

JOURNAL

ROYAL ARCHITECTURAL
INSTITUTE OF CANADA



VOL. 21 TORONTO, JANUARY, 1944 NO. 1



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JOURNAL

ROYAL ARCHITECTURAL INSTITUTE OF CANADA

Serial No. 221

TORONTO, JANUARY, 1944

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R . A . I . C JOURNAL

JANUARY 1944

WITH this issue the *Journal* commences its twentieth year of publication. There is reason to hope it will be a year destined to produce events of enormous importance, Victory to the Allies and the eclipse of the Axis threat, a year that may see the return to their homes and families of the first of that host of gallant men and women who so proudly laid aside all personal aspirations to answer the call of their Country. Among them are many from our own profession, the young, and the not so young. We salute them all and pray they may be brought safely back to carry on and to hold high the Profession of Architecture in Canada.

PRESUMABLY we are about to enter a period of transition in which colossal post-war problems must be tackled. To solve the problems of demobilization, immigration, tariffs, reforestation, social security, housing, rehabilitation, town planning, will require genius of a high order. The contributions the Profession and the *Journal* can make, to the particular problems for which the training and experience of architects has so well equipped them, should be undertaken earnestly and with the same unselfish devotion to duty that characterizes our Fighting Forces.

AT the present time two important Planning courses are being conducted, one at McGill University, one at the University of Toronto. From each of these there will be information of worth-while and practical importance to architects, engineers, municipal authorities and others that, through the medium of the *Journal*, can be made available to many earnest seekers of knowledge for whom attendance at either of these courses is wholly impractical.

MANY of the older members of the Profession have witnessed two world wars, have served in one or the other, some even in both, have experienced the calamitous depression of the 30's, all in one short professional lifetime. For those it has been a long pilgrimage of endurance designed to build up during those years of hardship what Pitt called "the virtues of adversity endured and adversity resisted, of adversity encountered and adversity surmounted".

DURING nineteen of those years the *Journal* too has persevered. Amid the wreck and misery of depression and four years of war it too has encountered adversity and has surmounted adversity and with a measure of success beyond our expectations for today its financial affairs are in good condition, better than at any time in its career. That it may go forward to bigger and better things, that it will continue steadfast in its determination to uphold the high ideals of the Profession, that its ever-increasing influence may always be exerted on the side of Right is the sincere wish and confident expectation of

FORSEY PAGE,
Chairman, Editorial Board.

REGIONAL PLANNING

By HAROLD LAWSON

An Address given by Harold Lawson, on October 5th, 1943, at the Convention of the Union of Municipalities of the Province of Quebec, at the Seignior Club, P.Q.

Regional Planning Developed 50 Years

Unlike city and town planning which are of ancient origin, regional planning is comparatively new.

It is about fifty years ago since an Englishman named Ebenezer Howard brought out a new conception of town and country planning, called the Garden City—the forerunner, you might say, of one phase of Regional Planning. He advocated a well designed community not too densely built, separated from industry by a green belt; a community of happy, healthy families, with individual gardens; and the whole set in an agricultural district and forming for those days a self-contained region.

Boston Metropolitan District Commission

It is just fifty years ago since by legislative act Massachusetts established the Boston Park Commission, which was later merged with the Metropolitan Water and Sewerage Board to form the present Boston Metropolitan District Commission.

PLANNING ELSEWHERE

European Regional Planning

As long ago as 1925 at least 20 metropolitan areas of European cities had regional plans in process of development.

United States Planning Legislation

Its growth in the United States has been phenomenal in recent years—in fact, faster than that of any other phases of planning.

I am indebted to Mr. George Mooney for the following figures. There are 22 states which have passed legislation for county planning according to figures brought up to date as of April, 1941. There are 15 county regional and 11 Metropolitan regional plans comprising areas overlapping state boundaries. For example, the Regional Plan of New York and Environs and the Washington and Philadelphia Regional Plans each cover territories that are in three states. There are 40 state planning boards, which means that legislation has been set up in 40 states for state planning. Forty-two states out of 48 have city planning-enabling legislation on the statute books. According to the files of the American Society of Planning Officials, there are approximately 400 county and 1,000 city planning commissions.

SIGNIFICANT CHANGES

Fifty Years' Era Marks Economic Changes

Within fifty years our economic conditions and social desires have greatly changed, and are still changing. The automobile has given us more mobility and enabled us to cover great distances in relatively short time. It has, together with other developments, notably in science and technology, been a factor in the decentralization of communities.

In addition, industrialization, specialization of occupations, and rapid communications have increased the inter-dependence of urban and rural populations and have focussed atten-

tion on the need for planning beyond municipal boundaries. Neither towns nor farms are as self-contained as they once were.

Regional Planning Principle

The regional planning principle, now so widely accepted, is but an extension of local planning principles, objectives and techniques to areas beyond the limits of cities and towns. As an evolution in comprehensive planning, which takes in larger and larger territory, it would, if applied here (or in any other province) serve to guide a substantial part of the province's future physical growth, and also be the means of giving greater support and permanence to social and economic policies now being developed by our own and other democratic governments.

Economic Orientation Council

It may be said in passing that our provincial government is not behind in the formulation of such policies. The establishment of the Quebec Economic Orientation Council is not the first progressive action we have witnessed by the present government which, from the moment it took office, has interested itself in social problems and in the conservation and development of physical resources. The work of this Council will have a close relationship to some of the ultimate, if not immediate, objectives of this subject—*Regional Planning*.

NEEDS FOR REGIONAL PLANNING

In describing and also making a plea for the acceptance and application of the regional planning principle at this time, I will briefly review with you a few basic factors which indicate its need.

The first is the emergence of our province from a predominantly agricultural state to one where industry is assuming a more important place. The former normal industrial growth has reached boom levels under war conditions. We do know that there has already been a change in the standards of living and habits of many thousands of our population, and it is only human that most of them will wish to be kept employed and hold whatever material advantages they have gained.

During the war, space and distance have lost their old meaning. Air transport, rapid communications and technological developments have opened up new horizons. These also bring influences that, whether we like it or not, cannot leave the province untouched.

War's End

It may be next year or the year after, but sometime in the near future this war will end. It may stop suddenly—or may taper off, but certainly when it is over, there will be a let-up in production to a greater or less extent. Most of the inflated industries so far from being able to absorb a great number of demobilized men will, at least temporarily, have to reduce the number of their workers. There will be unemployment on a scale never before known, until industry becomes retooled and geared for peace purposes.

Such employment as private enterprise is unable to provide during the transition period for a greatly increased number of workers must, to some degree, be undertaken by the state.

That is to say, municipal, provincial and federal governments. As Alvin H. Hanson says, if we allow large mass unemployment, there is danger it will cumulate into a serious depression.

Public Works

Common sense tells us that great public works programmes must be launched. But, if we have learned anything from past experience, they must be economically sound.

They must also be related to Master Plans. Common sense tells us that we must plan ahead for these and, while we are doing so, give consideration to the social and economic changes that have occurred during the war and those that may occur in the years immediately following. These changes are perhaps greater in our province than anywhere else. They should not be ignored.

Men in all walks of life and administrators of all levels of government—and that includes mayors and councils—will need to work together to make the post-war re-adjustment period as painless and short as possible. Incidentally, it will require social and economic planning, having, among other things, regard to preserving the rich cultural and spiritual heritage of the province, to secure a better balance between agriculture and industry, and to lessen the gaps in amenities of life between city and country. Some of this may have to wait until the war is over, or the end in sight.

But there is one kind of planning that can be started now, and that is *physical planning*. It not only can but it *must*. Cities, towns and villages all need it to a greater or less degree. The Metropolitan regions and the rural regions all need it. For urban areas it goes under such names as city, town, or local planning. For greater areas, metropolitan, county or regional planning.

In every civilized country there has come a realization of the fact that planning, to take care of future growth, cannot stop at the arbitrary boundaries of a city or town, but must include the whole area which is economically and socially tributary to the community. If there are several communities of more or less equal importance in an economic group, they must plan in common. This comes within the scope of Regional Planning.

As in planning for local municipalities, regional planning deals chiefly with physical things, land, buildings, recreational areas, transport and transit facilities and also matters of wider regional and provincial interest. But it should be recognized that the community, or the region, is not an agglomeration of these physical things, but an association of human beings. As humans we have a variety of interests, one with another, in making a living, rearing families, and in recreational, cultural, political and many other pursuits. Planning should therefore be designed to help us carry out these activities more efficiently and conveniently.

The Master Plan for Regional and Municipal Planning

The instrument for this phase of physical planning (in the many countries and places where it is legally constituted) is the Master Plan. In a few words, it is a design for a possible co-ordinated and harmonious development of the territory to be planned. It is prepared by, or under the direction of, a specially constituted body and is based on a wide body of data covering past and present conditions, as well as wise consideration of probable trends.

The body responsible for the preparation and administration of the Master Plan may be a Planning department within an administrative department of government, or it may be an independent or partly independent body, sometimes called a commission or board. The Planning body's constitution, powers

and duties and conditions for the establishment of a Master Plan are all regulated by an Enabling Act passed by the legislature of province or state, as the case may be. In brief, an enabling act is designed to give powers to municipalities or regional groups to form planning bodies and establish Master Plans.

The interests of our province would be served in many ways, not only during the post-war transition period, but for all time to come, if Enabling Legislation for local and regional planning could be enacted as soon as reasonably possible and be followed with positive action based on a continuing policy leading eventually to provincial planning.

FIELDS FOR REGIONAL PLANNING

Local Regional Planning

On the borders of many cities and towns there is much unregulated development that threatens to bring blight to both the human and material values of these communities. It is surely reasonable that land beyond the boundaries of a city, town or village, especially if the land is likely to become urbanized, should have subdivision control and zoning, and that building on mapped streets should be prevented. It is also reasonable that there should be some control of unwholesome or premature developments which would tax the community's services and resources. Such provision for protecting the future urban extension also comes within the scope of Regional Planning.

Rural Regional Planning

Regional Planning principles and technique, applied to country districts generally, would assist the provincial departments interested, in co-ordinated advance planning for rural land utilization, including the adoption of zoning and other regulations in relation to such matters as:

- land settlement,
- water-shed protection,
- soil erosion, and
- preservation of the beauty of the country-side,
- regional parks and parkways,
- forest and water supply reservations,
- marketing centres, and other things.

There are in the province of Quebec 26 cities, 106 towns, 304 villages, 76 counties organized as municipal corporations, and 1,037 other rural municipalities. A study of the 1,549 municipal corporations in the province would reveal that each one, singly or in combination with others, belongs to an economic area of greater or less importance.

Examples for Regional Planning Suitability

For example in the Montreal area, there are a large number of municipalities tied together by economic and other interests, and yet retaining separate political entity. An area like this is highly suitable for regional planning in the *Metropolitan sense*.

There are cases like Quebec City, Sherbrooke and Three Rivers where a large community has a wide sphere of influence that includes many smaller towns and a large rural area. There may be several political units in each of these areas, but any one of the areas would be suitable for planning on a regional basis. This is often called *local regional planning*.

Strings of towns and villages on a main highway, with a vast rural hinterland, may find it desirable to be included in a regional scheme for a number of reasons; such as (1) better communications and access to marketing and shopping centres, or (2) for improvement in social, cultural and economic conditions, with a view to keeping more of the population on the

soil, and maintaining a better balance between town and country, industry and agriculture. *This is rural regional planning.*

A large industry, newly located, in one of the counties may alter the life and habits of the population of a vast district. Such a development might justify regional planning covering a county or several counties. The Aluminum industry at Arvida illustrates a case where this has already occurred. *Post-war developments may bring others.*

You will note from these few examples at random that, unlike local planning, which is generally limited to the corporate limits of a unit of government, regional planning concerns itself with the community of interest to be served, regardless of size. As is so well realized, and so often expressed, the units of our social, civic, commercial, or industrial life and of our engineering problems do not correspond geographically to our political units.

