where a cheerful fire is wanted without the added heat.

Roll types of screens are also sometimes used. These are similar to roll screens used for screening windows. They are not satisfactory for installation in an existing fireplace as some provision has to be made to take the box which holds the rolled up screen. Also their mechanism is a little delicate for such a close exposure to the fire and they are expensive and difficult to repair.

Having now got the fire properly burning and safely screened, it must be tended. Most of the firetools on the Canadian market have been religiously copied from those which were produced in such profusion during the prosperous Victorian era in England. It would be hard to believe that any manufacturer of these tools ever used one of his own sets in his own home. These tools are not only designed for English conditions but they are also extremely badly designed.

The first important factor of firetools is size. To tend a large fire in a country fireplace with an 18" firetool is similar to using an eggspoon to paddle a canoe. The large log fire requires firetools at least 48" long. The log roller should have three prongs to give it width enough to balance a log when

adjusting the fire and should have a hook for drawing logs forward from the back of the fireplace. For a wood fire a good companion to the log roller is a shovel.

For the city fireplace a pair of tongs is probably the most useful single tool. These should be operated with one hand as it is then possible to put fuel on the fire by only tipping the flat screen forward rather than lifting it off and placing on the carpet as is necessary if both hands are required to use the tongs. These tongs when made of a wrought material can have a positive grip that will not slip and can be used for poking the fire without fear of breakage. A set of functional tools for a medium-sized fireplace are illustrated. The poker has three prongs for use with a wood fire and the central prong is made heavy enough to act as a poker to break up coal. The brush is long and narrow, giving it a large effective surface without bulk. It is attached to the handle by means of a swivel so that it is constantly level with the surface to which it is applied. The swivel also allows the brush to be used under and around the grate without having to move the latter. The shovel is of entirely unconventional shape which arises from the almost universal use of ash dumps. The shovel is made to facilitate getting the ashes down the dump and it also permits all corners of the fireplace to be cleaned out. The tongs are the type which can be used with one hand, as already described.

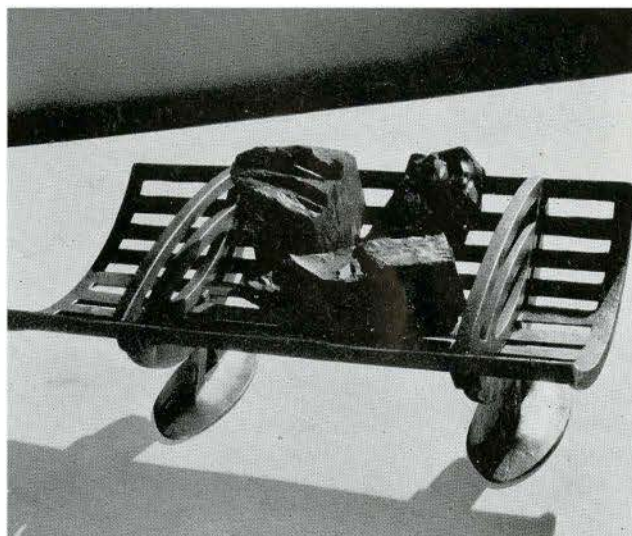
Firetools should be of proper size, designed for the type of fire which is to be burned and should be as few as possible.

An interesting development of the all-carpeted room is the carpet hearth curb. This is a simple band of metal that covers the edge of the carpet around the hearth to prevent fraying. It also comes down to make a tight joint against the surface of the hearth. The curb is only $\frac{1}{2}$ " high, but this is quite sufficient to prevent the ashes from spreading from the hearth to the floor and at the same time is low enough to be walked upon, which means that the hearth space is not cut off from the useful floor space of the room. Toolholders on the returns of these curbs make a convenient and attractive way in which to hold a pair of firetools.

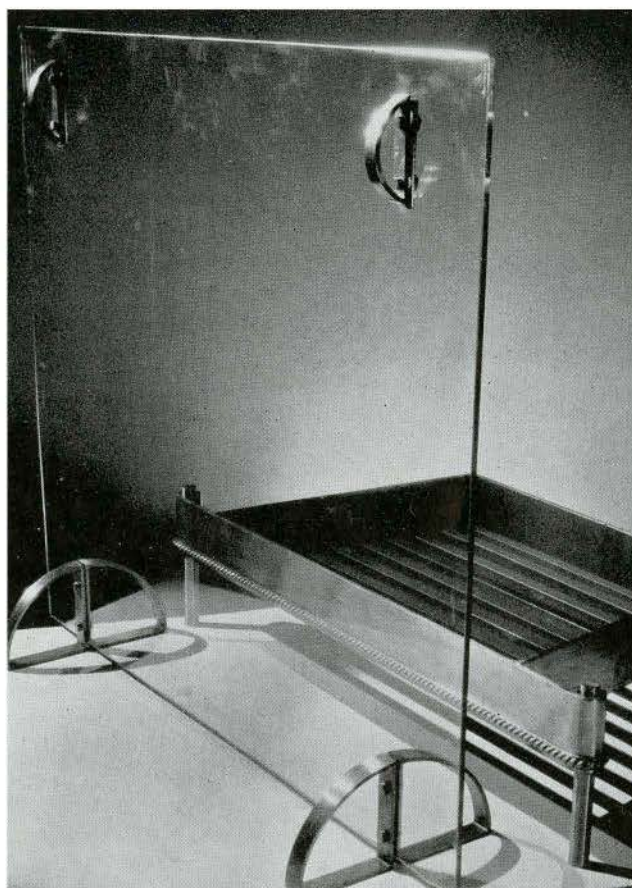
Fireplaces, often because of their design and quite frequently regardless of their design, have a tendency to smoke. The use of a hood immediately suggests itself. If a hood is really required, and it can be very easily ascertained by trying a piece of wood in the opening first, then the use of heat-resisting glass for the hood is the best solution to the problem. The advantage of the glass hood, which is set in an angle frame cemented to the fireplace opening, is that it affords a clear view of the fire and at the same time effectively cuts down the area of the opening. This latter is of the utmost importance as the cause of smoking may usually be attributed to the ratio of the area of the fireplace opening to the area of the flue being too great. The usual type of metal hood projecting out at an angle from the fireplace cuts off the view of the fire and does not cut down the area of the opening.

In conclusion, it might be stated that the field of industrial design has reached the fireplace, not to rob it of its primitive, simple appeal by means of introducing mechanical gadgets, but merely by simplifying and cutting out useless equipment. The object has been to make the fire more cheerful, easier to tend, perfectly safe, and more pleasant to look at.

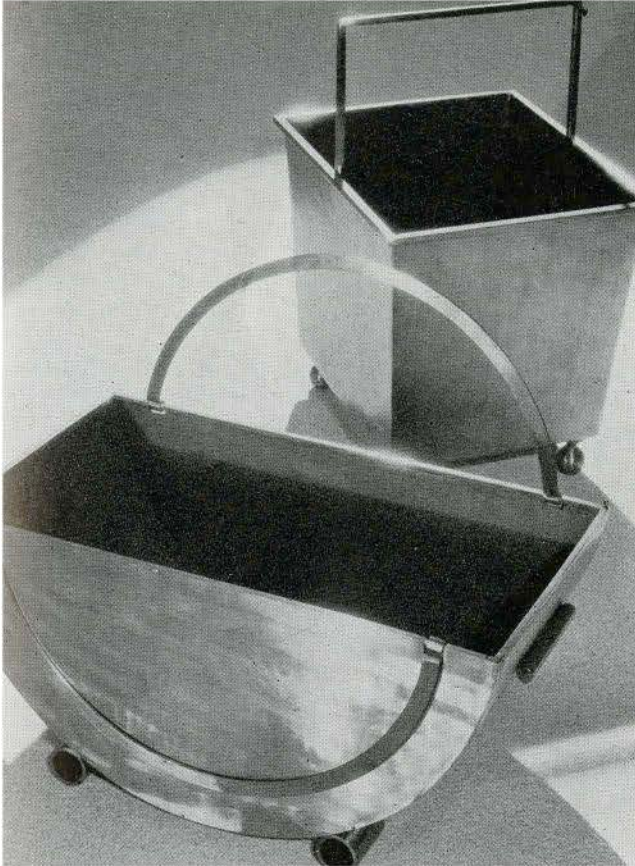
*All designs are entirely the original work of the designer.
Photos, Ronny Jaques*



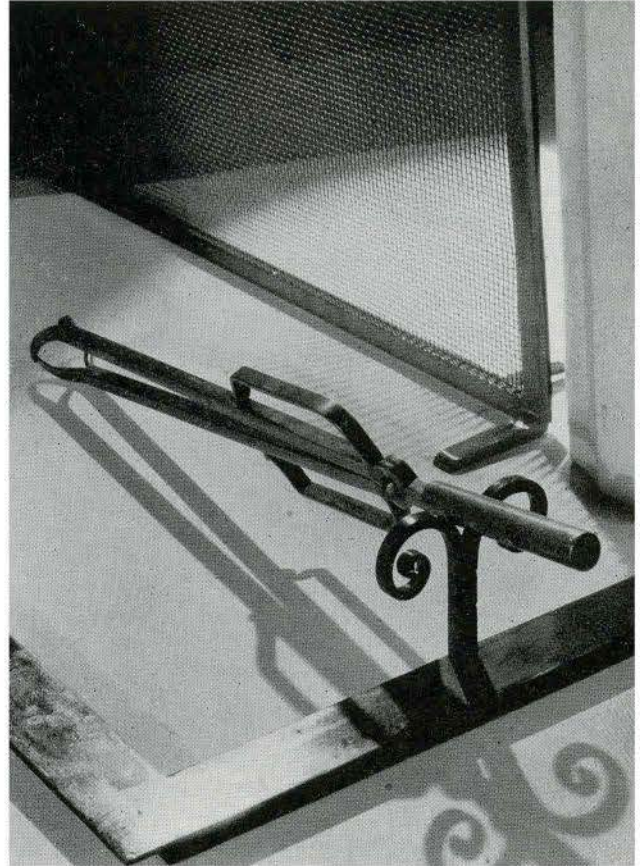
A new form of firegrate having the advantage of being able to be used to make a very large wood fire or a very small coal fire.



