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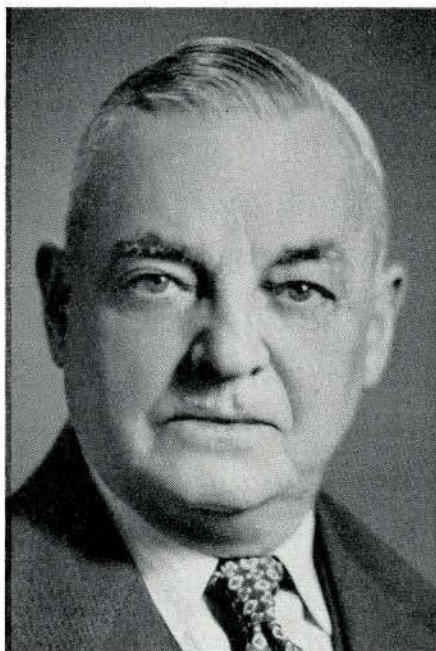
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J O H N R O X B U R G H S M I T H

It is written that every man is a volume, if you know how to read him. When ability to read the volume of our new President stems from an intimate friendship of more than two score years, qualifications may be taken for granted.

John Roxburgh Smith had the good fortune to be born in Scotland. Despite the cosmopolitan nature of his subsequent activities he retains those marks by which a Scot is known, the world over.

His early steps in architecture were directed by apprenticeship in the office of Clarke and Bell of Glasgow, concurrently with a five year course of night study at the Glasgow School of Art.

Four years after the turn of the century, Canada was beckoning the youth of Britain, and John Roxburgh Smith found a niche in the office of the brothers Maxwell in Montreal.

Ten years later we find him making the grand tour of the day for architects – France, Italy, Belgium, Holland, Germany and the home land with a period of study at Ateliér Hébrard in Paris.

Thus inspired, he returned to Canada and passed the examinations of The Province of Quebec Association of Architects with distinction, in later years becoming President of the Association, and receiving the Medal of Merit for distinguished service to the Profession. Now a partner in the firm of McDougall, Smith and Fleming, his work is characterized by a catholicity of knowledge coupled with an open mind.

A very distinguished statesman once told the writer that phrenologically he, the statesman, should have been a very distinguished architect.

No information is available as to the skull structure of your new President, but it would not be surprising if his cranial contours indicate that he would have made a first class missionary, albeit with a strong bump of reasoned pertinacity. His architectural career throughout has been imbued with the missionary spirit and a looking forward beyond immediate horizons and the status quo.

As a teacher of the young, as a special pleader for all architectural causes, and as the doughty antagonist of all architectural shams, John Roxburgh Smith has made a notable contribution to the profession.

We have read the volume which is John Roxburgh Smith, and know that the promise of the existing pages will reach new heights in the unwritten chapter.

The Institute honours itself in the selection of the new President.

A. J. Hazelgrove

I AM proud to have played an active part in bringing Newfoundland into the Canadian Federal Family, thus helping to fulfil the dreams of the Fathers of Confederation.

In 1869 Newfoundland decided to stand alone. I do not hold that it was a wise choice, but contend that the record of her achievements as a small and separate entity is something to be proud of.