Highway System

In speaking of roads, I wish to take this opportunity to express the appreciation of all of us who have travelled on some of the province's new superb highways. Mr. Bouchard, the Minister of Roads, has shown vision, wisdom and energy in developing such beautiful, safe and convenient means of circulation, and we owe him and his associates our best thanks.

Post-war developments will certainly require further large road building programmes, including express highways, parkways, secondary and farm roads. It might be expected, at least so far as main highways are concerned, that there would be planning and regulation for a number of things apart from designs of the roadways themselves.

Most of these are, of course, already in effect, thanks to Mr. Bouchard, but a list might include:

1. Location of entering streets or cross-roads, under-passes or bridges;
2. Set-back or front yard lines;
3. Segregation and control of filling-stations, lunch stands, billboards, and other uses of property;
4. Regulation of sub-division of land;
5. And, generally, the promotion of an appropriate, orderly and co-ordinated development of lands adjacent to such highways.

Only by doing these things can the utility and amenity of a future highway system be assured, and justification found for the enormous sums that will be needed for such a purpose through a period of years.

I have spoken on some regulations of borders of the highway system as one field of Regional Planning, at some length, because in this age of rapid movement and communication it is the principal circulating medium of the province—for ourselves, for those who do business with us, and for tourists. It may become the framework for a new town and country community, by providing a practical means for a better distribution of population; to bring the advantages of the country to towns-people, and to give to the rural inhabitants some benefits which only cities and towns can offer. The highway system in the future may become a priceless asset from many viewpoints.

Planning for Air Transport

Another factor that will influence regional planning will be air transport. Its widespread use and development during the war suggests that air travel will be a commonplace in the future. Through it many more remote parts of the province may be opened up for development of natural resources, new mines, industries and communities to provide employment for a growing population. There will surely be need for many more airports which must be planned and related to other facilities,

whether the air lines are privately operated or otherwise. It is probable that many helicopter landing and parking areas will have to be provided, at least in the larger communities. Those who consider this fantastic should bear in mind that the machines are already perfected, and at least one manufacturer has declared his intention of going on a mass-production basis after the war.

Legislation

To set up regional planning organization there must first be legislation,—an Act which provides for a planning body and defines its functions and activities. As is customary in other countries, and as I have already stated, the chief of these would be the preparation of a Master Plan or Plans of desirable future development, based on careful and comprehensive studies of existing conditions and probable future growth.

Planning Enabling Acts have been pretty well standardized throughout the entire United States, and have generally proven satisfactory. When planning legislation for the Province of Quebec comes up for consideration,—and I hope it comes soon—it would save us time and energy to study the American pattern, and adapt it to suit the special conditions of our province. Conditions are so similar little adaptation would be needed.

The legislative forms for regional, as well as county, planning are quite simple. I will briefly review with you an outline of the principal sections of a typical American regional planning act, and comment as I go along. I merely suggest reference to the American example because conditions are so similar in our two countries.

TYPICAL AMERICAN REGIONAL PLANNING ACT Planning Commission

The first section of a typical Act refers invariably to the Planning Body,—its creation and appointment.

The personnel of these Planning Commissions is usually composed in part of representatives of legislative and administrative bodies, and, in part, of appointed citizens who hold no public office.

This recognizes the close relation of Planning to official departments, and also that the commission should for a variety of reasons, be somewhat independent of governmental bodies. I must point out one essential fact. It is this: In the United States most regional and county commissions (or boards) are able to set up complete organizations for planning purposes in their respective territories.

As a slight variant from the American pattern, in view of our limited experience, in comparison with theirs, I suggest that for purposes of regional planning in the province of Quebec, a *Provincial Planning Board or Body* should be created within an appropriate provincial department. This might be the Department for Municipal Affairs, inasmuch as municipal matters tie in so considerably with regional matters. It might, as an alternative, be a division within the same department; but in consideration of the importance that planning will assume after the war, not only in Canada, but the entire world, a partly independent body seems more desirable.

Personnel of Planning Body

It is also logical that the personnel of the Planning Body include the Minister of the department under which it is set up, as Chairman; representatives of several departments; and, perhaps, an equal number of citizens who are experienced, at least collectively, in such matters as broad planning, law, public affairs, agriculture, business, industry and social science.

There should also be a Director of Planning on a full-time basis, as well as a secretarial, clerical, and technical staff. The planning body might well have the benefit of the valuable service of technicians now attached to the provincial departments.

Typical American Regional Planning Acts stipulate conditions governing appointments to a Commission or Board, remuneration, if any, organization, provision for accommodations, rules of procedure, financing, and their powers and duties.

Powers and Duties of Commission

Under the heading "Powers and Duties" Regional Planning Acts give *specific authority* to Commissions or Boards to prepare and adopt Master Plans for the physical development of the territory to be planned.

I have stated before that the areas of a region are determined principally by economic interdependence of its parts rather than by political boundaries. It would be understood that the division of the province's territory would be for planning purposes only and would in no way affect the political integrity of any government unit, whether it be county, city, town or village municipality.

Functions of Commission Relating to Regional Planning

A Provincial Act, (following the pattern of an American Act) or, for that matter, planning legislation in any other country, might state that among the Regional Planning body's functions would be the following:

Co-ordination of long-term planning policies of Provincial departments and co-operation with regional authorities or committees in territory where planning is desirable.

Collection, organization, and interpretation of basic data concerning physical, economic and social conditions of region or regions to be planned.

Establishment of standards for amenities, health, safety, and all other elements applicable to regional plans.

Maintenance of a Bureau of Information for the education of the public in matters of regional and local planning in general and, in particular, for the creation of a better understanding of specific projects.

Preparation of long range Master Plans. The Master Plan of a region, with the accompanying maps, plates, charts and descriptive matter would show the Commission's recommendations for the development of the territory covered by the plan. It may include, among other things, the general locations, character and extent of highway systems, public land reservations, agricultural and colonization areas, and other land usage. The Master Plan of a Region would show the direction of growth, the general location and extent of public utilities, whether publicly or privately owned. It would also indicate generally zoning regulations, particularly adjacent to urban centres or main highways and where not regulated by local zoning ordinances.

The Provincial Planning Body would be also useful, in co-operating with Municipalities and local Planning Boards, in stimulating interest and activity in local planning. It could also assist local municipalities in application of available data, inauguration of planning procedures, preparation of preliminary proposals, and advice in the preparation of Master Plans.

Regional, like all Master Plans, although of considerable stability, are not fixed, but subject to revisions and refinements as changes in conditions and growing knowledge of trends and needs may require. They may be adopted as a whole

or in part, first by the Planning Commission, and finally by the authorities. The adoption by the Commission does not imply authorization to proceed with the execution of all or any part of the programme recommended. The execution of public works arising from the plan must go through the same formalities as now prevail.

The Act would stipulate not only the steps to be taken to give Master Plans legal status, but also such matters as advertising and public hearings in connection with its approval.

This generally sums up, without going into much detail, the principal items that would be covered in a Regional Planning Enabling Act. It must be emphasized that it is of Enabling, rather than mandatory nature.

I have never heard the question raised that any planning agency, created under any American Act, encroached on the rights and privileges of a legislative body or administrative department. Its functions are neither legislative nor administrative. There is no reason why any Act for Regional Planning, passed in this province, should conflict with the normal functions of any governmental department nor of any county, city, town or village municipal authorities. It need be in no way contrary to any conditions found in the Cities and Towns Act or any other statutes, so far as I can see. Mr. Parent can tell you better than most of us concerning this.

There would, of course, be legal and financial considerations that would arise when programmes, embracing several incorporated units of government, reach the project stage. When that time comes those problems can be met, no doubt, quite as satisfactorily as in the past. It is perhaps necessary to make clear that Regional Master Plans, same as those for Municipalities, *do not take the place of official maps or plans*. At the risk of repeating what I have said before, it indicates the long-term design of desirable public improvements and to some degree establishes rules for broad classification of private development. The *official maps and plans*, as is now the custom, would be the responsibility of the departments interested, and would be carried out in close collaboration with all concerned.

Master Plans would be an effective instrument for *Facilitating the execution of public works*, through programmes defining and listing those works in the order of their urgency.

Planning Takes Time

It will be obvious that planning, even for a region cannot be done in a short time. There is not only the matter of collecting data, but the wise use that is made of it. There must be a long period of study before the Master Plan can take shape; in fact so many steps will be necessary that two or three years may elapse between the beginning of work on the Master Plan to its substantial completion. And all this in addition to the time that will be required for the enactment of the legislation, which must necessarily come first.

Passing of Act Urgent

The passing of an enabling act for regional as well as local planning is not only essential, it is urgent. It can't be put too strongly that there is no time to lose, if we want to be prepared to meet in advance some of the more serious problems of the critical post-war period. The most constructive action that the province could take, as its share, would be prompt enactment of enabling legislation, so that organization can be set up, and planning started with a view to completion of substantial parts when the war ends. Such planning costs no great sums and uses up no critical material. It will in no way interfere with the war effort which, of course, is a primary consideration. If the war were to end suddenly with no planning accomplished, we will probably never again have an equal opportunity; for the anxiety of a multitude of men seeking to re-establish them-

(Continued on page 17)

THE THIRTY-SEVENTH ANNUAL MEETING OF THE R.A.I.C.

AND

THE FIFTY-FOURTH ANNUAL MEETING OF THE O.A.A.

in Toronto, Friday and Saturday, the 28th and 29th January, 1944

(all sessions to be held at the Art Gallery of Toronto, 317 Dundas Street West)

Programme

Friday, the 28th January, 1944

- 9.00 A.M.—Registration of Members and Delegates of the R.A.I.C. and Architectural Students, in the Sculpture Court.
- 9.00 A.M.—Meeting of the Editorial Board of the R.A.I.C. Journal with Provincial Representatives in the Library.
- 10.00 A.M.—Meeting of the 1943 Council of the R.A.I.C., in the Library.
- 12.30 P.M.—Buffet Luncheon in the Grange. Tickets 50¢ per person.
- 2.30 P.M.—INAUGURAL SESSION OF THE THIRTY-SEVENTH ANNUAL MEETING OF THE ROYAL ARCHITECTURAL INSTITUTE OF CANADA in the Margaret Eaton Room.
- (a) Reading of the Minutes of the Thirty-sixth Annual Meeting held in Montreal.
- (b) Report of the Council: The President.
- (c) Discussion of the Report of the Council. (The reading of the reports of various committees will be omitted and the activities of committees during 1943 will be incorporated in the Report of the Council. Copies of all reports will be available upon request.)
- (d) Report of the Election of Delegates to the 1944 Council of the R.A.I.C. by the Honorary Secretary.
- (e) New Business.
- 7.00 P.M.—O.A.A. 54th Annual Dinner at the Arts and Letters Club, 14 Elm Street. Members from other provinces will be the guests of the O.A.A. on this occasion. Entertainment by courtesy of the Toronto Chapter. (Tickets \$1.50 per person.)