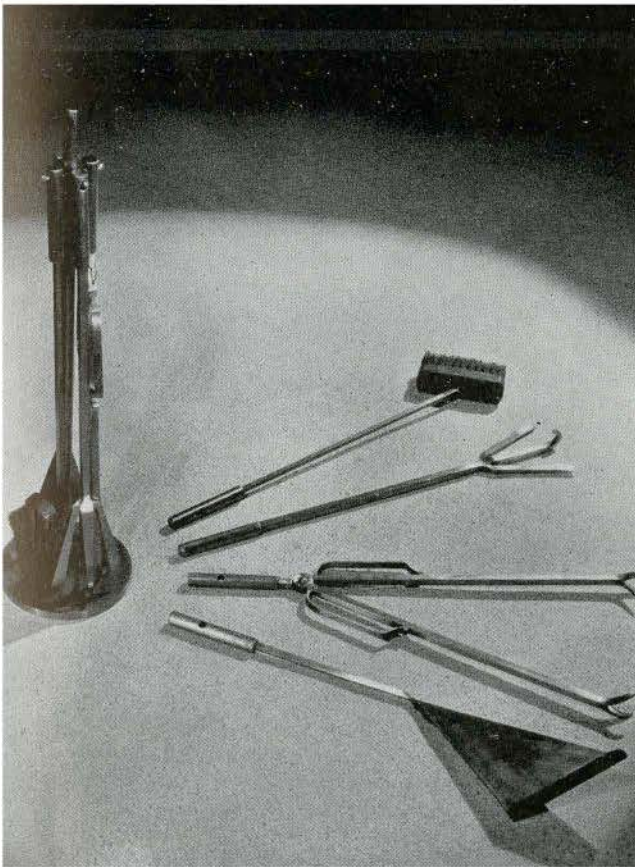
The glass screen and a modern combination firegrate.



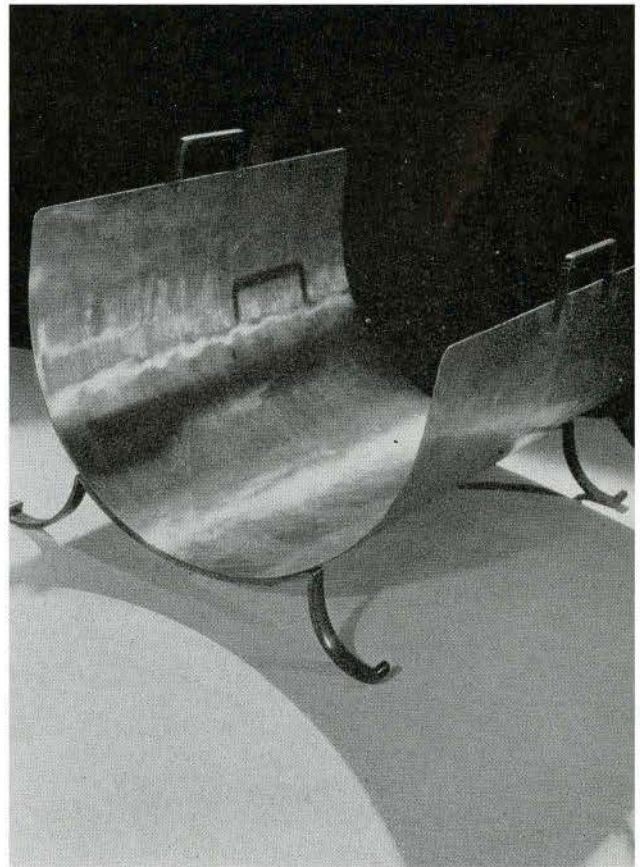
Two different styles of coal buckets. Note the use of handles to create the design pattern, also that the shape allows all coal to be tipped out.



Showing the detail of a simple flat screen, carpet curb with toolholders and a modern pair of tongs.



A modern set of functional firetools.



A modern woodholder.

PLANNING NEIGHBOURHOODS FOR SMALL HOUSES

(Continued from June, 1940)

(3) *The character of the land improvements.*—Inasmuch as the cost of street and walk pavements, sewer and water lines, varies with the length of lot frontage, these costs have a direct bearing upon the amount of land which may be allocated to a family. It follows that unless these costs, both as to initial installations and subsequent maintenance are kept low, the size of lot possible for low priced homes must be kept small. Fortunately, decrease in population density per acre and good planning both permit simplification of improvements, lighter and narrower pavements, omission of walks, lesser diameter of sewer, etc., so that with an exercise of good judgment large lots with appropriate improvements may be produced for persons of modest means.

(4) *The character of the land.*—Where lots are difficult and expensive to grade, lot areas may have to be reduced to keep such lots within a reasonable price. The selection of such land for low priced subdivisions should, however, be generally avoided unless a restrictive geographical situation forces its use. A poor soil will make inadvisable large tracts for garden use. A heavily wooded site may produce a greater degree of privacy on smaller lots than would be possible in open land.

(5) *The desires of the people.*—The developer must produce, so far as it is possible for him to judge, what people want, not what he may think people want. A class of people, among whom small families and long working hours are customary would be burdened with large garden tracts, with a resulting deterioration in the appearance of the area. On the other hand, persons with limited working hours may prefer such tracts for the enjoyment and profit they may yield. Families liking a high degree of community association may prefer group houses. Those desiring a greater privacy will require a more open type of development. This factor of appeal to a large buying or renting group must be carefully studied by the developer.

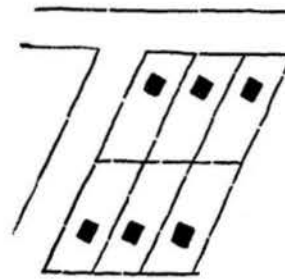
(6) *Type and Character of Housing.*—Whether the land is to be improved with detached, semi-detached, or row houses will have a very definite bearing upon the determination of the size of the lots. The availability and need for recreational facilities and the type and character of the proposed occupants will in turn react upon the type of housing and, therefore, the lot sizes.

SHAPE OF LOTS

The customary shape of a town lot is long and narrow, a shape no doubt originally established because of the desirability of keeping stables and other outbuildings as far from the residence as possible. With the now almost universal use of plumbing and the replacement of the horse by the motor car, this necessity no longer dictates the lot shape. The custom nevertheless persists, increasing land density and forcing more durable and expensive street improvements, which in turn provide a new argument for the narrow frontage.

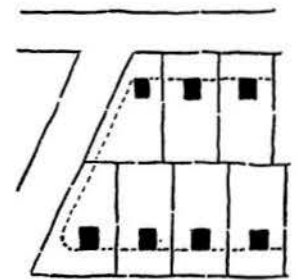
Narrow lots limit the open space around the house and force the construction of long, narrow homes which must obtain their light and air from the front and rear, and which frequently contain a series of dark, unhealthy rooms in between. Excessively deep lots in urban areas encourage the construction of a second house in the rear. The alley dwellings in many of our large cities, with their undesirable social consequences, are examples of this condition.

The tendency to decrease the depth and widen the frontage of lots is one which, generally speaking, should be encouraged. The wide frontage lot permits the placing of a



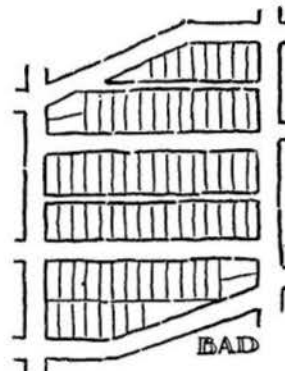
BAD

Narrow corner lots with lot lines forming bad angles with the streets causing a saw-toothed building line with houses placed in bad relation to each other and to the street.



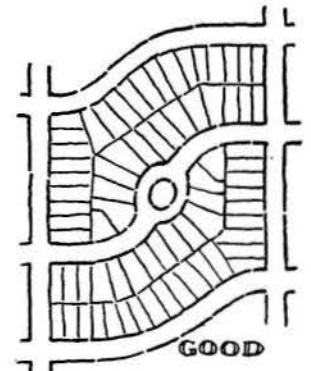
GOOD

Corner lots of generous size, lot lines at right angles to the street, permitting a regular building line with houses placed in good relation to each other and to the street.



BAD

Streets do not meet at intersections. Unnecessary streets and alleys create traffic hazards and increase construction cost.



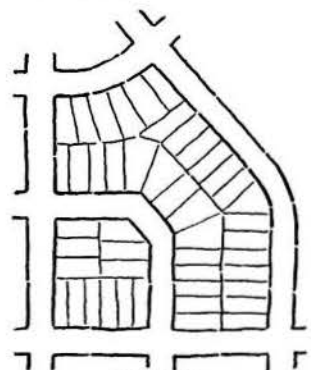
GOOD

Street intersections meet with no jogs. Wasteful, pointed lots are eliminated and streets cross at right angles.



BAD

Lots smaller than necessary. Some lots poorly shaped. Street intersection very inconvenient.



GOOD

Large and better shaped lots with bad street intersection avoided.

garage adjacent to the dwelling (with an increase in convenience and saving in driveway costs). It allows a maximum of light and air on all sides of the dwelling and uses the available area to the best advantage in providing a setting for the dwelling.