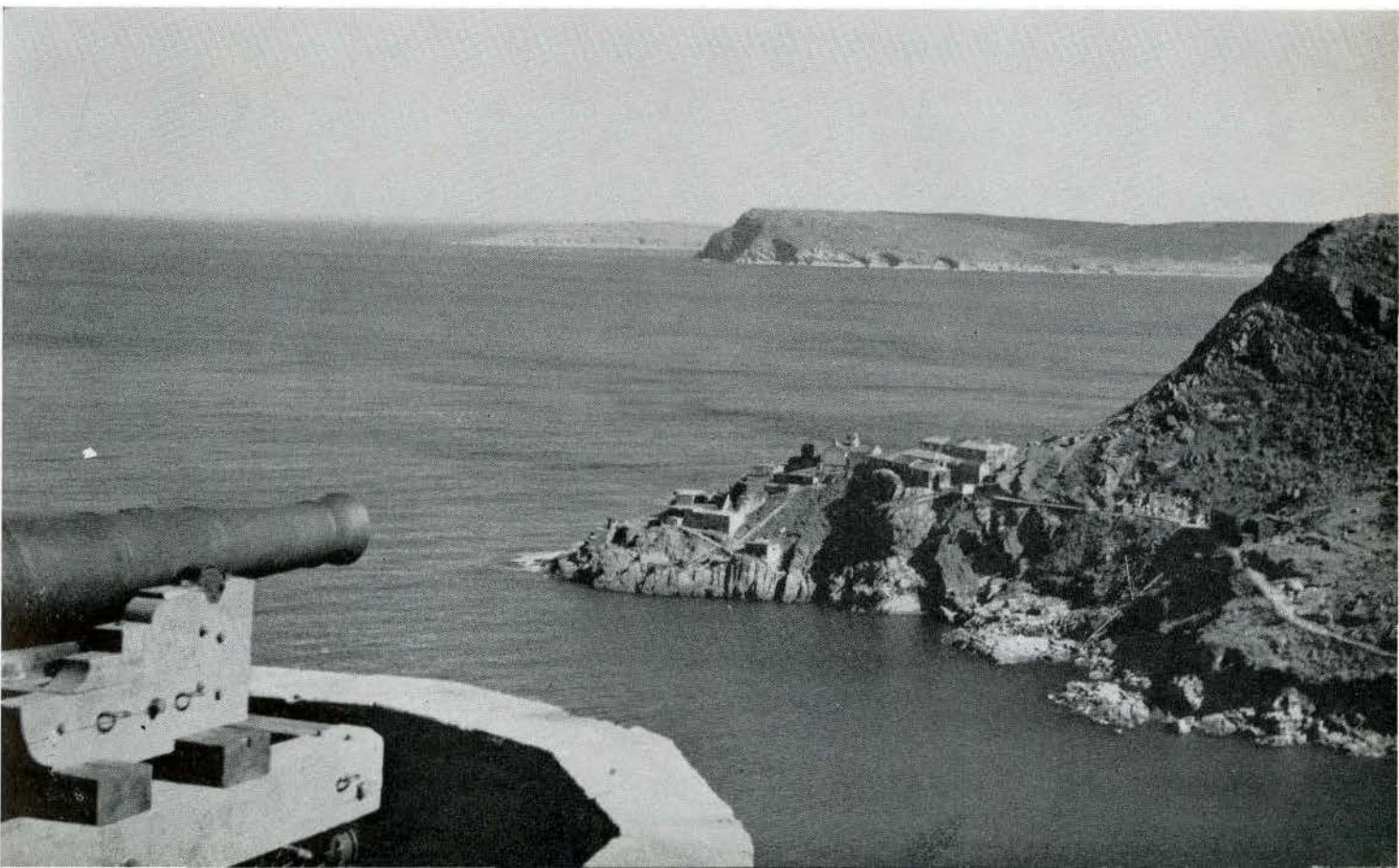
When at long last Newfoundland decided to join the Canadian Union she did not come empty-handed; because she brought to this partnership proven and developed resources that make up a significant part of Canada's wealth — I refer to our fisheries, our mines and our pulp and paper industries. These and resources of lesser value make up our material contribution to this partnership. But there is yet another contribution — one which is no less important for being abstract or spiritual, for we bring to the Canadian family some 330,000 new citizens, all steeped in democratic tradition, and sharing much the same standards of conduct and morality as our brothers in the older Canadian household.