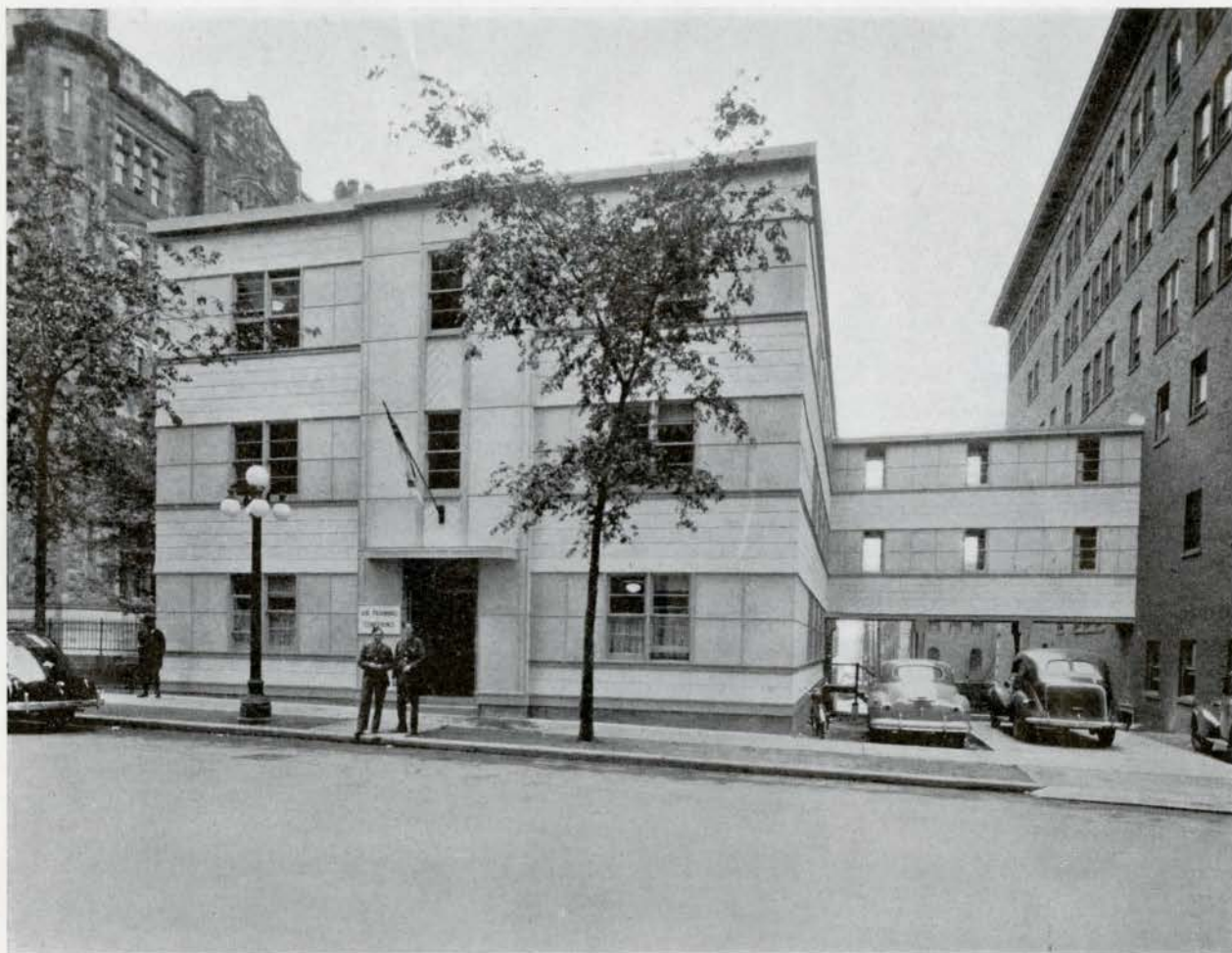
Members are invited to attend all sessions of the Convention.

Saturday, the 29th January, 1944

- 9.00 A.M.—Registration of Members of the O.A.A.
- 9.00 A.M.—Meeting of the 1944 Council of the R.A.I.C. in the Library.
- 9.45 A.M.—Opening of the General Session of the Fifty-fourth Annual Meeting of the O.A.A.
Report of the Registration Board.
Address by the President, Mr. R. Schofield Morris, M.R.A.I.C.
Consideration of the following reports already circulated to the members—
Report of the Hamilton Chapter.
Report of the Ottawa Chapter.
Report of the Toronto Chapter.
Report of the Windsor Chapter.
Report of the Committee on Public Relations.
Report of the Committee on Housing and Planning.
Report of the Joint Committee of Architects and Engineers.
Report of the Committee on War Relief.
Report of the Representative of the O.A.A. to the R.A.I.C. Council, Mr. Forsey Page, F.R.A.I.C.
Report of the Representative of the O.A.A. on the Board of the National Exhibition.
Report of the Representative of the O.A.A. on the Board of the Art Gallery of Toronto.
Report of the Representative of the O.A.A. on the Board of the Ontario College of Art.
Report of the Auditor (printed and circulated to the members).
Report of the Treasurer.
New Business.
Adjournment.
- 12.45 P.M.—Meeting of the 1944 Council of the O.A.A.
- 1.00 P.M.—Buffet Luncheon in the Grange. Members will be guests of the O.A.A. on this occasion.
- 2.00 P.M.—Joint Meeting of the R.A.I.C. and the O.A.A. in the Long Gallery. This session will be opened by His Worship the Mayor of Toronto. The subject to be discussed, Town Planning and Housing.
- 2.00 - 2.10 P.M.—His Worship F. J. Conboy, D.D.S., Mayor of Toronto.
- 2.10 - 2.55 P.M.—The Toronto Master Plan, Mr. A. S. Mathers of Toronto.
- 2.55 - 3.05 P.M.—Interval.
- 3.05 - 4.05 P.M.—Housing, Mr. Byers Hays, Architect of the Cleveland Planning Commission.
- 4.05 - 4.30 P.M.—Discussion.
- 6.00 P.M.—Convocation of the College of Fellows at the York Club, 135 St. George Street, at Bloor. (Dress: dinner jackets and insignia.)
- 7.30 P.M.—R.A.I.C. Annual Dinner at the York Club, 135 St. George Street at Bloor. (Dress: dinner jackets.) Members, their ladies and guests are invited to attend this dinner during which the Fellowship Diplomas will be presented to the newly elected Fellows. Announcement will be made of the newly elected officers. Installation of new President. Announcement of the newly elected Executive Committee and Council. Dinner tickets \$2.50 per person.

J. P. Hynes, Secretary, O.A.A.,
74 King Street East, Toronto,
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DALY BUILDING, OTTAWA, TEMPORARY ANNEX

STAFF OF THE CHIEF ARCHITECT, DEPARTMENT OF PUBLIC WORKS, OTTAWA

C. D. SUTHERLAND, CHIEF ARCHITECT



TEMPORARY OFFICE BUILDING NO. 5, OTTAWA



TEMPORARY OFFICE BUILDING NO. 6, OTTAWA

STAFF OF THE CHIEF ARCHITECT, DEPARTMENT OF PUBLIC WORKS, OTTAWA

C. D. SUTHERLAND, CHIEF ARCHITECT

PLANNING

By the Architectural Research Group, Ottawa

During the four years of World War II, Canada has carried out a vast programme of building construction, which is only now passing its peak. A great deal of this work has been directed from Ottawa, where, two and three years ago, architects and engineers from all over the country began to arrive and to produce the plans which soon set contractors busy from Vancouver to Halifax, from Winnipeg to the Northwest Territories.

Now that the pressure has eased somewhat, the favourable progress of the war begins to justify constructive speculation concerning conditions in Canada when hostilities are successfully concluded. Many architects and engineers, working in government offices have begun to feel very strongly the need for arriving at a clear conception of the post-war status of the construction industry and the steps to be taken for the future improvement of the Canadian environment, generally. To help crystallize this feeling into specific terms, some members of pre-war architectural study groups in Montreal, Toronto, and elsewhere, in and out of Canada, finding themselves together in Ottawa through the exigencies of war, banded together to form the Architectural Research Group of Ottawa (A.R.G.O.) to clarify their own ideas as to what the general post-war aims of the construction industry should be, and incidentally attempt to make the public conscious that there is a regional planning problem, a city planning and a housing problem, and to point out ways of solving them; to demonstrate that the public has been in the past and may be in the future a long way from getting value for its money in the way of an efficient and pleasant environment; that common-sense organization of our present technical facilities, quite apart from our future ones, can yield towns and cities and regions heretofore thought merely hypothetical, if thought about at all; and to point out that the surroundings into which most of us are born, and in which we live and die are a disgrace to a generation which has the ingenuity to produce and develop the scientific contraptions which the daily press is only too fond of extolling, without scrutinizing more carefully the social uses to which they are put.



..... Architects and engineers in government offices have begun to wonder about the post war status of the construction industry...

Once the group, after considerable discussion, had settled the main lines of its ideas about post-war building, it set about the task of putting these ideas before the public in as stimulating a way as possible. It was agreed that this could best be done by means of a travelling exhibition, a medium which in recent years has proved remarkably effective. The exhibition, it was decided, should be designed primarily to illustrate an approach,

rather than a specific solution, to physical reconstruction problems, for although problems will of course be different, the method of attacking each problem will be the same, and what this method should be is the vital issue. In order to illustrate the process of analysis, however, a hypothetical case may be taken, clarifying theoretical argument with a concrete example. The theme of the exhibition, therefore, is to be the exposition of this planning approach, with examples, illustrations, embellishments and parallels drawn from Canada in general, and Ottawa in particular. It was held that once the necessity for the planning approach is made evident, and generally accepted, half the battle is won, and good solutions should follow.

There are four major steps in this approach:

(1) **Survey.** A detailed survey is needed to show what present conditions are, what new construction needs will be at the end of the war. A survey of greater Ottawa, used as an example, will show how tentative figures may be estimated for the whole of Canada.

(2) **Economics.** Having found what is needed, it must be shown that it can be financed. Even preliminary surveys show that over a period of years unimproved slum areas can cost the community more in cash alone than their complete replanning and rebuilding. Moreover, it cannot be denied that in the present war effort, millions of people in Canada, in the armed services and in war industry, are engaged in work which is completely destructive, which in the long run amounts to a dead loss to mankind—yet the country as a whole is well fed and well clothed, if only tolerably housed. If this can be done during war, surely it is feasible in peacetime to find money, labour and materials for a truly constructive purpose—the rebuilding of our environment for the greater benefit of all.

(3) **The Construction Industry.** The construction industry is the instrument whereby we will achieve the ends that have been shown to be (1) necessary and (2) economically feasible. It is to our own interest to see that this instrument functions as efficiently as possible. It should be studied, with a view to discovering whether or not it operates efficiently now, or will under additional loads it is proposed to impose upon it. If not, ways to improve it should be found.

(4) **Planning and Design.** This brings us solidly into the architect's province: planning, layout and design, with the parallel statement of legal difficulties, which must be overcome before the control of land use which effective city planning involves can become a reality. Here, plans can be shown which secure the most efficient use of land in the public interest, enabling up-to-date mechanical and structural techniques to be used to their maximum effect, and will inevitably point to the need for an extension of land-use control on the part of the public city-planning authority, necessitating drastic revision of existing town planning legislation along the general lines of the recent Uthwatt Report.

Now, this short article is not intended to be a mere description of the spare-time activities of a particular sort of architectural debating society. Such an isolated and imperfect example as the proposed exhibition outlined above is a mere drop in the bucket when compared with the effort the entire profession could turn out, had it the will to do so.

The architect occupies a unique position in society. He is trained as a co-ordinator and a planner, and is suspended

midway between industry and social administration, between science and art. Of all the professions, his was perhaps the first to display deep consciousness of its duty to society.

It is the responsibility of both the architect and the citizen to demonstrate that the physical environment of the nation should be, and can be, improved, and to see that problems which impede progress are tackled and solved, so that replanning and rehousing can go ahead. It is the architect's supreme responsibility to ensure that once these preliminary hurdles are cleared, the results more than justify the effort, and that sufficient qualified designing personnel are trained and available to guarantee a high standard of planning and design. We do not want to repeat the example of England in the twenties, where, with as good housing legislation as anywhere in the world, and with all the constructional and financial facilities available, acre after acre was built up which made the term "council house estate" synonymous with everything that was dull, unimaginative, and dreary, even though the necessities of life were provided at a price the poorest could afford to pay.