Lots for detached dwellings should not be much, if any, less than 50 feet wide and their area should not be less than 5,000 or 6,000 square feet. Lot widths and areas for semi-detached and attached dwellings may reasonably be diminished, particularly where open areas are provided for park and recreational use. For the average residential subdivision the econ-

omical lot depth will vary between 100 and 150 feet, but should ordinarily not exceed the latter figure.

In increasing lot widths the cost of suitable utilities must, however, not be neglected, so that reasonable relationship between the total cost of the improved land and of the dwelling may be maintained. In order to make wide lots possible for low priced homes, therefore, advantage must be taken of the simplification of land improvements which low density makes possible. Thus, in areas of garden homes, frontage of 100 feet wide and wider may be possible. The increase in size necessary for garden plots to allow ample planting space frequently leads to depths so great that the development becomes merely a ribbon along a main highway. This type of subdividing should be avoided. Whenever possible the depth of such plots should not exceed 300 feet. Such a maximum still permits the development of a neighbourhood plan, at the same time permitting future re-subdivision into 125 foot lots by cutting new streets at the rear of the lots in the rare case where the growth of the community may require it.

LOT LINES

Side lot lines should be either at right angles or radial to the street lines. If these lot lines are not laid out at right angles, a uniform building line along the street is impossible, and an ugly saw-tooth effect is the result. Careful planning of the rear lot lines will also avoid the long unusable slivers and awkward angles that are so frequently found in subdivision plans. The advantage of such a study of rear lot lines becomes apparent when it is necessary to run utilities such as electricity and telephone along rear easements.

ALLEYS AND REAR EASEMENTS

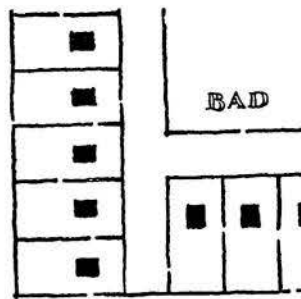
Where lots are 40 feet or less in width or where it is necessary to serve apartments or stores, alleys will be found advisable. They should not be less than 16 feet in width and should not exceed 20 feet. The tendency to the wider and comparatively shallow lot, however, eliminates the necessity for an alley. Such elimination is to be recommended wherever possible as saving a substantial initial installation cost and removing a problem in community maintenance. When no alleys are provided, an easement from 5 to 10 feet wide may be reserved along the rear line of each lot, making the total easement 10 to 20 feet, for the use of public utilities, poles, conduits, and in the case of the wider easement, alleys.

STREETS, WALKS, AND PAVEMENT WIDTHS

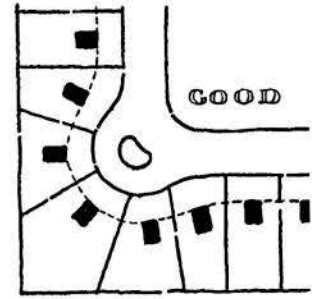
The width of the land taken for streets, walks, and pavements should be suited to the volume and character of the expected traffic. No through street should be less than 50 feet in width. However, a width of 30 feet for culs-de-sac serving a limited number of homes will usually be sufficient, with pavement widths as narrow as 18 feet.

Paving for minor streets bearing purely local traffic need be only wide enough for the comfortable passage of two lines of cars. Under such conditions, graded shoulders may provide for street parking, and curbs, and sometimes even walks, may be omitted. However, where the lots are small and the family density per acre correspondingly great, traffic needs will usually be increased to a point where pavements of greater width are required and walks will be necessary for the safety of pedestrians.

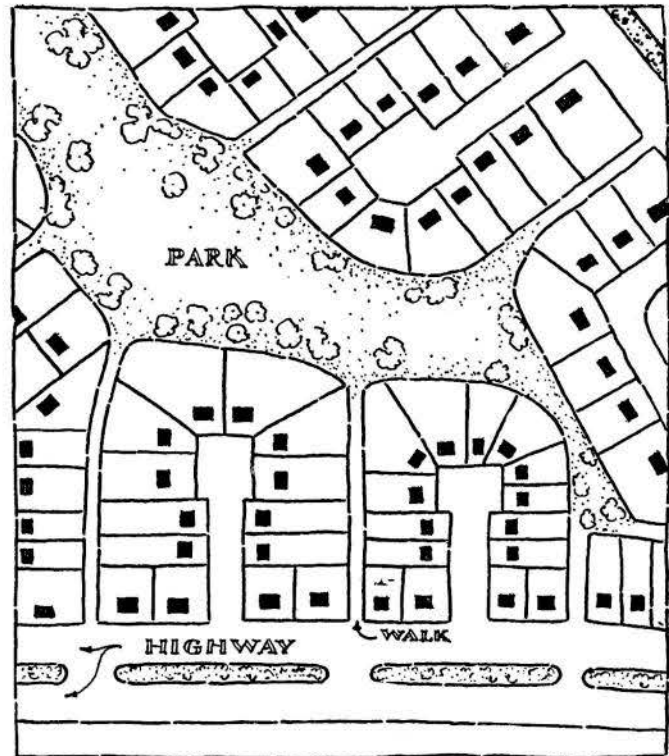
A good standard for paving widths is an allowance of 9 or 10 feet for each lane of moving vehicles and 7 or 8 feet for each parallel parking lane. On main thoroughfares it is frequently desirable to pave only a narrow width sufficient for present traffic and to plant the trees in the location they are to occupy when the paving is eventually widened. This eliminates the cost of unnecessary construction and provides assurance that the pavement may be widened without damage to the trees. Walks 4 feet to 5 feet in width are sufficient



This sketch indicates the treatment of a corner of a subdivision with the street dead-ended against a property line. There is an excessive area in streets. The lots and the houses are grouped in poor relation to one another.



This sketch indicates the treatment of the same corner so that there is no traffic dead end and the maximum area is in lots and the minimum area in streets, with houses attractively grouped in relation to one another.



The Radburn type plan showing a series of culs-de-sac grouped in a superblock around a central park. The traffic highways border the superblock. The houses face the front yards and parks rather than the streets. The cul-de-sac roadways are service drives and give access to the rear of the houses. Traffic passes by rather than among the houses.

for minor residential streets. On a main thoroughfare a greater width is usually desirable.

PARKS AND PLAYGROUNDS

It is usually good business for the subdivider to set aside areas for permanent open spaces. The rugged areas or a particularly good piece of timber adapt themselves to such purposes. Such areas will often be expensive to prepare for residential use, especially in a development of small home sites and it will be found that their best use, both from the standpoint of cost and of increasing the desirability of the development, will be to dedicate them for public parks. Home sites surrounding such areas are always in demand. Carefully kept records by large real estate operators show that such open spaces are excellent investments.

When a large acreage is plotted, consideration should be given to school sites. These should be generous enough in size not only to give adequate space for the school, but also to provide for the recreational needs of a large portion of the

students. The need of shaded breathing places is clearly demonstrated by the popularity of the small residential parks during hot periods, when they prove an absolute necessity to the welfare of both adults and children. Many cities require a certain percentage of each subdivision to be set aside for such purposes. The mounting death toll of children killed in traffic accidents is another factor that makes a development in which safe playgrounds are provided for children, a popular one.

LANDSCAPE PLANTING OF SUBDIVISIONS

As soon as permanent grades have been established along the streets and front portions of the residential lots, trees should be planted in the spring or fall of the year. Only permanent trees such as Red Oak, Pin Oak, Hard Maple, American and English Elm, Sycamore, or American and European Linden should be planted.⁴ These trees should be planted about forty feet apart on either side of the street, either half-way between the sidewalk and curb or about four feet inside of the sidewalk. The latter is suggested so that when the trees reach maturity, the roots will not interfere with the sidewalk.

When space is adequate, a grouping of trees along the street is effective. For example, groups of three or five Sycamores planted at intervals along the street make a very impressive avenue. At certain street intersections or in other locations along the avenue, low shrubs may be planted. These should be of a type that will give winter as well as summer effects obtained by berries that remain through the winter or coloring of twigs that brighten the landscape. Such shrubs are Snowberry, Rosa Rugosa, Prairie Rose, Japanese Barberry, Regal Privet, Hawthorn, and many others. These plantings should never be allowed to grow high enough to obstruct the view of moving motors along the street.

Hedges or other plantings on the front lawns should be so arranged as to give adequate setting to the residences but not grow to such an extent as to smother the dwelling in plantings. The yards should be kept free from excessive plantings in order to give a more pleasing landscape effect along the avenue.

To procure the best results in the landscape treatment of a subdivision, the services of a competent landscape architect should be secured. The attractive landscape effect obtained throughout the project will more than compensate for the cost of such services.

COMMERCIAL AREAS

The determination of the amount of land to be allotted for commercial uses, its location, its control, its development and its relation to the residential areas involve considerations which rarely have been given the attention they deserve. Segregation of these areas is essential to the preservation of values in residential areas. Limitation of the amount of the commercial use is essential to the preservation of values in commercial areas.

In neighbourhoods planned for higher priced homes where shopping is done by car or telephone or dependence placed on delivery service, it is possible to omit local shopping facilities and to rely on distant commercial centres. In areas planned for low priced homes where shopping is done on foot and carried home, neighbourhood centres should be provided in closer proximity to the home.