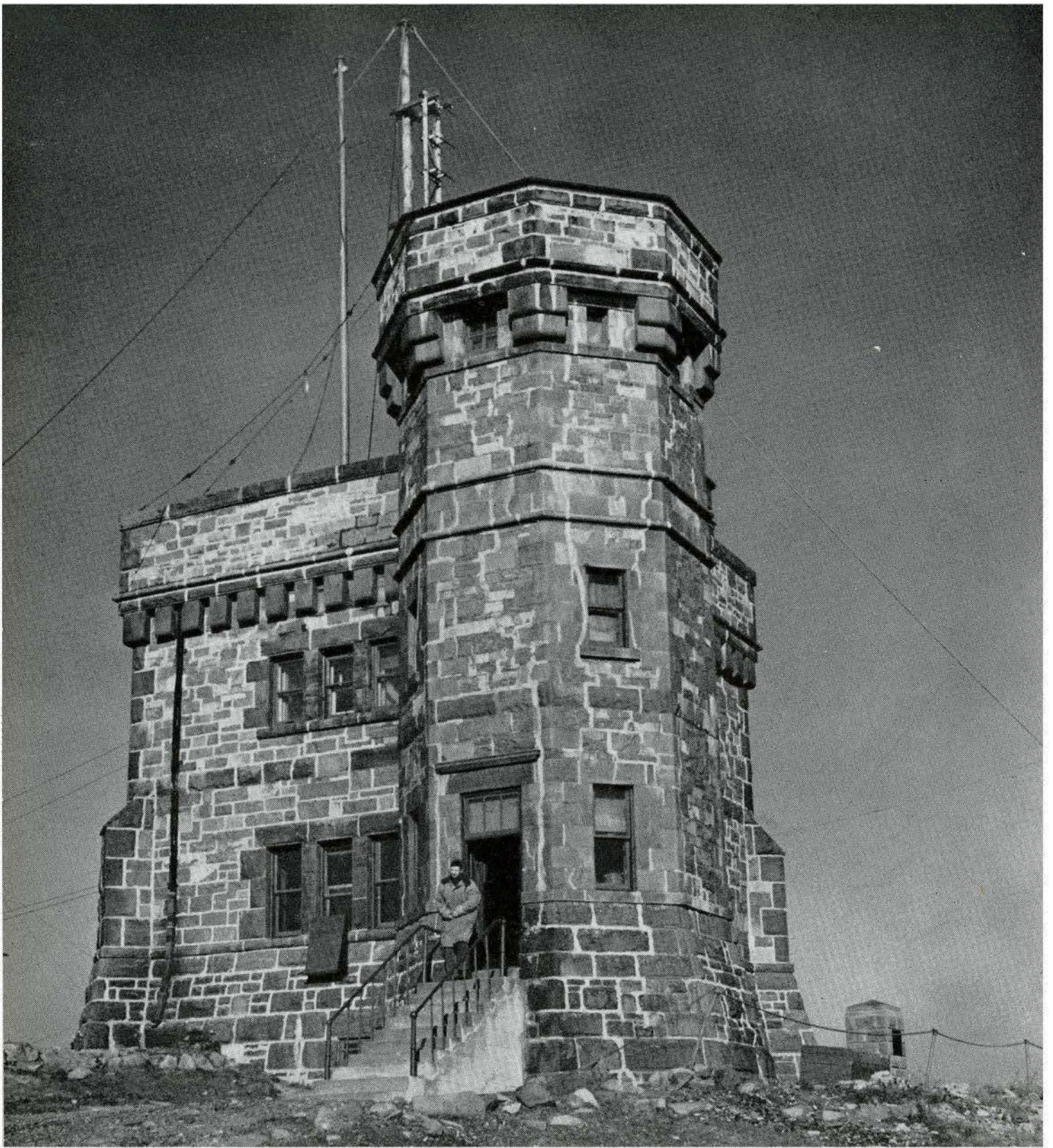
To Newfoundland, on the other hand, have accrued greater social and economic advantages. Today our children have a better chance in life, our aged people can live out their unproductive years in comfort and security, and our workers have more confidence in the future. All in all, Newfoundland is a better place to live than it was before Confederation.

We have always been proud to be Newfoundlanders. Now we are proud to be Canadians, too. We are eager to put our weight behind the building of a greater Canada, and in the broader field of opportunity that Union affords, our people are looking to the future with more hope and initiative than ever before.

*The Honourable J. R. Smallwood
Premier of Newfoundland*

The most easterly Canadian point of land and the entrance to the St. John's Harbour as seen from Signal Hill





Cabot Tower on top of Signal Hill is a landmark in world progress. Here, in 1901, Marconi received his first wireless message across the Atlantic Ocean

A GLIMPSE OF NEWFOUNDLAND'S FIGHTING HISTORY

By VINCENT P. BURKE, C.B.E., LL.D.

President of Newfoundland Historical Society

NEWFOUNDLAND has many firsts to her credit in history. It was here that England made her first success in Maritime discovery on that day in June, 1497, when John Cabot's crew sighted Cape Bonavista the first land on this side of the water to be seen by Englishmen. It was here that she made her first attempt at colonization and Empire building. It was here on the Banks of Newfoundland that Englishmen were first tempted forth from their narrow seas to brave the billows of the Atlantic, and here on the Banks of Newfoundland were trained those seamen who made England Mistress of the Seas and who carried her flag into every sea and clime. It was here in 1615 that England set up her first Courts of Justice in the New World. It was here that the first Trans-Atlantic Cable station was built on this side of the water. It was here in Bay Bulls Arm, Trinity Bay in 1858 that the first Trans-Atlantic message was received. It was here at Signal Hill on December 12, 1901, that the first wireless message was received by Signor William Marconi. It was here in this old city of St. John's on June 14, 1919 that those gallant and intrepid airmen, Sir John Alcock and Sir Arthur Brown, started on the first successful non-stop aeroplane flight from the New

World to the Old, and landed at Clifden, Ireland, some sixteen hours after leaving this old city of St. John's.