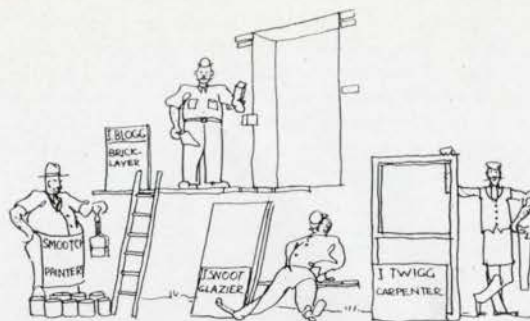
The architect's acceptance of this responsibility means that the profession as a whole should undertake the job which A.R.G.O., for one, has set out to do.

It is A.R.G.O.'s contention that this job of publicizing the architect-engineer's function in society as a surveying, planning, organizing, co-ordinating and designing influence (one may add, the only such influence), can best be undertaken through the organization of architect-engineer groups on a city and regional basis, groups which will study and plan for their own particular bailiwicks. Such groups could be the spearhead of a national planning movement, involving and co-ordinating all the professions, sciences and trade unions, and culminating in the formation of a National Planning Institute, functioning like the National Resources Planning Board in the U.S. (a board which, after ten years of excellent work, was recently killed by a reactionary Congress), or the Central State Planning Commission of the U.S.S.R.

Should such a movement start, and architect-engineer planning cells be formed on any scale, it becomes apparent that two immediate needs must be fulfilled. A central clearing-house of facts and figures, such as the American Association of Planning and Housing Officials, is essential. It would also appear even more essential that some degree of unanimity be arrived at as to what constitutes good planning, what the fundamental problems of modern city planning are, and what to date are the most effective methods of solving them. Presenting the public with a Royal Academy plan for London on the one hand, the MARS plan on the other, and then having the London County Council turn out an official plan conflicting with both of them, with the Town and Country Planning Association roundly condemning all three, may give rise to intelligent discussion in some quarters, but causes considerable bewilderment in others, and tends to foster a growing conviction on the part of the public that if the planners cannot agree on even the fundamentals, things had far better remain as they are.

In short, if the public is to be awakened to the need for planning, and taught what planning does or does not imply, the profession, working as a unit to put across its message, must first be very sure as to what that message is.

The exhibition outline given above might serve as well as any for a discussion of fundamental principles. The first two points, namely survey and economic considerations, have been covered authoritatively elsewhere. The most comprehensive survey to date of post-war housing needs is included in the report of the Advisory Committee on Reconstruction, submitted recently to the Prime Minister, and soon to be available to the public. The position in the post-war economy of a building programme adequate to answer these needs was discussed ably in the September issue of the *Journal*. It remains here



The present craft structure of the building unions is a definite deterrent to the development of new and more integrated structural techniques.

to enlarge upon the latter two points, namely the organization of the construction industry and the fundamental principles of planning and design.

THE CONSTRUCTION INDUSTRY

A. Present Set-up. Taken in order of precedence, from raw material to finished building, we find:

- (1) Raw material industry (lumber, etc.).
- (2) Industries fabricating raw materials into building parts and equipment (everything from bricks to linoleum, boilers to shower fixtures).
- (3) Transportation industries which bring
 - (a) raw material to fabricator
 - (b) fabricated product to distributing centres and to site.
- (4) Designers: architects and engineers.
- (5) Contractors and builders who assemble
 - (a) labour
 - (b) materials.
- (6) Middlemen: wholesalers, retailers and their sales agencies, who act as distributors of parts and equipment from factory to contractor.
- (7) Financial institutions providing funds.
- (8) Maintenance men to keep buildings in serviceable condition.

B. Analysis. Each of these groups tends to be a separate entity having connections with all the others. The inevitable result is duplication of effort and this, together with the almost complete absence of standardization either of dimensions or of quality, leads inescapably to high building costs. It also tends to discourage the creation and use of more efficient building techniques, which would eliminate such waste—and unnecessary costs. The organization of labour into unions of individual crafts intensifies this condition; so much so that in some localities today even the relatively old medium of reinforced concrete has become such a complex problem of opposing unions as to make its use uneconomical to the extreme.

C. Suggested Changes:

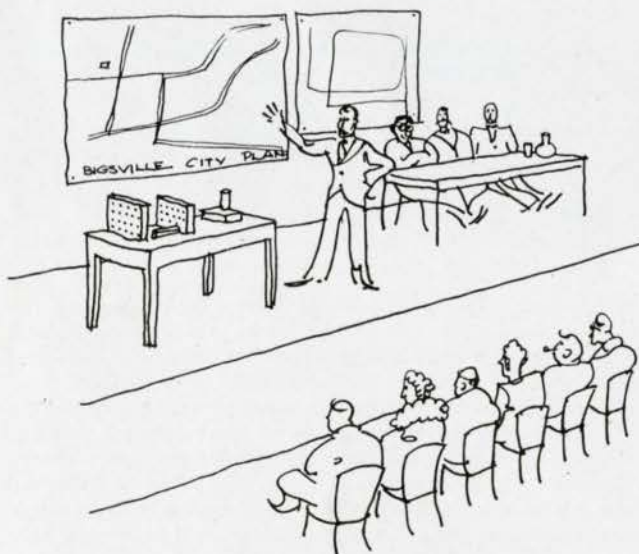
- (1) Organization of the building industry must be integrated so that the essential stages of raw material production, fabrication and site assembly can follow a simple, clearly-defined line, preferably under a single control to ensure maximum efficiency and the introduction of new techniques.
- (2) The products of the industry before site assembly must be properly standardized as to quality and dimension, to facilitate planning, interchangeability, mass production, and to avoid waste of time and labour on the job.
- (3) Intensive building research must be encouraged.
- (4) Once the extent of the post-war programme is known

approximately, arrangements should be made by the industry as a whole for the training of sufficient number of operatives to enable the programme to be carried out effectively from year to year. To this end, a well-directed switch-over from war-time to peace-time industry should be studied, so that when hostilities cease, former munitions workers will find their new employment in construction.

(5) The industry proper is composed of general contractors, trade contractors, sub-contractors, and speculative builders. By using non-union labour, wage-cutting, sub-standard construction and dispensing with the architect's or engineer's services, the latter manage to dominate the residential construction field, although their general policy is to sell sub-standard houses at the highest possible prices. Small-scale operations are the rule, and frequent bankruptcies seem to be no deterrent to continued operation. The use of advertising makes the public unwittingly support this system which is to its own worst advantage.

The licensing of all contractors, or some similar arrangement, is necessary to help eradicate this irresponsible element from the housing field, and encourage larger firms to consider more rationalized large-scale residential construction.

(6) The present craft structure of the building unions, a definite deterrent to the development of new and more integrated structural techniques, must be modified to facilitate the co-operation of specialized trades and render their whole structure more flexible. At the same time, the formation of groups of non-specialized, highly-skilled assembly mechanics should be encouraged.



"..... City planning is a political art"

PLANNING AND DESIGN

Rural housing will form a substantial part of any Canadian post-war construction programme. The great bulk of work, however, will be urban, the majority of planning problems will concern towns and cities, making the formulation of a city planning policy of prime importance.

Every city forms part of a geographic, economic, social, cultural and political region, upon which its development depends and apart from which it cannot reasonably be studied. For the purposes of this brief analysis, the functions of the city

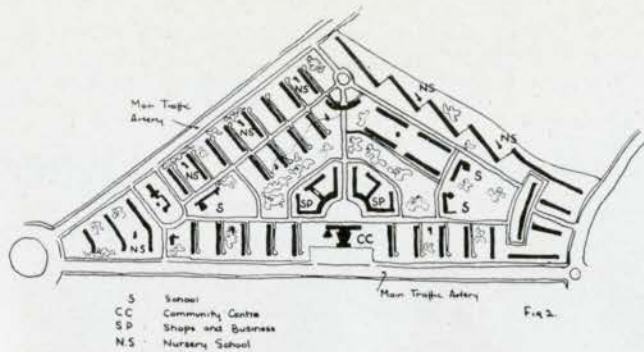
may be said to be four,—transportation, dwelling, recreation (and education) and work.

A. Transportation.

The most obvious and ubiquitous defect in our present towns and cities is that of traffic: evidenced both by the congestion in the streets and the congestion in suburban trains, busses and street-cars, and involving both loss of time and loss of life. Our street systems were laid out for the horse and buggy era, and the coming of modern transport was very definitely the insertion of new wine into old bottles, with the usual dire consequences. The result of putting a car capable of 60 m.p.h. on a street also accommodating street cars at 25 m.p.h., cyclists at 15 m.p.h. and pedestrians at 3 m.p.h., with a crossing of a similar thoroughfare every 200 feet or so, is naturally chaotic and completely frustrates the aim of modern transportation, which is to get from one place to another as quickly as possible. Our present streets fail to show any differentiation in terms of possible functions. The only way of facilitating movement of all classes of traffic from one part of the city to another is to classify streets according to function and to ensure that they are kept separate, similar to any other piping layout; for that, in effect, is what a street system is. Hence, we get high speed through-traffic arteries, with intersections spaced at wide intervals; local shopping streets; subsidiary access streets in housing areas; pedestrian ways, and so on. The street system permitting the most efficient movement of modern traffic has a wider mesh and more fluid form than the old gridiron (Fig. 1). The specializing of thoroughfares

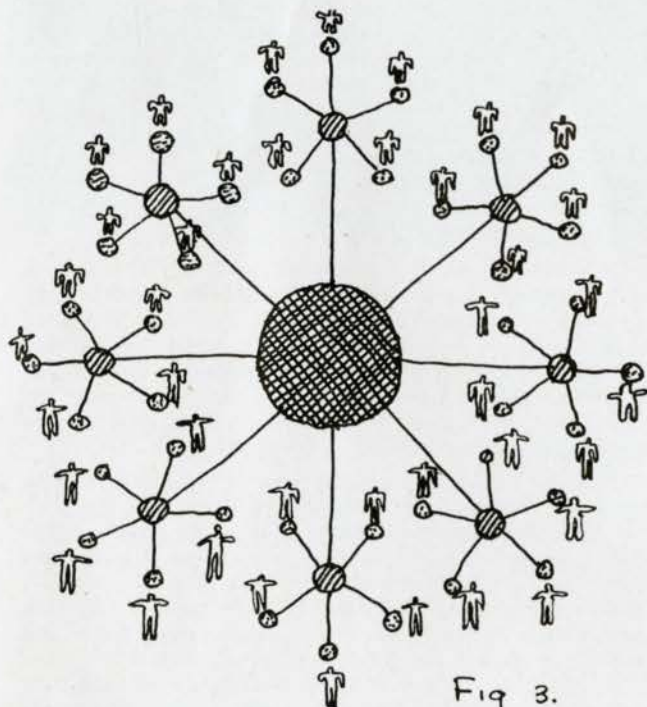


in this manner creates large super-blocks and puts the siting of buildings in an entirely new light. It is now seen that the buildings should be located off the main arteries, rather than on them, it being both difficult and dangerous to scrutinize shop-windows while passing them at 60 m.p.h. All buildings are serviced by special purpose access roads which branch off the main arteries, and are laid out with their own local road and path system within the super-block (Fig. 2). The way to solve the traffic problem is not at great expense to widen streets piecemeal where traffic jams occur, or to construct isolated underpasses and other temporary palliatives, but to plan the city system as a whole, and ensure that future construction conforms to a long-range master plan, and to so lay out the city's land use pattern that traffic between neighbourhoods is lessened, rather than increased.



B. Dwelling.

Not so universally evident, but equally in need of reform, are the depressed residential areas forming a belt of blight around the central business core of our cities, and the acres of subdivided dreariness forming "the suburban fringe", cut up by traffic routes, spotted with indiscriminate industrial development, with maldistributed open spaces, if any, and uncoordinated and misplaced communal facilities in the way of shops, schools, theatres, etc. The new street pattern gives the clue to the redevelopment of these sections. When it is agreed that every dwelling unit should open on to a park area, be close to a nursery school, and the local store, be within walking distance of a shopping centre, elementary school, and the local library; be within convenient reach of a high school, community centre, and retail stores,—all these being attainable without the need for crossing any major traffic arteries, and if



- . 1000 people
- . Nursery School Local shops.
- . Community centre Grade schools Stores.
- . Civic Centre High Schools Large stores.