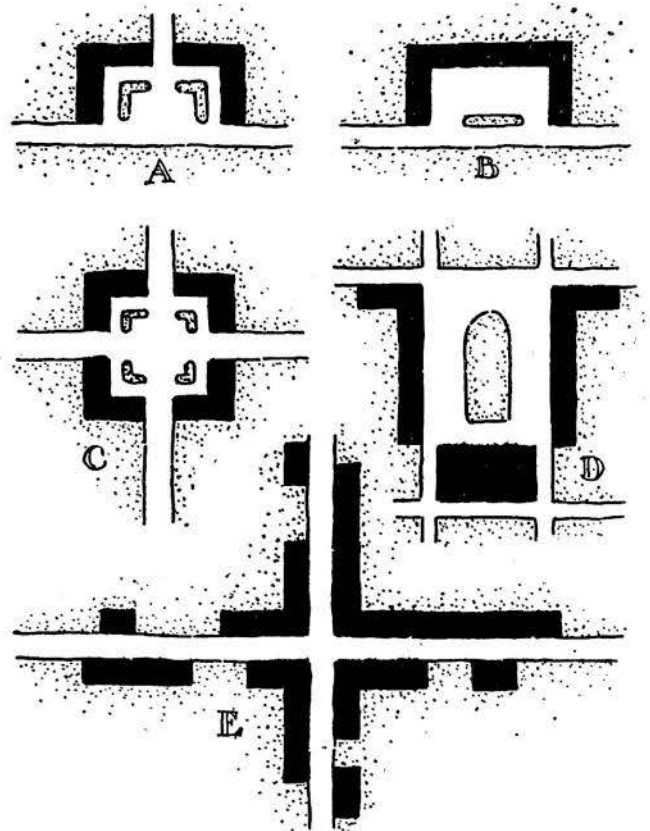
In any case, where the problem of providing for commercial use in connection with a residential community must be faced, the shopping area should be determined carefully in relation to the number of families it must serve. The belief that commercial property is more valuable than residential property leads generally toward a tendency to allocate more

land to this use than is justified. High values are justified only when the income derived by the operation of the stores warrants such values. If more commercial land is created than can be supported by the community, there is a constant threat of ruinous competition affecting land values as well as business income. By restricting the area through deed restrictions or zoning, values may be maintained or enhanced and also the injurious effect upon the residential values is minimized.

The location of a shopping centre should generally be on or just off a main thoroughfare in the line of the greatest pedestrian traffic. A focal point along this line, within easy access of the various sections of the neighbourhood, should be chosen and developed as a unit. It should not be permitted to spread unrestrained along the length of the thoroughfare.

The highway should be widened at the shopping centre to permit adequate automobile parking. It is wise to separate the parking area from the highway by a park strip. Another solution is to develop the shopping centre off the highway so that through traffic is not merged with the local traffic. The use of service alleys for deliveries has definite advantages in the delivery of goods to the shops.

There is a growing appreciation of the need for a definite means of planning and controlling subdividing so as to provide a transition from commercial to residential areas without injuring values. This may frequently be done by the location of community features or multi-family dwellings between these areas.



Sketch E indicates the scattered shoe string manner in which neighbourhood shopping centres spring up along the length of highways due to improper zoning and deed restrictions. A much greater area is allocated to stores than the community can support. No parking facilities are provided. The traffic hazard is great and nearby residential values are adversely affected. The sketches A, B, C, and D indicate how proper zoning and deed restrictions and careful planning provide for shopping centres at important intersections and at suitable intervals along the highway. All of these shopping centres can be developed with architectural control, parking facilities for customers, and with the assurance that there will be a sufficiently large area from which to draw business. Store centres of this kind do not adversely affect nearby residential values. Plan B placed midway in the block eliminates traffic dangers.

⁴ In some communities the type of street planting permitted is controlled by ordinance.

PART IV
TYPES OF NEIGHBOURHOODS

The emphasis throughout this bulletin has been upon the subdivision as a *neighbourhood*. Every new development should have some special quality which will readily identify it as a neighbourhood or associate it with the distinctive character of a large section of the community.

The importance of distinctive neighbourhood qualities lies not only in the initial appeal which is so vital a factor in marketing the development, nor in the increased security which derives from the safeguards created by careful planning, but also in the psychological reaction of the people who adopt the area for their homes. Where a neighbourhood can be identified and comprehended as such, the feeling of pride and responsibility which the owner has in his own parcel, tends to be extended to the neighbourhood as a whole. A sense of community responsibility and a community spirit thus develop, which acts as a stabilizing and sustaining influence in the maintenance of realty values.

This larger interest cannot develop where no neighbourhood identity exists. Developments which consist of no more than additional blocks in an already monotonous accumulation of blocks, or properties which are strung out as ribbon developments along main thoroughfares cannot provide this greatest of all safeguards. Subdivision of these latter types can bring neither a sustained market to the developer or stable values to the purchaser and are, therefore, to be discouraged.

Inasmuch as this bulletin is not concerned with multi-family properties, the types of neighbourhood here considered are limited to those in which the separate properties are capable of being rented or sold to individual families. These types fall into three general categories: (1) Grouped, or attached housing; (2) detached single family dwellings; (3) garden homesteads.

GROUPED OR ATTACHED HOUSING

Although in many cities serious housing and real estate problems may be directly attributed to badly planned row houses, the attached house as a type is not necessarily to be condemned. On the contrary, in areas where land is expensive, where building costs are high, and where people do not require large lots, this type offers one of the best solutions of low cost housing.

In developing neighbourhoods of such housing successfully, several considerations should be followed:

(1) The houses should be in groups rather than in rows. Units of more than six or eight houses are to be avoided. This limitation encourages a lower density of coverage and permits a more attractive architectural treatment, a greater variety in plan, and an appeal to a broader market. If the rows are interspersed with semi-attached houses or, on exceptional sites, with single family houses, and if the set-backs of the houses are, within reason, varied, the monotony frequently attending such developments will be avoided. This is possible with good planning and control. Such means of avoiding monotony are not only more satisfying but more economical than the use of extravagant variation in architectural detail.

(2) Deed restrictions should be carefully drawn and an adequate means for their enforcement provided. Where grouped dwellings, fall into separate ownerships, the proximity of the dwellings makes values particularly sensitive to the maintenance of the neighbourhood as a whole.

(3) Open spaces for public use should either be available or provided by the developer. The high population density created by this type of dwelling intensifies the need for ample play spaces for children, and their lack may seriously affect the appeal of the neighbourhood.

Conversely, the reduction in the size of the lot made possible by group dwellings, permits the development of open spaces for recreational purposes.

(4) The dwelling should be planned so as to assure both privacy and ample light and ventilation. Houses should be not more than two rooms deep. Porches should not directly look into other porches. Rear yards should be screened by shrubbery.

DETACHED HOUSING

The detached single family dwelling is, and promises to remain, in most communities, the most popular type of dwelling; and neighbourhoods of such houses are likely to have the widest appeal of any type, especially where individual sale, rather than rental, is contemplated. Where land costs permit, this type of dwelling, due to the economy of its construction, is especially adapted to the average family of modest means.

(1) Lot areas should be sized and shaped particularly to assure privacy, pleasant outlook and attractive setting for the houses. Ordinarily the amount of land need not be over 5,000 or 6,000 square feet. Gardening will be incidental.

(2) Houses should be so designed as to be in harmony with other houses in the neighbourhood. Both monotony and excessive variety of architectural effect should be avoided. When a developer uses only a limited number of house plans, variety and interest may be secured by sometimes having the end elevation and sometimes the side elevation toward the street, by the placement of the garages and by varying the setback line and the planting so that interesting groupings are secured.

(3) There is considerable difference in the housing needs of families in the same general income group and the types of homes offered in any development should not be in too narrow a range either in size or design.

(4) In larger subdivisions it is frequently desirable to plan and restrict the property so that several different types of neighbourhoods are created with a fairly wide divergence in lot sizes and house costs. Careful studies must be made concerning the most suitable areas to which to allocate each housing use.

GARDEN HOMES

The demand for homes built at a low cost on a plot of one-half acre or more which will permit part time gardening is an outgrowth of the present industrial situation. The dispersion of industry into the outlying areas about our metropolitan centres, the growth and the use of the automobile, improved highways, and the reduction in the number of hours per week for labor have made this type of development much more feasible than in the past.

This garden home, however, presents grave problems, although, when well planned and located, it offers particular advantages to families of modest means to live under more favorable circumstances than is possible in the congested areas of cities where it is difficult to find decent and attractive homes at a rental or sales price within the purchasing power of persons in these income brackets.

In order that garden homes may be developed to provide reasonable assurance that values will be preserved over a period of years, the following factors should be present:

(1) A community should be developed. Isolated plots developed along main thoroughfares, subjected to the hazards of heavy traffic and without adequate protection from adverse influences, will rarely maintain their values as residential properties.

(2) The land must be inexpensive enough to permit developing the size of plot at a price within the means of the prospective owners, and have soil characteristics which will permit intensive cultivation for gardens, orchards, and related

farm uses such as poultry raising, which are adaptable to part time work in the raising of produce largely for family use rather than for sale.

(3) An adequate and pure water supply must be available preferably from a public source, and electricity is desirable. The streets should be adequate to serve the community. Walks and curbs will rarely be found necessary. Sewers are unnecessary where the plots are large and the drainage provided by the soil is good.

(4) It must be so located as to be accessible to well diversified manufacturing and industrial areas capable of providing steady employment even though at reduced hours.

(5) Transportation at a low cost should be available.

(6) Schools, shopping, and recreational centres should be available within the tract or in the immediate vicinity. Some provisions should be provided for marketing any surplus garden produce which may be developed in times of economic stress when the plots will probably be more intensively cultivated.

(7) Low taxes are essential together with the little likelihood that assessments may be levied in the future.

(8) The persons to whom such properties are sold must definitely possess the will and the knowledge to maintain their properties.

(9) A considered control of the use of the land and the future re-subdivision of the plots should be provided or allowed for.

Such properties, except in small communities, will ordinarily lie in the outer border of an urban development. They will not often be within the corporate limits of a town; and it is not essential to a sound enterprise that they lie actually adjacent to a built-up region; the necessity for a suitable soil and other topographical factors may dictate their removal some distance from a distinctly urban area. Garden homes, through offering a source of recreation and of augmented income, make possible in many respects a higher standard of housing for families of limited means than may be furnished under other conditions.