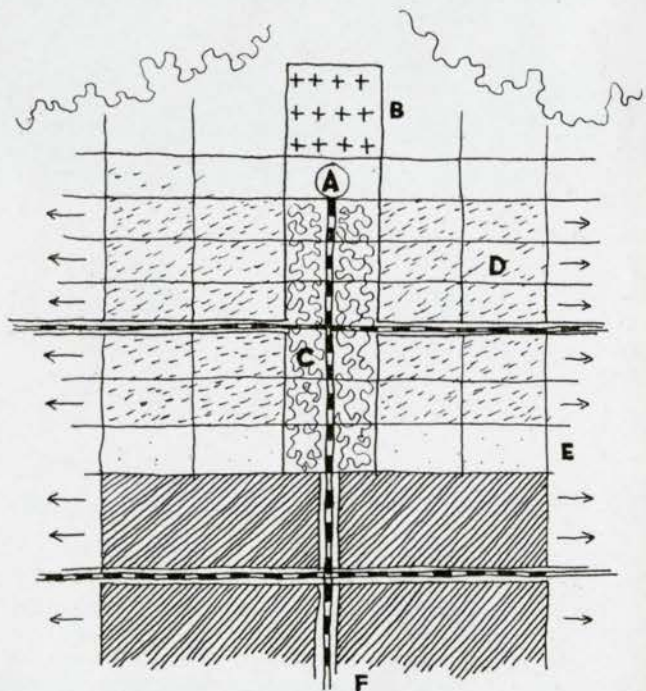
possible via a park belt—then the neighbourhood pattern unit evolves almost automatically. Figs. 3, 2).

C. Recreation and Education.

Distribution of recreation areas, insofar as open spaces are concerned, follow directly from the pattern set by the master road plan and housing units as outlined above. Arrangement of housing areas is made partially dependent upon availability of recreation and educational facilities, so that proper distribution of these facilities is automatic. Main traffic arteries will move in greenbelts, and all dwelling neighbourhood units will contain internal park areas planned to pedestrian scale (cf. Radburn, N.J., and Greenbelt, Md., U.S.A.). The unequal distribution of open spaces, so evident in our cities today, will have disappeared, and it will be possible to provide communal facilities for all, cultural as well as physical, centred around schools and community centres.

D. Work.

A similar process is employed to replan work areas, comprising business and industrial districts, although here, owing to the varying nature of different businesses, a definite formula cannot be adhered to. The variety of possible arrangements can be seen very clearly in the London County Council Plan for London, where certain specialized work areas, such as The City and Whitehall, are organized into precincts, surrounded by traffic arteries, and assume a neighbourhood unit pattern. In other areas, where the local industry consists of small-scale family-size workshops (very common in the clothing trade, for example), an attempt is made to provide flatted factories close to the living area and around the fringes of the neighbourhood unit. Where noxious, or heavy industry is involved, the same principle is followed, with the added precaution of an insulating park belt separating it from the adjacent living areas. (Fig. 4). The pattern is never rigid, but generally speak-



- A . Main Station
- B . Skyscraper Business.
- C . Central Park, Community Buildings etc.
- D . Residential
- E . Greenbelt
- F . Industry

Fig. 4.

ing the larger the scale of the industry or commerce involved, the greater the tendency to isolate it within a neighbourhood where it can enjoy concentrated and planned transportation and freight facilities and where it will not interfere with living and other areas, lowering values and living standards and assisting in the growth of urban blight.

It is felt that this clarification of the various functions of an urban area, and the stating of what one might call the "minimum standards" for their effective operation, would be subscribed to by the bulk of the architectural and engineering professions. Differences tend to arise when considering population densities, and the patterns in which these populated areas are to be organized. In this last regard, two definite trends have emerged during the past twenty or thirty years. One is toward the "satellite town", first advocated by Ebenezer Howard, in the 1890's. The other is the "linear town", generally attributed to Tony Garnier, who worked it out first at about the same period, though his ideas were not published until 1917.

The satellite town system (Fig. 5) is well known and needs no detailed description. While separate satellites are strictly limited in size, and tend to discourage flexibility in the city pattern as a whole, it cannot be denied that it has one important advantage: most towns tend to grow naturally in this manner, although in a haphazard way. It remains for the city planner to organize this existing trend to greater advantage.

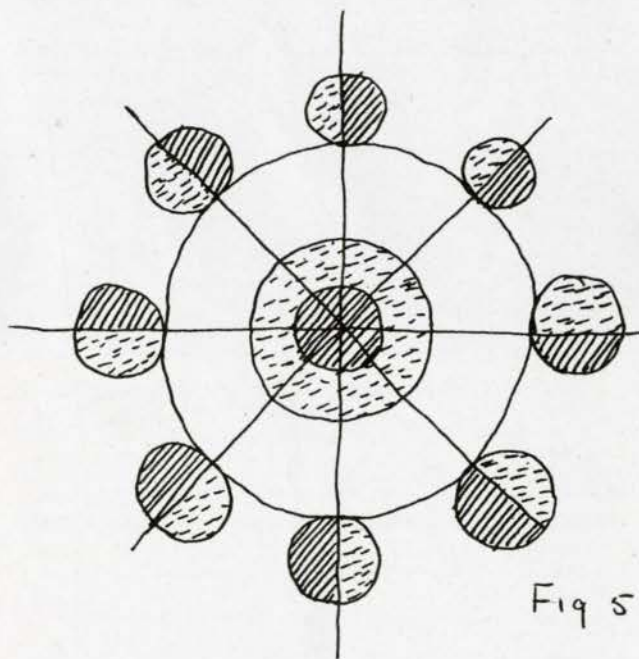


Fig 5

Industrial, Commercial Residential.

The linear town pattern has received considerable publicity of late. Reduced to its most elementary form, it consists of a main artery of communication which passes clean through the town, with the residential area along one side of it and the work area along the other side (Fig. 6). Linear expansion of work and housing areas can take place in either direction, along the main artery, without altering in any essential way the relationship of the two parts, or their access to the main artery or to the surrounding country. Taking a further step, again diagrammatically, the residential areas can be split up into districts with open areas between them (Fig. 6). The

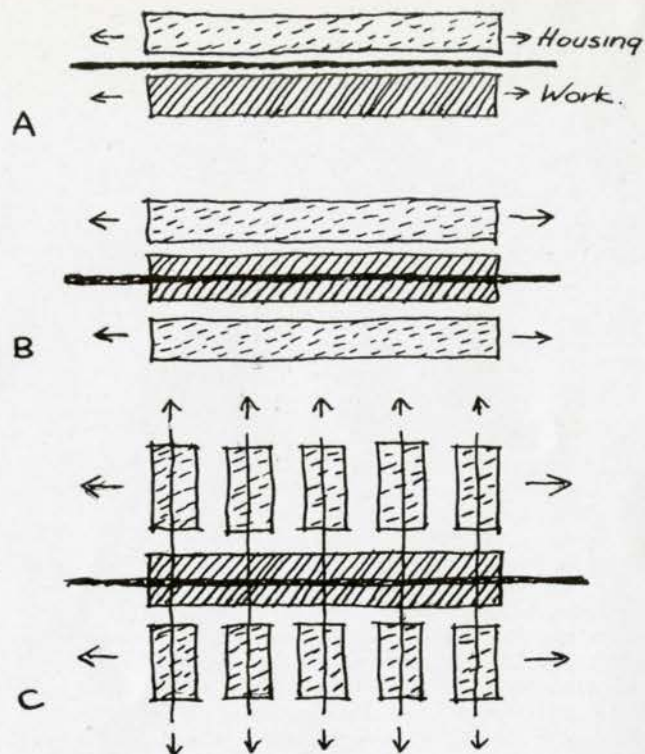


Fig 6

countryside now penetrates to the corner of the city, and every part of the city has access to it. A completely different pattern from the satellite plan has evolved, with many of the advantages of the former and the added advantage of extreme flexibility. Its greatest disadvantage is the difficulty of its application to many existing towns, particularly in Europe, although its use in certain prairie towns, and certainly in totally new ones, is an attractive idea. The system has been elaborated by Le Corbusier (Fig. 4) who applied it to the diagrammatic layout of the really big city.

Differences of opinion as regards the merits of these two broad types of city plan need not develop a major split in planning ranks. They are not always equally applicable to a given specific problem. Both, however, assume drastic revisions and extensions to existing city planning legislation, in the direction of greater power of public land-use control. If we want our towns and cities to grow intelligently, this legislation must be framed and pushed through . . . city planning is a political art.

This brief outline of a possible area of common ground on which all members of the profession could meet to place their cases squarely before the public is vague as to details, but definite in general principles. One point remains to be emphasized: it is essential that it be made quite clear to the public that the filling in of all the details in the general pattern is done strictly on the basis of accurately-surveyed needs and publicly expressed desires. The essentially democratic character of the survey-and-planning procedure must be clearly demonstrated beyond all possible doubt, since this is none too clear to the man in the street at the present time, and is the first point to be seized upon by opposing vested interests.

Thus armed with a body of planning principles and avowing the scientific approach generally, the profession could present a united front to the general public, form planning groups, commence surveys, help organize planning groups in other spheres of activity and finally create an overwhelming public demand for the planning approach.

BRIEF FROM A.R.G.O.

TO THE REGISTRATION BOARD OF THE O.A.A.

Introductory Remarks

Following is the Brief presented to the 22nd of September meeting of the Registration Board of the Ontario Association of Architects by the Architectural Research group in Ottawa. The Brief was hurriedly prepared. It is rather sketchy and provocative in character as a meeting was arranged for between the Board and some members of A.R.G.O. at which further elucidation of the points touched upon was possible. The discussion which ensued during the course of this meeting indicated that the Brief raised some very vital aspects of a problem which is of current concern to members of the Profession—and, it might be added also to those outside of the Profession who are laying the foundations and preparing the legislation for Reconstruction Programmes. It was thought that this Brief would be worth presenting to the Profession at large for their consideration.

When so many of Canada's sons are prepared to give their all to defend this country's future,—when this country in support of its sons can so organize itself as to produce per capita the greatest quantity of war material of any of the united nations,—it surely can be expected that the same calibre of organization will guarantee to its sons upon their return from the fighting fronts—air, land or sea—as well as to the memory of the ideals of those who will not return, a Canada of employment, progress, security, health and happiness. In this task—as in war—the individual should exist only as a part of a gigantic undertaking. An undertaking which has the welfare of the Canadian People as a whole as its only concern; within this undertaking individuality, initiative and achievement will each find its optimum social, human and "religious" expression.

The Post-war era will demand from the Architectural Profession a very great service. This service will be measured—as service in war—by achievement for the good of the nation as a whole. We shall no longer be expected to work within the small confines of individual achievements in respect to individual buildings. Rather, "collective" or "group" efforts should deal with the great social works which will be required to keep faith with those who have fought so hard on behalf of our country and its future. As, for example, the house is no longer a complete entity but rather a part of a system known as "Dwelling" comprising of house, services, street, park, school, shops, etc., etc., eventually the city and the region, it naturally follows that the practice of architecture should follow this larger conception of a building.

The other day we were chatting to a Surgeon of high professional standing. Said he, "One need not pity the public cases that come to the Hospital and Clinics! They receive the best attention. They receive full medical inspection and supervision by experts in the various branches of medicine and the total equipment of Hospital and Clinic is at their disposal. Such attention is never possible in the case of private patients". "If you doctors were remunerated according to the work you do for public case, would it not be both to your as well as to the public's advantage to have all patients as public patients?" "That is completely true. You do not know how much time, money, and energy we waste in doing in our private offices what is done at the clinic, as a matter of routine by office staffs and so on. There is no doubt that the patients would receive more competent over-all treatment. But, we have the family doctor to think of—patients are accustomed to go to him with their ailments and they are at home when they are treated by

him. He, on his part, will oppose tenaciously any organization which will make his position doubtful. After all, he, the private practitioner, cannot help but recognize that he has little chance against a group of experts with the best and latest equipment readily available. . . ." "Yes" we said, "it looks as though the practice of Medicine and of Architecture have much in common."

Lastly, we would like to say that we realize that our Brief suffers from youthful bluntness and sincerity, at the same time we firmly believe that youth is finding his rightful place in this war and has shown that he is capable of leading. We are convinced that it is essential for youth to be given an opportunity to continue in his professional practice in such a way as to maintain the ideals and visions developed at School and University. Youth with the future before him holds a great interest in the future welfare of his country and his solutions for its problems are not to be ignored. Is he not the one who will lose or benefit most by it? This brief was conceived in the days of the depression, even though its birth is brought about by another frightful world calamity. Youth no longer believes that "hard-headed" business and "experience" based on a very depressing and often ugly past offer adequate solution for the tasks ahead. The Maginot Line was a terrible tragedy in this war. We must fight the Maginot Line complex in peace.

Fred Lasserre.

THE BRIEF

A.R.G.O. is formed from members of the Architectural and Engineering Profession who are now stationed at Ottawa. Some are in the Armed Forces, others have Government appointments. A few of the members associated with the group are without professional status at the present time but in the opinion of the group their outstanding experience and ability made their membership very desirable. Only four are members of the O.A.A.

A.R.G.O. came together in a common desire to study certain of the vital housing and town planning problems which confront Canada and to attempt through study and research to find some practical suggestions for their solution. In particular it attempted to establish a method by which the problems could be most competently dealt with. It is publicizing its findings through the press, on the radio, in an Exhibition to be taken over and circulated by the National Gallery, and in a booklet.

A.R.G.O. is working through the collective effort of Architects, Engineers and all others who are closely associated with the problems it is dealing with. It is the only manner by which the work A.R.G.O. has undertaken can be carried out. Only through the collective effort of specialists, grouped about a common approach to social, architectural, planning and engineering problems could such a work be successfully and efficiently executed.

A.R.G.O. has been using Ottawa, for obvious physical reasons, as subject for an analysis of what is wrong with our cities,—how they could be improved; what is wrong with our commercial, business education, industrial and residential areas,—how these with large scale planning could be developed in a much more scientific and advantageous manner of great benefit to all citizens. The main emphasis is on the development of neighbourhood units with their full complement of schools, stores, etc., as part of a general town plan designed to finally

bring our towns up to date. Traffic development, social and scientific progress, public and administrative consciousness, the need for post-war "reconstruction" schemes all support this important study and look forward to a workable solution in and from the building and planning professions.

The Firm:

In the course of A.R.G.O.'s work and research it has made many contacts and many friends. On two occasions it has been asked, tentatively, for architectural services. Members of A.R.G.O. studied the Architect's Act to see in what way it could practise as a firm. Due to the wording of the Act it soon saw that the Act did not provide for such an occasion. A.R.G.O. wanted to be sure before it embarked upon a "professional" career that it was doing so in accordance with the act. It was in this respect that it desired to have a definite ruling from the O.A.A. Registration Board on how this may be accomplished.

A.R.G.O. has decided, after further consideration, not to practise as a firm but to remain a voluntary group. On the other hand some members of A.R.G.O. who desire to remain here after the war do want to form a firm called, say "Associate Architects and Engineers" or "Hecton, Architects and Engineers". They will be the "practical" expression of A.R.G.O. using a different name, but, basically, carrying on into actual practice the organizational principles of that group and endeavouring to express its ideals. It is urgently desired by this group and through them by A.R.G.O., that the principle of united collective professional service be established and that such service be rendered under an impersonal name which would cover all members of the group forming the firm.

The Need in the Profession

At the beginning of 1943 from a listing in the Daily Commercial News Annual, Architects were employed as follows:

- 12% on active service
- 11% by the Government (Federal)
- 5% by Provincial and Municipal Governments.
- 2.5% by Education and other institutions
- 7.5% by private concerns (Banks, industrial plants, Mills, etc.)
- 62% in private practice.

The latter two groups undoubtedly do not present an entirely correct picture as a great number of Architects maintain a small private practice while carrying out their principal work for some large concern. The Volume of work carried out in private offices looks increasingly unfavourable.

There is no doubts that an ever greater number of architects and engineers are being absorbed by large plants and institutions as well as by governmental bodies. This process is cause for grave concern to the profession, as it already indicates that the professional status of individual architects is little respected by large organizations. Rather, these organizations which look for rapid and efficient results, have found it more economical and satisfactory to employ Architects and Engineers as members of their concerns. The requirements of the organization become the specialized study of these professional employees who can be called upon at a moment's notice to produce the required designs, layouts and information. This applies generally to Government agencies such as (office of Public Works N.H.A. and Wartime Housing), to contracting firms (Foundation Company of Canada, Hill-Clark-Francis Ltd. etc.), to large industries (Ford, Aluminum Co. of Canada, International Nickel, C.I.L. Ltd. etc.), to Commercial Companies (Loblaws, Honey Dew, C.P.R., C.N.R. etc.).

Until architects learn to organize on a scale which is compatible with the status of these large organizations, deterioration in the position of the professional architect will continue. To be held in esteem and respect by big business, by Govern-

ment and Municipal Agencies the Architect will have to readjust himself to a form of collective office organization comprised of experts in all fields of the building and town planning professions—even with a research department.

The small private practising architect finds it more and more difficult to make a living out of the few alterations and small house jobs which he is able to gather from his acquaintances. Naturally he tends to turn to the more comfortable and reliable remuneration which can be found by working for some large, well established concern. How much more satisfactory for the profession and for the individual architect if, instead of obliterating himself within an "octopus" as an employee, he helped to form a firm of specialists competent to deal in a scientific and prompt manner with large projects.

We are certain that such an organization will be able to deal with powerful large clients in a manner of mutual confidence and on equal terms. The individual architect will still be free within his own special domain, not subservient to an employee who often ruthlessly demands work to be carried out in a manner odious to the architect employee—and eventually producing a like result in the appearance and function of the project. Through this method we will save considerable adulteration of our profession's cherished sensitivity and retain our sense of responsibility. We will be able to regain for our profession in association with engineers, dignity and a commanding position in the architectural and planning fields.

The Social Need

The demands on the Architect to maintain a steady income forbids any specialization in one field. He has to be acquainted with a great number of building types, types of construction, materials etc., so as to be able to deal with any request for his services. The result is that he seldom has a thorough knowledge of any particular aspect of his profession.

The appearance of our buildings and of our towns are highly expressive of this superficiality—a superficiality which has defined the architect in the minds of the great majority of the people (including potential clients) as the decorator of buildings. The fantastic chaos of conflicting styles and the incredibly poor relationship between buildings is a sad monument to a period of adjustment when the architect used worn out methods in dealing with the intricate building requirements of today. We feel that the profession should look within itself and see whether the forms under which it practices are working in the interest of society as a whole. (Of course the architect cannot be held responsible for his clients' whims, but this only confirms the lack of integration between architect, client and the programme of the building to be designed).

A group of specialists, we are certain, would be in a better position to closely co-ordinate at every stage of a project all aspects comprising that project. It will be able to start from the initial stage on all architectural and engineering work. In this way an honest, straight forward solution will be more likely to be attained than under the present system of letting out a job after sketch plans are prepared, and often much later, to engineers, etc., usually entailing considerable last minute haggling and compromise.

To the client it will be a great blessing to know that for a certain sum he will get complete Architectural and Engineering services, and even other associated services (furniture design, landscaping, etc.)—and that these will not appear as added expenditures during the course of the job.

As the scope of Architecture, Housing and Town Planning increases in extent as well as in complexity so must our professional offices re-adapt themselves to these new demands upon their services. These services require the architect to finally shake free from protective moth balls and abandon his monastic retirement in that little cell padded with reference books, Monographs, Histories of Architecture, etc., which he has

fondly called his "private practice". His duty is that of service to society. The extent of the modern problems which he is called upon to solve and to erect are such as to be of social significance. The result will effect not one person but many—a great many people. It is in collective action that the best and most authoritative results will be obtained—for example T.V.A., F.S.A., Co-ops in Sweden etc.—serving clients representing collective groups. These clients increase daily.

Architects will have to group with engineers, town planners, etc., in large firms or "Ateliers", and these in turn must work in a fraternal manner with other such establishments. The profession should close its ranks in an advance, not in protection; in an attempt to face up squarely to new conditions and not to protect itself from the impact of these.

The Problem

The members of A.R.G.O., interested in the formation of a firm have in mind a firm directed by a board of directors composed of qualified members of the Architectural and Engineering professions. The firm would be departmentalized with associates collaborating with the directors. The members would acquire responsibility by becoming specialists in individual aspects of the building professions (or by being already qualified specialists). As such their contribution to the success of the firm entitles them to recognition. This can most satisfactorily be accomplished through their name being associated with the name of the firm. It is therefore of great importance that the name of the firm be a "covering" name as previously pointed out, probably necessitating an amendment to the Architect's Act.

In consequence the members of A.R.G.O. are eager to obtain from the Registration Board, in the light of the foregoing exposition of our case, a statement on the following questions, and it looks with confidence to the Board's sympathetic consideration.

1. Can we practise as, say, "Hecton, Architects and Engineers" if all members of the board of directors are also members of either one or the other profession?

2. Can we practise as, say "Associated Architects and Engineers" with a similar board as for (1)?

3. What steps must be taken by the professional members forming the firm in transferring from private practice to collective practice (seals, etc.)?

4. The scale of fees will have to be stepped up to cover combined Architectural and Structural service. Does this in any way require a change in the act to ensure equitable competition?

5. Can non-professional members form a part of the governing body of the firm?

6. Is any internal legal organization required within the firm binding members of different professions?

We call to mind the following well-known firms who have practised in a manner similar to the one we propose:

Albert Kahn Inc., Archts. and Engineers.
Associated Planning Services, Archts. and Engineers.
Caribbean Architect—Engineer (New York).
Florida Associates Architect Engineer (Palm Beach).
Construction Planners Inc. (Los Angeles).
The Associated Housing Architects of Houston, Texas.
Allied Architects and Engineers (Memphis).
Associated Architects and Engineers of Oklahoma City.
Allied Engineers, Inc. (Los Angeles).
English Group under Prof. William Holford.
Tecton, (London, Eng.)
Gatepac (Spain).
Atelier des Architectes (Geneva, Switz.)

We look forward to your decisions,

For members of A.R.G.O.

Fred Lasserre
Watson Balharrie
R. C. Fairfield

September 21, 1943.

REGIONAL PLANNING

(Continued from page 6)

selves in civil life will make for impatience for anything but short-term expedient planning or construction that promises quick employment. It will then be too late for long-term planning.

Post-War Co-operation by Private Interests and Public Bodies

When the war ends, public bodies and private interests alike must share the responsibility of making the re-adjustment period as short as possible, and establish a peace economy that meets as far as possible the four points of the Atlantic Charter. *Private industry alone will not be able*, in the immediate post-war period, to keep all their present employees and absorb the great numbers that will be demobilized in time to prevent much suffering and social unrest. There will be a *lag period* after the war when it will be necessary for all levels of government, so far as they can financially, to promote public works on a big scale. *The Plans for these should be under protection now*, and when the war ends there should be sufficient plans completed to make a definite impression on unemployment conditions. This is a problem for every municipality and province, as well as the federal government. It is in fact a series of problems, and financing is not the least.