When factors outlined are present to a high degree and the plan of the development has been intelligently handled in relation to the problems presented, these areas should make attractive investments.

APPENDIX A

TYPICAL RESTRICTIVE COVENANTS

The restrictive covenants suggested here are considered a minimum necessary for the protection of a residential development. Frequently, however, due to local conditions or customs and to special requirements, other restrictions will be found desirable, and these suggested restrictions should be amplified accordingly. It is sometimes found desirable to include a clause limiting the use of the property to the race or nationality for whom the premises are intended. It is not our purpose to establish a standard form of restrictive covenants nor to indicate the exact manner in which they should be drawn. In every case it is desirable to seek competent legal counsel to draft restrictive covenants that will meet the objectives herein outlined and which are adapted to the specific subdivision and comply with local laws and regulations.

SUGGESTED MINIMUM RESTRICTIVE COVENANTS

(1) All lots in the tract shall be known and described as residential lots, except those lots which are specifically ex-

cepted in paragraph (2) below, and no structures shall be erected on any residential building plot other than one detached single-family dwelling not to exceed two stories in height and a one- or two-car garage.

(2) Lots,, are restricted to commercial use for retail merchandising, and no business shall be conducted thereon until it has been approved in writing by the committee referred to in paragraph (7) hereof. However, if such committee is not in existence or fails to approve or disapprove the proposed type of business within days, then such approval will not be required, provided the business is not of an illegal nature nor in violation of paragraph (5) hereof.

(3) No building shall be erected on any residential building plot nearer than feet to nor farther than feet from the front lot line, nor nearer than feet to any side lot line. The side-line restriction shall not apply to a garage located on the rear one-quarter of a lot, except that on corner lots no structure shall be permitted nearer than feet to the side street line.

(4) No residential lot shall be resubdivided into building plots having less than square feet of area or a width of less than feet each, nor shall any building be erected on any residential building plot which has an area of less than square feet or a frontage at the building line of less than feet.

(5) No noxious or offensive trade shall be carried on upon any lot nor shall anything be done thereon which may be or become an annoyance or nuisance to the neighbourhood.

(6) No trailer, basement, tent, shack, garage, barn, or other out-building erected in the tract shall at anytime be used as a residence temporarily or permanently, nor shall any residence of a temporary character be permitted.

(7) No building shall be erected or moved onto any lot until the design and location thereof have been approved in writing by a committee appointed by the subdivider or elected by a majority of the owners of lots in said subdivision. However, in the event that such committee is not in existence or fails to approve or disapprove such design or location within days, then such approval will not be required provided the design and location on the lot conform to and are in harmony with existing structures in the tract. In any case, either with or without the approval of the committee, no dwelling shall be permitted on any lot in the tract whose ground-floor square-foot area is less than square feet in the case of a one-storey structure or less than square feet in the case of a one-and-one-half or two storey structure.

(8) These covenants and restrictions are to run with the land and shall be binding on all the parties and all persons claiming under them until (25 years from date) at which time said covenants and restrictions shall terminate. (However, the covenants and restrictions herein contained, or any portion thereof, may be extended for additional periods of time by making appropriate provisions therefor.)

(9) If the parties hereto, or any of them, or their heirs or assigns, shall violate or attempt to violate any of the covenants or restrictions herein before (25 years from date), it shall be lawful for any other person or persons owning any other lots in said development or subdivision to prosecute any proceedings at law or in equity against the person or persons violating or attempting to violate any such covenant or restriction and either to prevent him or them from so doing or to recover damages or other dues for such violation.

MODEL ZONING CODE

Published by the National Research Council

THE early uncontrolled development of towns and cities throughout the country has led to serious conditions in respect to the future growth and stabilization of municipalities.

Lack of control has permitted the intrusion of business into districts which were essentially residential thus blighting whole areas, stunting their proper development and reducing values generally with consequent reduction in assessments; also business and industrial districts have been developed which are much larger than will probably be required. For these reasons zoning ordinances have been developed in many American cities with the object of protecting existing areas and controlling development so that industrial, business and residential areas may be set up in the proper proportion and controlled to meet the needs of the situation. There is little doubt that every municipality requires zoning regulations to some degree if proper development is to be obtained.

Insofar as Canada is concerned little zoning has been carried out and it is therefore interesting to note that the Committee intrusted with the preparation of the National Building Code has also been responsible for Canada's first Model Zoning Code.

Successful zoning regulations for particular areas must of necessity be based on comprehensive and detailed studies of those areas with respect to existing densities of population, heights of buildings and trend of affairs in the community. The Committee therefore has laid down certain basic fundamentals on which a complete code may be developed for any municipality, after taking into consideration all factors involved. There is no short cut to proper zoning by blindly following a model code, or the work done in another municipality; each area must be considered on its merits and serious consideration given to all details.

Municipal zoning is a term so little used or discussed that the Committee would render valuable instruction to citizens by preparing a brochure on the exact meaning of the term, its application and advantages, together with an outline of progress which has been made in certain other municipalities.

The model code sets up eight basic use districts, four residential and four industrial or business. In most areas it

would appear that three districts of each type would suffice, inasmuch as if fine distinctions are made between areas the effort required to enforce such requirements becomes difficult and contentious. Take, for instance, the distinction between Class "G", light industrial districts, and Class "H", heavy industrial districts, under certain conditions if not more than ten persons are employed the industry is claimed as light industry. Such legislation might lead to much discussion, also it might not permit expansion of small industries. Few municipalities are prepared to make periodic inspection of all buildings to determine their use, hence the necessity of classifications which are reasonably broad in their application.

The introduction of the automobile trailer has in the past few years developed a new type of abode which without regulation may prove detrimental to urban as well as suburban communities and it is to be regretted that the model code does not mention this item.

The occupation of trailers as permanent living quarters may create problems for municipalities which will require the most careful consideration from many different view points.

The writer questions the desirability of prohibiting row houses under certain conditions. When reasonable yard spaces and street widths are provided, houses which occupy the full width of the lots on which they stand have particular advantages in respect to front and rear lighting and cross ventilation, and unless side yards can be made of such width as will at least permit the passage of a motor car the value of such space is doubtful.

In order that any municipality may legally enact by-laws in respect to zoning, provincial legislation is required and it is of importance that any committee preparing zoning regulations should thoroughly investigate the permissive legislation as to scope and the limitations imposed.

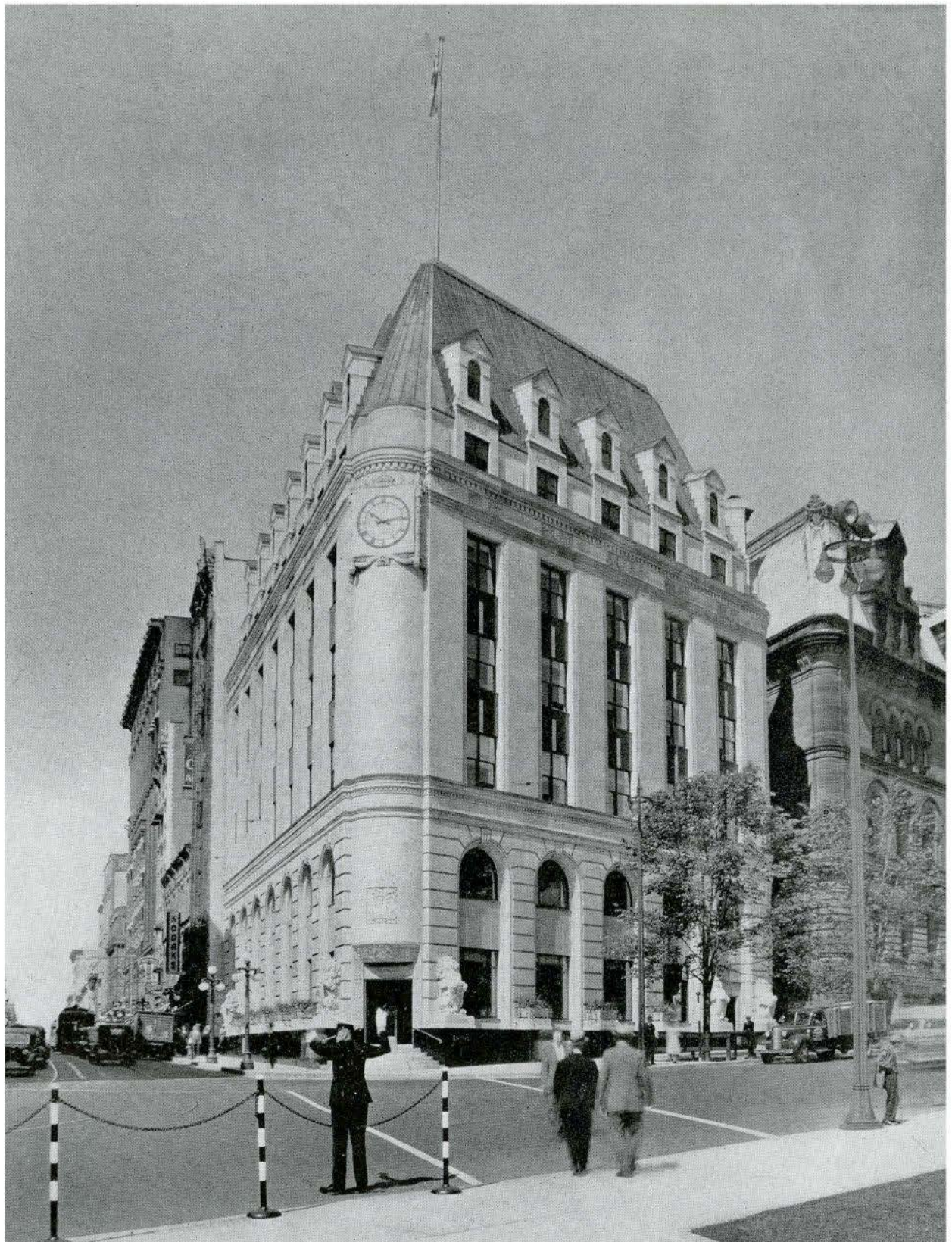
The National Research Council Committee in the promulgation of this code has presented a basis for the intelligent approach to urban zoning in Canadian municipalities, and the Committee is to be complimented for its splendid effort.