The municipalities may not be able to spend much money for public works. The provinces, with one or two exceptions, may not be better off. It looks as though the federal govern-

ment will need to take a big share and, jointly with provinces and municipalities, so far as their means allow, launch public works programme on a big scale. The initiative must start from the lower levels of government and work upward. If a municipality lacks means, it may look to the province. If the province's means are insufficient the national post-war emergency will justify them in looking to the federal government.

It is not likely that the political policy, nor even public opinion, will sanction the spending of great sums for ill-considered, rapidly conceived public works merely to create employment. I have reason to believe, so far as the federal government is concerned, that no grants or credits will be released for uneconomic projects, or those not related to Master Plans and planned environment. There has been building up during the past twenty years, but particularly the last four years, in fact during the war, a substantial body of public opinion, that believes in planning with the utmost intensity,—that without planning we are heading for chaos.

The horrors of war have impressed them with the futility of expecting enduring human progress without planning,—many kinds of planning—not in the totalitarian sense, but in a democratic way. Every municipality, region and even the province itself needs a Master Plan to help chart its future course. An Enabling Act for Regional and Municipal Planning would be a start in forming a sound physical base upon which to build a sound peace economy. We can't begin too soon.

PERIODICALS SHELF

By ANTHONY ADAMSON

Quite one of the most interesting articles that we have read for some long time is in the *Architectural Review* for December. It is called "Ornament in Modern Architecture" and is written by Sir Kenneth Clark, the head of the British National Gallery. It stimulates those deep philosophical thoughts about design and modern architecture and I cannot recommend its perusal too highly to those who like such thoughts.

The complete absence of all ornament, even the simplest mouldings in modern buildings is something very extraordinary in art history. There have been times, notably in the transition from the classical to the Byzantine, when a people have produced an impoverished art, not from a decline in culture but due to a change of will. They wilfully produce things alien to their traditions and incapable of a large range of expressiveness. But never has the negation of ornament in architecture been raised to an aesthetic principle, not even by the Cistercians, as it is to-day. Music, poetry, painting are also without ornament, as life and even the finality of death is now almost entirely without ceremony. Is it because we have lost belief in the dignity of man and only interest ourselves in the efficiency of his function? Do we modern architects say that volume, line, movement and the fluid quality of space are all that the heart desires because materialism will not allow ornament to enter into our estimates—ornament, too, that used to be as instinctive as the patting of a dog or the stroking of a cat?

To avoid the stigma of a degrading "yes" to these two questions, what things of the spirit have we to-day that we can point to as the cause of the apparent hyper-materialism of the mistress art? We have time-and-a-half for plumbers on Saturdays, and Workmen's Compensation, we have Public Housing and the Beveridge Report, all facets of that new urge to give the greatest good to the greatest number. A social philosopher of a past age, Veblen, classified ornament as "conspicuous waste" existing only to prove that the leisure class had the power to exact tiresome and unnecessary labour from the workers. Is such thought in modern guise Philistinism or the glorious advance of social purpose destroying the meaningless frills of an unscientific age and leading the way to new aesthetic purity in our profession? These are some thoughts masterfully analysed by Sir Kenneth Clark. When we put down the *Review* and picked up the *Forum* for November we opened it at the Research Building, pp. 88-89, by Mies van de Rohe, his first work in the United States. We personally feel this to be a gross little monument of materialism and an outrage to our intelligence and sensibilities.

This, however, was not the first outrage to our sensibilities this month. We discovered that a man of canine antecedents has been deploying his perverted humour against the Periodicals Shelf. All those Russian magazines which we were going to cover are discovered now to be six years old. In contrast to the action of this menshevik snake, Howard Myers, the charming publisher of the *Forum* sent us a November copy of his periodical, as he had read in our last column that ours had been stolen. If there are now any Russians who want to make up our apparent loss, skip it, comrades.

The contemporary political feeling in the United States is beginning to appear in the architectural periodicals—except *Task*—and there are two or three reasoned calls to the Old American Way of Life without government direction or financing. The November *Record* has "Practical Urban Redevelopment" which considers the theory and initial practice of the Urban Redevelopment Corporations Law (1941) and others like it which envisage private enterprise co-operating rather than

competing in the redevelopment of districts. It was all rather new to us and we read it with interest. "Horse Sense Planning" in the November *Forum* tells us how by a little of Veblen's apparently conspicuous waste we can get people to pay higher rents for added amenities. We were not very impressed. The December *Record* which has just arrived has what appears to be an excellent 29-page study called "Construction Potentials" which aims to help the construction industry to get down to brass tacks "after V-Day"—and incidentally far away from the New Deal.

Besides the articles mentioned in the November *Forum*, (if you read this, Mr. Myers, thank you, and I am sorry I didn't write) we were interested in the Tri-Level House which must be exasperating to live in, also a pleasant group of houses with shed roofs called Cherry Point Homes which perhaps deserve your notice, and a section on cold cathode fluorescent lights. We also await with interest along with possibly many in Canada the practical and financial outcome of the "demonstrability test" noted in this *Forum* of a considerable number of demountable wartime houses which are being transplanted.

The November *Pencil Points* has a most attractive cover (we really prefer their covers to the *Forum's*, Mr. Myers) and is devoted almost exclusively to aviation as a great future client for architects. It looks very complete but we did not read it. The same number has an interesting advertisement for "4 Square Lumber" showing a soy bean silo bound with plywood rather than iron hoops. There is also a pleasant small public row housing scheme at Cincinnati.

The November *Record* carries, as others no doubt, Crane's advertisement which gives the result of their poll of public opinion. They say that 72% of United States citizens want an extra shower in the basement. We don't believe it for a moment, and our intelligence is outraged again. The same *Record* has besides that mentioned a plant for the Curtiss-Wright Corp. for the manufacture of cargo planes, an idea for a house with a self-supporting roof and movable partitions, a section on Household Closets, three tauntingly Californian houses, and one of those beguiling *Record* sections on new materials and equipment that we could not possibly get.

The December *Record* has besides the section on "Construction Potentials" a group of four new railway stations, which include the one at Montreal which we do not understand now any better than when we read about it in the *Journal* last month. The rejuvenation of the Burlington, Iowa, station is very slick. We note that the model plan of a one-man railway station is identical to our station at Port Credit, built in 1902.

The *Architects' Journal* of December 2nd has an article on the propaganda necessary to put housing across. *Design and Construction* has a report on 2,577 steel houses erected 17 years ago in Scotland. It was interesting to note that 95% of their canny Scots' owners would not commit themselves to say whether they were nicer or nastier. The December *Architectural Review* has an illustrated article on the decorative work of the late Eric Ravillious, whom we have admired. The November *Review* gives space to a house for a grove of rubber plants and their curious Swedish owner. *Task*, "a voluntary, improvised magazine produced in spare time by members of the profession", would like us all to know that we can subscribe to it, its policy uninfluenced by the presence of advertisements, for \$2.00 for four issues. We think subscribers may from time to time be rewarded with something they will not get in the other magazines and it is very simply and readably set out. Happy New Year.

THE PROVINCIAL PAGE

ALBERTA

The War Time Housing Co's 250 houses for Edmonton are now gradually coming into occupation and seem likely to be highly appreciated. Their number is not such as to make a very appreciable impression on the general situation which may be fairly estimated in this way:—the total population is around 100,000, requiring 25,000 housing units. There are in existence less than 19,000. The deficiency is 6,000. Other cities have, no doubt more or less the same tale to tell.

There has been some lively discussion about the most economical and satisfactory way of building houses for low income persons. These discussions "find no end, in wandering mazes lost". We hear much of the virtues of prefabrication and standardization but do not see much result. It should be clearly recognized that prefabrication and standardization are relative terms. Much of both have long been practised, not only in houses but even in such matters as clothing and eating. A complete adoption of either is not only impracticable but wholly undesirable. Instead of representing progress it would be the attainment of stagnation. Indecision as to what kind of house is best is quite a hopeful sign. It means that there is quite a wholesome variety of ways of living and quite a variety of living persons and personalities.

Many new ways of arranging houses are proposed. For the most part these would suit only exceptional cases. Attention may well be paid to the normal and general, even to the commonplace, for common things are most deeply rooted. In this locality, people of small incomes persist in following certain general patterns in defiance of the more novel suggestions, not altogether without reason.

1. Some suggest that basements should be more fully used as bedrooms, or that they should be omitted, or that they should be limited to a small part of the area of the house. It is alleged that the cost of the basement is too high in relation to its serviceability. Yet people persist in having these full basements. The reason is found in the actual operation of the house. The laundry work is done there. For even a small family a large expanse of bed sheets must be hung up on one day each week, —Monday apparently by preference. If Monday is wet or there is a snow storm on, the basement is the only refuge. Other uses are storage for preserves and other foods, for trunks and other temporarily unemployed material, for workshop and hobby purposes and, finally, a full basement is the surest guarantee of a warm, dry house. These things are found to be worth a good price.

2. Let us take another persistent arrangement,—separate kitchen, dining room, sitting room. Why not combine either the first two or the second two? The dining room, it is claimed, is an expensive apartment, being made use of for barely an hour and a half each day. This is not the actual case. The dining room usually serves also as the children's room where play and lessons are carried on whilst the older folk can have a more peaceful time and separate conversation in the living room.

3. The simplification of house-form due to the flat roof is not gladly received by lovers of picturesque and interesting form. It appeals to less than one per cent. of low income builders. Even the designers of these flat topped houses are prone to introduce strange vagaries to lend interest to their products.

4. The modern corner window is a distress to admirers of that "firmness" which Sir C. Wren recommended. Some claim that it is scientific as illuminating a room better. The photo cell will not support the intruder's claim.

5. The best impact of modern ideas on the traditional house is not in such things as these but in the introduction of labour-saving devices. These have tended to smaller dimensions, chiefly in kitchens. They usually imply prefabrication, but also, unfortunately increased initial cost. To some extent this may be expected to be offset by mass manufacture with genuine advantage.

In the houses of the future it is to be hoped that the accommodation of the fair-sized family shall receive the benefit of truly scientific study. We ask 90 square feet of floor space per person in hospitals. Should a house provide less? A family of four persons, two parents, one boy, one girl, requires three bedrooms. Therefore the normal family should have three bedrooms. It is sometimes recommended that no more than two persons should occupy one bedroom. In that case a family of two parents with three boys and three girls would require five bedrooms. This is absurd. A bedroom of 270 square feet 15'.0" x 18'.0" will accommodate three. I wish they may get it.

Cecil S. Burgess.

MANITOBA

During 1943 one of the outstanding developments on the 'home front' was the increasing awareness on the part of Canadians of the necessity of planning for a new community, both national and local.

1944 finds us looking forward to the consummation of rapidly developing plans for Town Planning, Housing and Reconstruction in the post-war period.

The note struck on the Editorial Page of the November *Journal* was most encouraging. (Incidentally, congratulations on the new format of this page!)

The attention given during the past year to the post-war problems of Manitoba has been most gratifying and encouraging: both City and Province, as well as several Winnipeg organizations, have given serious attention to the study of metropolitan and rural problems.

The Provincial Government has set up a Committee on Post-War Reconstruction, comprising all the Deputy Ministers. The two-fold purpose of this Committee has been (1) to get a picture of what might be done to improve the small towns of Manitoba by developing public utilities, planning or replanning for expansion, small industries, parks and the development or rehabilitation of prairie housing; and (2) to organize a committee of representatives of the City of Winnipeg and its surrounding municipalities to study the intermunicipal problems with a view to creating a master plan for future redevelopment and expansion. Both of these projects are well under way. Surveys and study-suggestions have been prepared for several typical rural municipalities. The committee for the greater Winnipeg study is now being formed and it is expected that, with the appointment by this committee of a Director of Town Planning, immediate work will get under way on the preparation of studies of existing conditions and the resultant development of a master plan for the future. Much credit for this Provincial programme goes to Professor W. J. Waines of the Department of Political Economy at The University of Manitoba in his capacity as Economic Advisor to the Committee on Post-War Reconstruction. Mr. Eric W. Thrift, Lecturer in Town Planning at The University, has served as Technical Adviser in the planning of the post-war possibilities of the rural municipalities.