—K. S. Gillies.

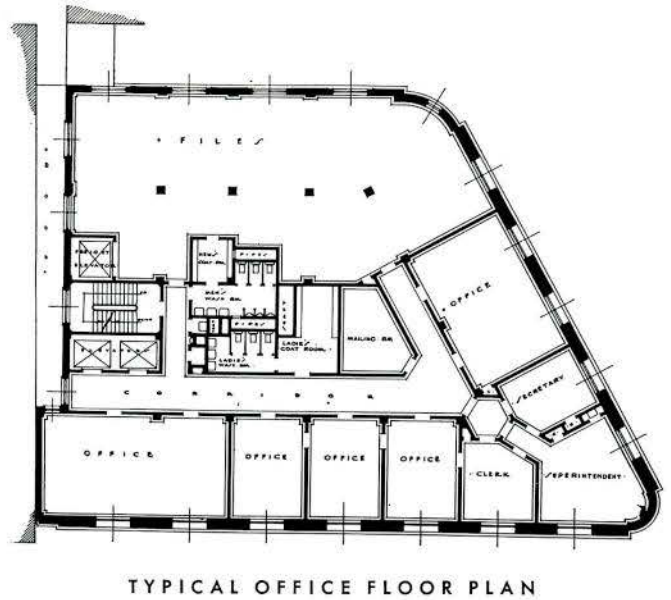
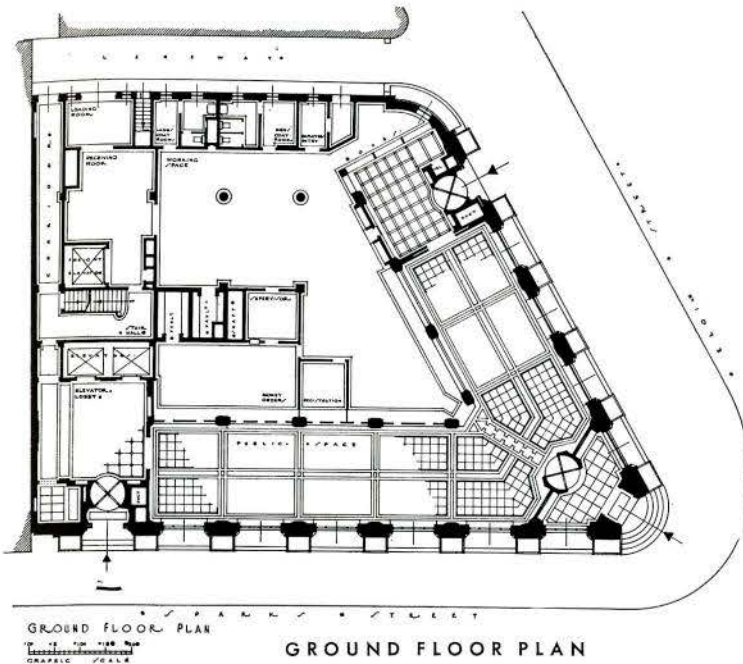
NOTICE

With regard to the questionnaire re evacuated children forwarded to members in the July issue of the Journal, the Executive Committee of the Council wish to point out that there is no obligation attached to the filling out and returning of these questionnaires; it is the desire of the Committee merely to have on file some source of information for future reference and we would appreciate very much your co-operation in returning these forms as soon as possible.

The Secretary, 74 King Street East, Toronto, Ontario.



POST OFFICE, OTTAWA, ONTARIO
W. E. NOFFKE, ARCHITECT



NOTES ON MATERIALS AND EQUIPMENT, POST OFFICE, OTTAWA, ONTARIO

OUTSIDE walls are faced with Queenston limestone, with a base of black polished silver granite, and the roof is copper, chemically treated, to take a light green colour. Polished black granite is used for spandrels between windows.

The floors, walls, columns and pilasters of the Public Space are marble. The floor marble is cream and sienna coloured, forming a pattern with a border of silvertone black marble. The walls from floor to ceiling are faced with polished buff coloured marble with pilasters and columns of polished silvertone black.

The ceilings are acoustically treated and have ornamental plaster cornices. The indirect lighting forms a part of the ceiling design. Daylight is admitted through large bronze windows equipped with Thermo-sash double glazing. The sills of the windows are marble extended to form writing space for the public. Stamps, money orders, etc., are received over marble counters with nickel silver wickets. Lighted directional signs indicate the different departments. The space behind the counters or staff working space is acoustically treated and provided with vaults and rest rooms.

The elevator lobby on the ground floor is directly accessible through the Sparks Street entrance revolving door, or through the main public space. The lobby itself is indirectly lighted and has black polished silvertone marble walls, and a cream and sienna marble floor. The elevator doors are nickel silver of modern design and are surmounted by floor indicator dials. Nickel silver grilles over heating units help to balance the room. The vertical joints in the lobby marble walls have nickel silver inserts accentuating the joints. On the west wall of the lobby is a black marble panel with the names of those who took part in the conceiving and building of the structure.

The stair hall is reached through the elevator lobby and a generous stair is provided from the ground floor to the roof and also down to basement. The stair itself is entirely built of reinforced concrete. The finish is terrazzo, coloured gray for the stairs and buff for the dado. The stair balustrade is continuous from ground floor to top consisting of flat, nickel silver bars, running parallel, and surmounted with a wood

handrail. The newel post at ground floor is tubular glass, illuminated.

The principal vertical transportation systems are the new modern, high-speed, automatic elevators. These are the latest and most modern of their kind manufactured. The cars are handsomely panelled with walnut finish, indirectly lighted, ventilated, and the operating system is reduced to a push-button control. When the car arrives at a selected floor it levels itself and the doors open automatically—a characteristic is the apparent lack of motion while in operation.

Each of the floors above the ground floor has been laid out according to requirements of the Post Office Department, and consists of air-conditioned, well lighted offices with acoustically treated stenographers' rooms. Each of the floors is equipped with ladies' and gentlemen's coat rooms and rest rooms, the latter having the latest type of plumbing fixtures, and tiled floors and walls.

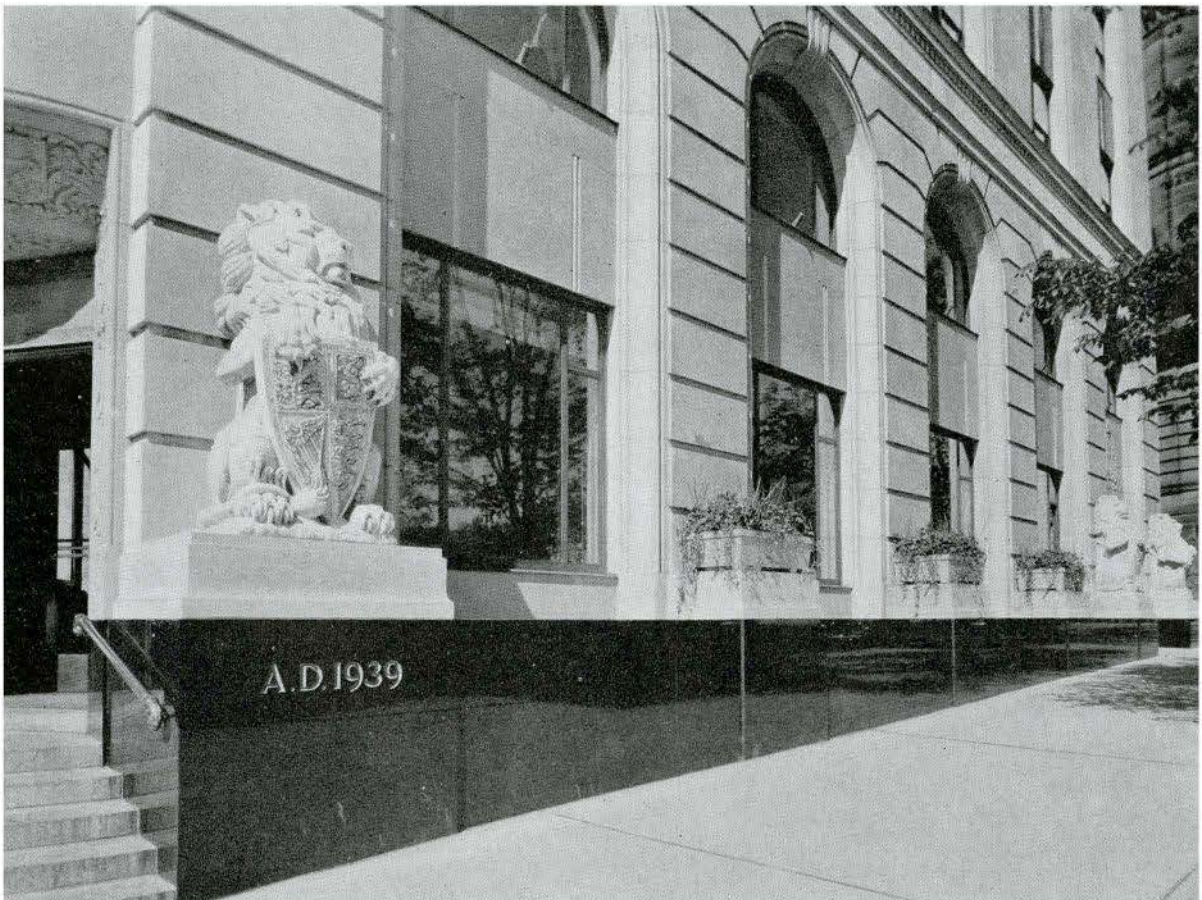
The corridors giving access to the different offices on each floor have terrazzo floors and marble dados. The floors of all the offices are $\frac{1}{4}$ " Battleship linoleum. The door frames are steel type with wood slab doors to all offices and metal doors to exits.

The top floor is top lighted through skylights and will be used for files. The stairway continues up to the roof and a promenade platform has been provided. From the top stair landing access is obtained to the exhaust fan room and elevator machinery pent-houses.

Also provided in the building is a modern freight elevator operating from the basement to top floor. The basement is occupied by the work-shop and machinery rooms, as well as a large Post Office storage space. The work-shop is a completely equipped wood working shop having mechanical lathes and machines for the maintenance of Post Office equipment. A large portion of the basement is taken up for the housing of the air-conditioning system and electrical and pump apparatus. The principal of these is of course, the air-conditioning machinery which consists of air-washing, heating and fans required for proper tempering of air throughout the building. Wash rooms are provided on this floor, as well as on all other floors.



VIEW TOWARD CORNER ENTRANCE REVOLVING DOOR



DETAIL OF LOWER ELGIN STREET FACADE

The Editor,
The Standard,
Montreal,
Aug. 3rd, 1940.

Sir:

We write more in sorrow than in anger, which is probably a mistake. The provocation is your item on the new spire of Christ Church Cathedral in *The Standard* of July 20th, which once again underlines the melancholy fact that, despite Mr. Keats, beauty for Canadians may be as perfidious as it likes.

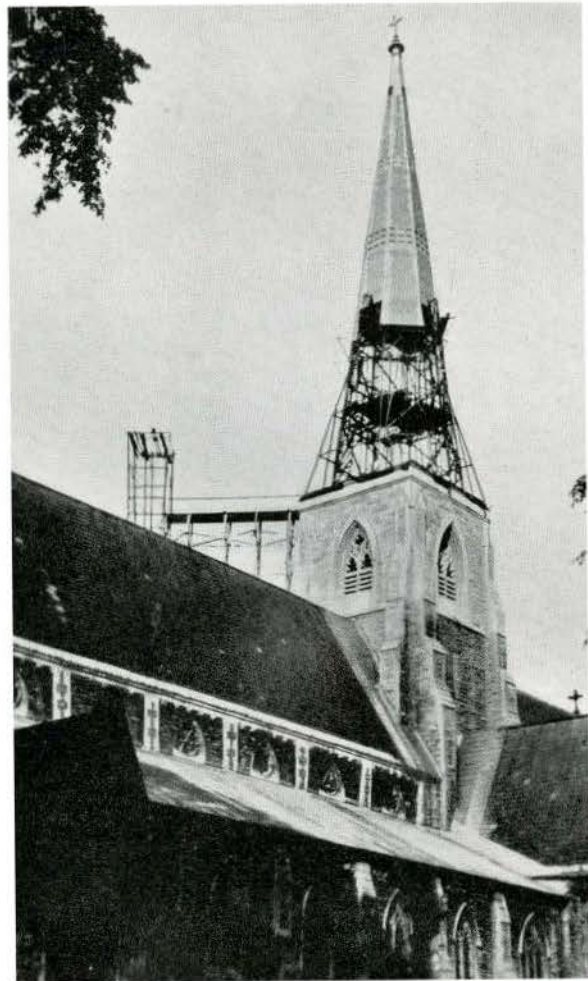
There can be no argument at all with your statement that the imitation of stone in aluminum is astonishingly accurate and deceiving. It's barely possible that there's room to debate the inevitable conclusion the statement suggests — that one of our accepted synonyms for creative art must be "clever deceit". The phrase has a slick, conniving sound, and well it might. Beauty is deceit, deceit beauty, Mr. Keats, even if it ruins your metre.

We'd begun to think, innocently enough, that Canadians were about to develop clear principles regarding aesthetics. In fact, we thought that they were practically ready to gag at the sight of linoleum wistfully trying to look like hardwood, lighting fixtures dripping their imitation tallow, asphalt siding hopefully camouflaged to pass as bad brickwork, and all the other misguided concessions to man's bewildered little instinct for the good, the true and the beautiful.

But now, as we watch the clever building of the sham spire, listen to the vague remarks of the passerby, and read the indulgent comments in the press, we see no eyebrow even slightly raised, and the hoped-for sound of the shocked tut-tut has not come. Everybody seems to be happy about the whole thing, and it is obviously quite safe for the E-Z Mfg. Co. to go right ahead with its plot to advertise a pressed steel water cooler that's the dead spit and image of the Old Oaken Bucket. Heat-resistant, baked enamel moss and all.

There's only one point to all this, for those who have stayed with us this far. Every material has its own character, its own special faults and virtues. The respect for this character, and its honest expression, has been an essential in all enduring works of creative art and craftsmanship through the ages. Wood should look like wood, steel like steel, stone like stone.

In the case of the spire, if thin, lightweight, modern aluminum proved to be the best material for covering the steel frame, then it should not have been forced to hide its head in shame by pretending — however successful the deceit — that it was carefully tooled stone. If, as may have happened, all considerations were weighed, and it was decided that the sham stone effect was justified on the grounds of accurate historic scene-painting — of catching the photographic likeness but missing the whole spirit of the Gothic building — then it remains a matter of regret that the public has been



CHRIST CHURCH CATHEDRAL,
MONTREAL, QUEBEC

offered no explanatory apologies. It is equally a matter of regret that the public, and the press, feel that there is no need for an apology. "We don't know anything about art," they'd announce, with disarming originality, "but we know what we like." They like tricks, for one thing.

Architectural Research Group.

Montreal, P.Q.
July 30th, 1940.

A letter to the Editor of the Standard from those Architectural Watch Dogs, the A.R.G. In the October issue of the Journal, we hope to publish an article on the quite lively aims and objects of the Group.

NOTICE

With reference to the notice regarding openings in the Chief Architect's Branch, Department of Public Works, Ottawa, which appeared in the August issue, the attention of prospective candidates for such appointments is drawn to the suggestion that assistance might be obtained through the Institute by writing to the Secretary, 74 King Street East, Toronto.

We regret that the name of Mr. Victor E. Meech was omitted from the list of Members. Mr. Victor E. Meech, 636—11th Street South, Lethbridge, Alta.

PROVINCIAL PAGE

ALBERTA

I have at hand a letter from Professor C. S. Burgess informing me that due to sickness he is unable to make his usual report to the Journal regarding building conditions in Alberta. He has asked me to pinch-hit for him, but as I do not know your editorial rules and regulations, I am submitting the following more in the form of a letter trusting it will be satisfactory.

In general the building industry has held up very well in Alberta since the outbreak of war. While this has been due to a large extent to the tremendous amount of work being done in preparation for the air training scheme, private enterprise has not closed down on its building programme to the extent that was first feared. At the present time in fact it is very difficult to secure skilled tradesmen in any line of work throughout practically the whole Province.

The air training centre at Edmonton is practically complete, and by the time this appears in print will no doubt have been handed over to the training authorities. Similar centres at Macleod, Calgary, and Lethbridge are reported nearing completion. Most of the private work now under progress has been reported previously in these pages, but it is of interest to note that the School Board of the City of Calgary are building two gymnasium-auditoriums as additions to their present school accommodations. One of these buildings is of reinforced concrete construction throughout, while the other is to be a frame building stuccoed.

—D. A. Freeze.

MANITOBA

This is a virile and competitive country that we are living in and it is about time that we as architects began to realize that fact. Again and again we look about us and see what we complacently consider as our proper sphere of activity encroached upon to the point where we either have to fight back or see ourselves taking an inferior position in the field of construction.

Of all professions, it seems to me that the architectural gets kicked around the most. And we seem to like it. Else why would we sit by and allow more than half the volume of building in Canada to be done by people other than architects. If we do not like it, is it possible that deep within us we feel that we are not indispensable to our social life, that these encroachments are inevitable, that in a vast percentage of work architects are an unnecessary expense? Or is it simply that we are still clinging to the fond illusion that our present troubles are the aftermath of the depression and will automatically right themselves at the proper time by some miracle?

It seems to me that a good many of us are closing our eyes to the true state of affairs because we are afraid to face the facts and unwilling to make the necessary mental and physical effort to assert ourselves in a society which approves tangible results and does not concern itself overmuch with the mental and theoretical restrictions which becloud the already rocky path of the architect who is inhibited by his attempts to conform to a rule of conduct evolved during more leisurely days under living conditions and business conditions which are no longer true for our times.

Everything about us is changing. Every week new building materials distract us, new methods of construction insist on making themselves felt, newer and better sales campaigns

force more and more salesmen to take up our time, building techniques change so rapidly that we are at times bewildered, but the architect placidly goes about his ever decreasing business oblivious to the fact that nature is not static and has no room for those who think otherwise. In these times of change, when the tempo of living is ever speeding up, we must make a co-operative and wholeheartedly united effort to really look at ourselves and see ourselves as those see us who think that we are an expensive luxury, and meet that thought with a decisive answer, or else we may see, as we can already see, untrained interests usurping our place, not because they are more efficient, not because they are better trained, not because they are favored by good fortune, but simply because they have been forced to face up to everyday facts and vigorously map out a course of action and then vigorously prosecute that course of action.