The Winnipeg City Council has been studying local housing through a special Housing Committee. A report has already been submitted by this committee of civic officials, but as yet it has not been released for publication.

The Council of Social Agencies of Greater Winnipeg has for two years been preparing, through its Housing Committee, an exhaustive report on Housing in Winnipeg, analysing its causes and making suggestions for a programme of legislation, financing, planning and construction that will help to solve Winnipeg's acute housing and slum problems. Much valuable material will be found in this report when it comes from the press early in January. This committee, under the chairmanship of E. D. Honeyman, K.C., included in its membership authorities from all fields interested in housing,—social welfare, real estate, construction industry, building materials, financiers, architects and planners. The latter group included the late Ralph C. Ham, Lawrence J. Green, Professor M. S. Osborne, Eric W. Thrift and myself.

The Young Men's Section of the Board of Trade has also made quite a study of Town Planning and has presented a memorandum to the Provincial Government with the aid and guidance of Mr. Thrift.

The Manitoba Association of Architects is planning its annual meeting and banquet for the seventeenth of January. At this meeting it is expected that the present plans to establish student membership in the Association for senior students at the University will materialize.

Following its programme of a year ago, the Students' Architectural Society at the University has again organized a series of monthly film shows at which short films in sound and many in colour are shown to campus audiences. These films include as subject matter architecture, housing, industrial developments, crafts, fine arts, etc. Of those seen thus far this year, two are outstanding. *WARTIME HOUSING LIMITED* (a technicolor film) shows graphically how this organization has met the challenging necessity for temporary emergency housing. *WEST WIND*, the National Film Board's beautiful reconstruction of the story of Tom Thomson, is outstanding both for its technical colour photography and for its artistic merit. No film to date has caught so successfully the spirit of the artist in his interpretation of landscape. The analogies between actual scenes and the artist's paintings are beautifully drawn; some of the scenery is breath-taking; and through it all moves the spirit of Tom Thomson,—boy, woodsman and artist. It should be a 'must' on any film programme.

In closing, I trust it is not too late to wish the readers of the *Journal*, one and all, the very best of years to come.

John A. Russell.

ONTARIO

Windsor amid its hum and its hone and its hubbub, probably has the best informed and busiest group of architects in the Province. This has led to the organization of a very fine Civic Design Group which is at present trading viewpoints on the problems that must be dealt with in improving any city. The Detroit "Architects Civic Design Group" (we think they borrowed our title along with "Back the Attack") is also busy on the many suggested improvements to our neighbouring big city and has done an enormous amount of organization with committees for every conceivable situation and study problem. We keep in touch with their activities and learn much but feel that we are far ahead of them at this date.

Telephone enquiries brought little out of the ordinary news concerning the members of the Windsor Chapter. It seems that everyone has been so busy they have had no time to get into any spectacular mischief, though we understand that some of the gang are seriously studying the intricacies of "Lou" (a game not a dame).

By now we hope that Dave Cameron has signed up all our members with the Windsor Art Association which is doing such a marvellous job in bringing the best of all the arts to the people of this fair city. We will be having an architectural exhibit very shortly. Also we now have an excellent lending library of symphonic and modern music with a goodly number of recordings at the Willistead Library; those familiar with Windsor will remember the beautiful Willistead Park in which it stands.

We have perused the *Journal* for some years, pleased with the many excellent issues and discouraged at the occasional number which lacked anything of interest. In none of them do we remember reading any truly informative article on our city of Windsor. Therefore it might interest those members of the R.A.I.C. who have never visited us that with our industrial wonders and splendour, we also have many of the finest schools in Canada; more area of park land within our city limits than any city of comparative size in the country; some of the newest and finest residential work along our lovely river to the east and west of the city proper and although our city hall does not shine with the conservative though somewhat moth-eaten dignity of Toronto's sandstone palace, in compensation we are favoured with an example of modern brickwork that we feel should hold a high place in Professor Arthur's unusual collection of Ontario's most exciting work.

For those who come with the necessary credentials there are foreign wonders to behold. The new Rackham Building, donated for the use of all architects and engineers, with interior design as fine as any in America; the wonderful work of the sculptor Milles in beautiful Belle Isle and the small but interesting Art Gallery across the street from the Rackham Building, are a few of the many. While to the north not many miles away is the now famous Cranbrook School, which should be seen for its use of planting and sculptor groups in perfect harmony with the quiet yet stimulating architecture of the buildings. We believe that Sarinen is still one of the few great architectural teachers and his work at Cranbrook will appeal to most and inspire all.

The industrial work in both Windsor and Detroit should be seen by every architect. Almost every conceivable kind of manufacturing process with its accompanying architectural problems is here to be studied: foundries, machine shops, tool and die works, power plants, assembly lines, personnel and hospital buildings, all the attendant parts of industry.

So having mentioned some of our many attractions, this is an opportune time to invite you to hold the next year's Annual Meeting in Canada's greatest industrial city, on the bank of North America's greatest waterway, with the most hospitable people in Ontario, in the finest most populated "Jungle" of the world, WINDSOR.

James S. Craig.

SASKATCHEWAN

"The good old days"—strange what those words bring to life in each individual's mind. To some, it means the horse and buggy when the crazy speed of living today was not known—to others—the endless procession of buildings yet to be designed.

Speaking of design and the modern trend, I often look at a streamlined refrigerator and wonder where it is going and how many miles an hour it will make; and yet it is fascinating to contemplate that only an account of man's avarice and his desire to keep up with the Jones's we, no doubt, would still be driving brass radiator Fords.

I hear so much of that beautiful millennium which is to come—"after the war"—Ah! Utopia, where every day is Sunday and pay day twice a week. But, somehow, it does not work out that way. This has been an engineer's war and, no doubt, it will be an engineer's peace, UNLESS the Architects are prepared to do something about it NOW.

John Q. Public should be the Architect's client, but thanks to the foresight of the large construction companies, banks, mortgage and financial institutions who have learned that this building business is a highly competitive affair, the Architect is sinking into obscurity. I have no bone to pick with the aforementioned institutions and I take my hat off to them as they well know the power of advertising.

I believe that the *Journal* of the R.A.I.C. and all manner of architectural publications, pamphlets, motion pictures, radio and the press, should be used to literally bombard the public day after day, year after year, until the public becomes as conscious of the Architect and his works as they are of the soap operas.

Do the soap companies confine their efforts ONLY to the trade journals? Do the tooth paste companies ONLY let the professional medical journals know the value of their products? WAKE UP—IT IS ALMOST TOO LATE NOW!

"Mass production"—those are two fine words. I like to look at them, they express such fabulous proportions. But the words "mass production" have up until the present meant, as far as buildings are concerned, the least possible expense—this has robbed buildings and especially houses of all detail and charm. The modernists to the contrary, I believe that mass production of housing can be used for Half Timber, Colonial or any other period desired. It does not seem reasonable that the barren, sterile, moderne design is to be looked on with the feeling of comfort and restfulness that the older designs are associated with. Nor should all those things that were fine in the past be thrown overboard in the desire to create new forms; as it is only from the experience of the past that the present is able to exist.

In viewing great quantities of the contemporary housing designs they appear to be laboratories where the designer can experiment with other people's lives rather than restful, home-like places. So many of the housing developments as illustrated in the current architectural periodicals are without garages, the best they offer are car shelters and parking spaces. The designers of these houses must have an infinite confidence in human nature—I think more of my old Nash '28 than to subject it to that.

There are a great number of designs being currently illustrated, but it is amusing to calculate the size of the property which would be required to accommodate the luxuriant dreams of vast ground space for each individual house. Actually the majority of houses are situated on property less than fifty feet wide and in a great many cases, twenty-five feet wide.

In designing apartment buildings why not make use of the roof and build a roof garden with lawn, shrubs, and play area and drying yard. If you have ever lived in an apartment building with a small child you will realize the significance of this point.

The various architectural magazines are becoming less and less devoted to Architecture and more and more to a candid camera man's paradise showing full page illustrations at exaggerated angles of subjects as uninteresting as a full size detail of a knot hole. It is with great relish, however, that I read the Periodical Shelf in the *Journal* by Anthony Adamson.

Best wishes for a Happy New Year and here's hoping you are, right now, preparing the working drawings for 194X.

Robert F. Duke.

NOTICE REGARDING ARCHITECTURAL TRAINING COMMITTEE

The Annual Meeting of the Architectural Training Committee will be held in the Offices of the O.A.A., 74 King Street East, Toronto, on Thursday, January 27th, 1944, at 2.30 p.m.

BOOK REVIEW

THE VALUE OF THE BUILDING DOLLAR

by O. J. Firestone, Ph.D.

The most recent accession to the growing mass of published and authoritative information relative to the place of the construction industry in the economic picture is the "Labour Value of the Building Dollar" by Dr. O. J. Firestone, the senior research assistant to the James Committee on Reconstruction. This is a first class performance on the part of the author and is the best of a number of publications over his name. It is brief, concise and to the point and the argument supported by reliable statistical data can leave no doubt in the minds of the reader as to the importance of construction as a labour employment medium. It is however something which must be carefully and completely read, if its real intent is to be understood, since in all cases where statistical information is quoted the careless reader may arrive at unwarranted conclusions. One of the most interesting parts of this document is section V entitled "The Impact of Construction Expenditure upon the Construction Trades and Auxiliary Industries". In this section is Figure V entitled "Distribution of Costs by Trades" and in which the author has unwittingly provided the Architect with a most useful and rapid basis for the compilation of preliminary cost estimates for residential work. This table has been back checked over actual job records and is most surprisingly accurate. There are many other interesting and useful things awaiting the reader who takes the trouble to provide himself with a copy and spends an hour or two digesting it.

A. S. Mathers.

UNUSUAL PROBLEMS IN PRACTICE

Some 12 years ago we designed a public school which had wings at each end of the main building—one wing containing a gymnasium, about 45 feet x 90 feet, and the other an auditorium, of the same size and height. To span these wings steel columns were built in the exterior walls and steel trusses carried the purlins for roof rafters. These steel columns were built flush with the brickwork on the inside. This has been entirely satisfactory in the gymnasium, where face brick was exposed on the inside and no plastering was done and the exposed flush columns were painted to match the gray stock brick. The inside of the auditorium was strapped, lathed with metal lath and plastered. Unfortunately the strapping was not thick enough to have prevented the plaster being pressed through the metal lath to an extent sufficient to come in contact with the steel columns. The action of frost or dampness from the outside, or of humidity penetrating through the plaster from the inside and condensing on the steel columns, has stained the plaster or taken the colour out of the paint on the plaster, which amounts to the same thing, with the result that the existence of each column is just as conspicuous as if it had been left exposed originally. Re-decorating will conceal this defect again for a time but the staining process will continue and again in a few years the position of each column will be apparent.

Moral—make certain that steel columns, when built in masonry walls, are surrounded with masonry or otherwise kept clear of plaster.

NOTICE IN CONNEXION WITH THE ANNUAL MEETING

It is something of an innovation at the Annual Meeting of the R.A.I.C. to have wives of Members attending, and the Committee of arrangements in Toronto is anxious that their visit be as enjoyable as possible. It will be of great assistance, if Members, whose wives will be with them, will write the Secretary, Miss Griffith, at once so that plans for their entertainment may be made.



Lasting Tribute

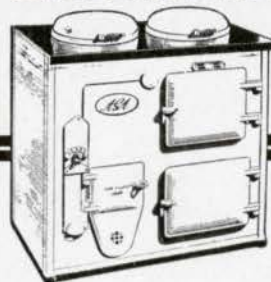
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