How long are we to be content to sit back supinely and complain about existing conditions with such utter futility? If conditions in Manitoba are typical of those in other parts of Canada (and I sincerely hope they are not) then we as a profession are slipping and slipping fast. We sit around and quibble, and while we quibble others do the work. We sit around and academically discuss whether or not we should "lower" our professional position to the extent of soliciting work, and while we discuss the question with great "disinterest" and a deep regard for ethics, others are soliciting the work and doing it. We sit around and wonder if it is proper to advertise and while we wonder, others are advertising and doing the work. We complain about the inroads into our field of endeavour by those other than architects and while we complain, they are making inroads and are doing the work.

Perhaps we should stop fooling ourselves and making excuses for ourselves and our profession. Perhaps we should face up to existing conditions and vigorously cope with them. If it should be necessary to change our attitude to current problems let us remember that the growth of our architectural standards and traditions were never meant to develop to the year 1940 and then having reached perfection (?) stay put.

Either we rise with new vigor and show the general public that we have a rightful place in the community, or we continue as we are and see our service to the community (and we are specially trained to be of real service) unrealized and fruitless.

We have a place in the community, we can be of real value. It remains for us to re-establish ourselves. And it will be only through our own efforts that we can achieve this.

—Peter Dobush.

ONTARIO

There is a great deal of building of one sort and another going on in this province; most of it, of course, is connected with the fracas for which we are indebted to the Nazis. It includes a large chemical plant in the vicinity of Niagara Falls, for the North American Cyanamid, Ltd., and plant extensions for the Canadian Westinghouse Co., Limited, at Hamilton. A large hotel is projected for Ottawa; and although it is not directly connected with the war, there is little doubt that much money earned in war work will be spent therein. But perhaps the most interesting item is a group of temporary buildings on and near Toronto Island Airport, for which a contract has been signed. These are for

the Royal Norwegian Air Force! And last, but by no means least, the addition to the Postal Terminal at Toronto seems now to be definitely headed for completion—or, so cautious report has it, virtual completion. This is too bad, in a way, as we were hoping that its fluctuating fortunes would be good for several more issues. However, we defer to no one when it comes to sacrifice in a good cause.

Architecture is on display this year at the Canadian National Exhibition. The Housing Administration of the Dominion Government is represented by full-scale houses erected out in the grounds, complete with landscaping and furnishing; and in the International Building there is an exhibit of homes of various types, with their several floors arranged on one level for convenience of circulation. This has been worked out co-operatively by architects, interior decorators, contractors, supply houses and the C.N.E. management.

The restoration of the Barnum House at Grafton, near Cobourg, provides another example of co-operative effort. Details of the work have been given in a previous issue; and the building has now been opened to the public. The ceremony was performed by Lieutenant-Governor the Hon. Albert Matthews, and was attended by representatives of the O.A.A., Architectural Conservancy and other societies and trade organizations concerned in the work.

A well-known member of the O.A.A. sends us a quotation from Hansard, recording part of a speech by Mr. John MacNicol, M.P., on the work of architects responsible for some of the important government buildings of recent years. Mr. MacNicol's remarks were decidedly appreciative and, to a profession which has been none too well used by public men at times, very refreshing indeed; though he prefaced them by a couple of sentences which implied some doubts as to the wisdom of employing private architects on public works. We hope that further study of the buildings to which he paid tribute will convince him that the practice is sound, from every proper point of view.

If any of our readers are interested in that fascinating game made famous by Drake on Plymouth Hoe, they will be glad to know that a team of architects, skipped by Harold Carter, took second place in the fifth annual tournament of the Builder's Exchange, Toronto; defeating the Stone men and Builder's Supplies men by handsome margins. It took the Metal Lathers, apparently, to hold them to a *draw!*

—Gladstone Evans.

QUEBEC

At the August meeting of the Council one of our By-laws was revised thereby establishing annual dues for Student Associate Members at one dollar. Student Associates have the privilege of attending all meetings open to the membership but have no vote and cannot hold office. Our association rooms are also open to them daily during business hours.

We have an excellent library with back numbers and current issues of many architectural magazines and also a well furnished meeting room comfortable as any club lounge. It is suggested that more use could be made of the facilities provided.

The following have been added to our register making our membership to date 335.

Marc Cinq-Mars and Albert Leclerc, both graduates of the Ecole des Beaux Arts, 1939. John Bland, A.R.I.B.A., graduate McGill University 1933 and Associate of the R.I.B.A., 1935.

We welcome these members to the Association and trust they will soon take an active part on committees and work generally for the good of the profession.

Apart from the above there is little news concerning architects. There is some speculative building in the cities and

considerable building contemplated or under way in all parts of the province for war purposes, but "client inspired" construction is diminishing rapidly. Architects have, so far, been overlooked by the government on any work undertaken in this province and unless those in control alter their views and actions there may not be many architectural offices open a few years from now. Several have already been obliged to close their offices and work as draughtsmen producing buildings for engineers who have been intrusted with government work.

Many millions of dollars worth of work have been given directly to construction companies with draughting services included. Governmental bureaus have enlarged their draughting room staffs and so have most of the big industries. Many of their best men were trained in architects' offices in the good old days when architects had work.

Without intending to take away one iota of credit from the contractors and engineers favoured by the government nor of casting any reflections on their capacity or efficiency, it is glaringly evident to the dullest of us that their salesmanship is a lot better than ours.

It is true the R.A.I.C. Council placed the services of the profession before the government and we all filled out forms covering our individual qualifications, but these have evidently already collected much dust in some pigeon hole. Perhaps we should have appointed a special standing committee to confer with the departments interested. Perhaps we should have sent a delegation of our most suave members (we have them) to lobby for us and to keep sending them until results were obtained. It seems we have been weak on publicity and public relations—or is there some other inherent weakness that causes us to be overlooked by government and industry alike? It is time that our professional bodies took some aggressive action.

The provincial page is probably not the place for discussion of the merits and defects of the profession but there are other pages of the Journal which might be open to the members for this purpose and I hope many will follow the excellent example of the A.R.G. (Architectural Research Group) who made a contribution to the August number that should give much food for thought.

—Harold Lawson.

SASKATCHEWAN

The death occurred on September 8 in Chilliwack, B.C., of Maurice W. Sharon, former Provincial Architect of Saskatchewan. Mr. Sharon was born in St. Thomas, Ontario, where he trained as an architect under the late Neil R. Darrach. In 1905, Mr. Sharon came to Saskatchewan as Geographer for the newly-formed Saskatchewan Government. He was one of the prime movers in the organization of the Saskatchewan Association of Architects and was the holder of Certificate No. 8. He left the Civil Service in 1908 to engage in the practice of Architecture, continuing in practice until about 1914. During this period, Mr. Sharon designed many large buildings in Regina and the surrounding districts. In 1917, Mr. Sharon was appointed Provincial Architect, which position he held until 1930, when he was superannuated and moved to the coast. The largest building program of the Saskatchewan Government was carried out under the direction of Mr. Sharon. Among the buildings built from his plans were Normal Schools at Saskatoon and Moose Jaw, Sanitoria at Saskatoon and Prince Albert, Weyburn Mental Hospital, Prince Albert Jail and a great many court houses in various parts of the province. He is survived by his wife and one son in the Army, one son and one daughter in British Columbia, and one daughter in Ontario.

Robert F. Duke.

You Ask For Data—

You Architects rightly expect your data files to supply accurate, useful information—at this time on Canadian materials especially. And you are prepared to go much further to inform yourselves on the materials and technique of building; we quote parts of a letter from the A.R.G. of Montreal in the August issue of the JOURNAL:

"There is also the actual technique of building. There are many details . . . to be improved to meet Canadian requirements . . . Our major cities should each have a building centre . . . which would not only display various building materials . . . but which would support a research bureau . . . to supply technical information . . ."

The WHITE PINE BUREAU is in whole-hearted agreement with this project; indeed we are proud to be able to point to many occasions on which we assisted in the supply of material for examination and testing by research authorities large and small, and we intend to extend this service to whatever serious and permanent building research station may require aid.

In addition we have endeavoured to publish such information on grades and uses of White Pine as the Architect may require. In order to ensure the regular publication of such data in a uniform format, and to acquaint all who specify or supply Timber with the possibilities (and limitations) of Canada's primary building material, the WHITE PINE BUREAU, in affiliation with the Canadian Hardwood Bureau, the Lumber and Timber Association of Ontario, and the Canadian Lumbermen's Association, are pleased to present this month

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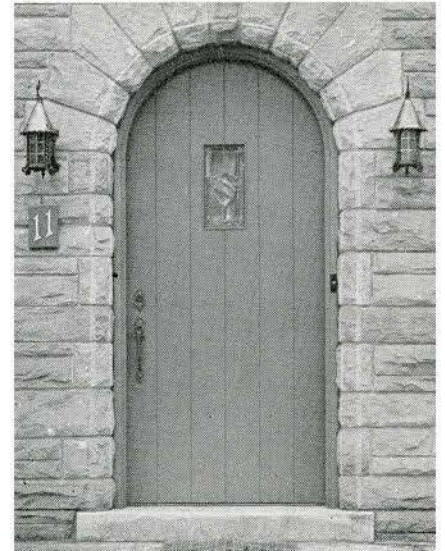
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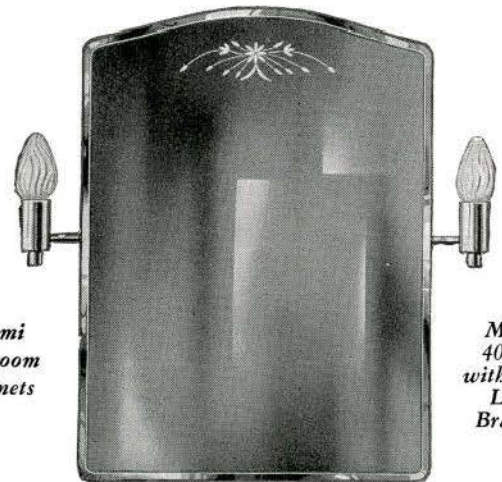
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