St. John's is the oldest city on the North American Continent north of Mexico. It was an important port in 1527, and there were houses here 100 years before the Pilgrim Fathers landed at Plymouth Rock. Sabine states in his history of the Northern American Fisheries that in 1522 there were 40 or 50 houses in Newfoundland. The first settlers in Newfoundland were the winter crews, men left behind to erect and keep in order the premises, and build and repair boats.

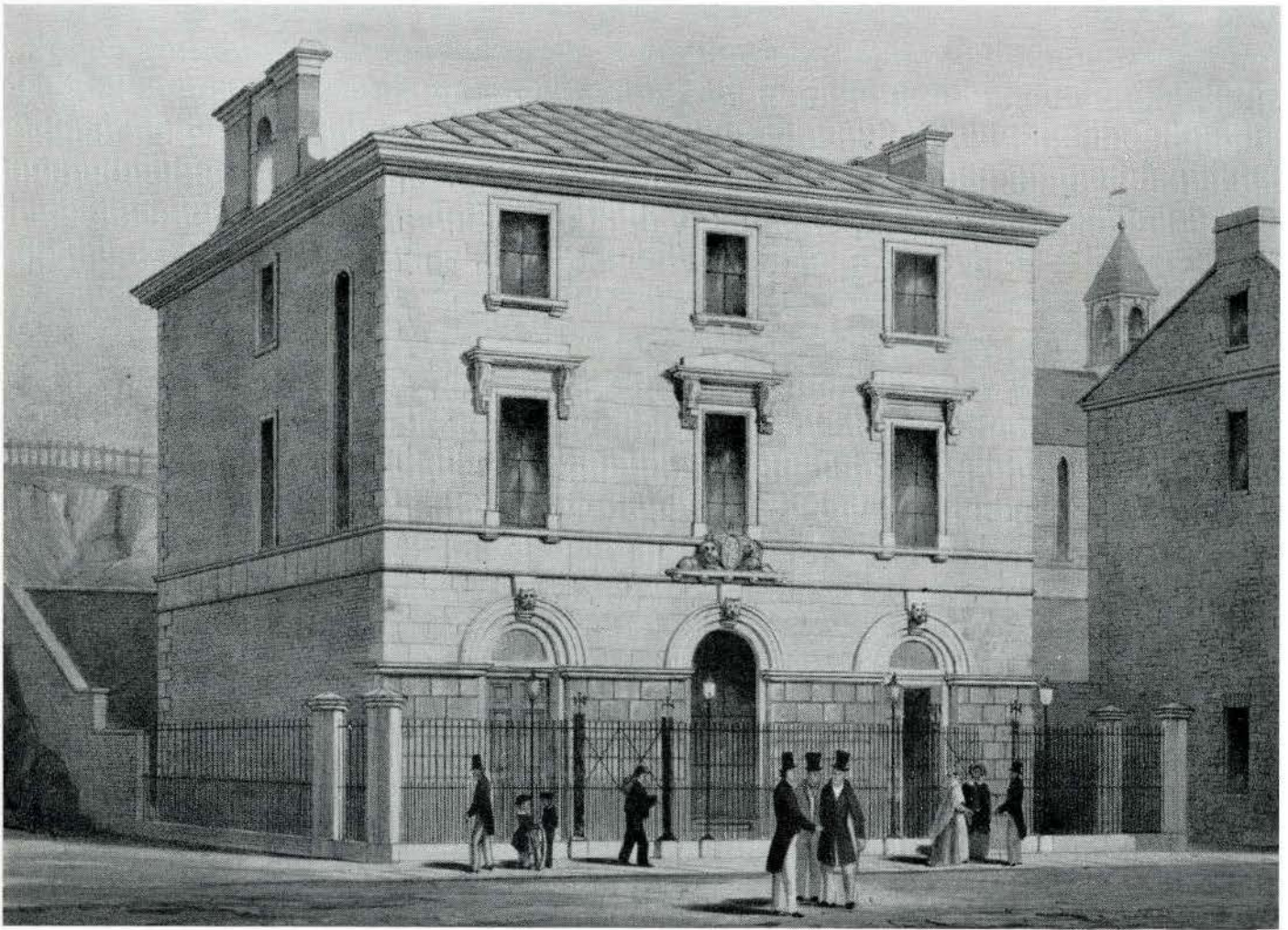
Shortly after Cabot's discovery of Newfoundland in 1497, the cry went forth that the waters surrounding the coast of Newfoundland were teeming with fish, and immediately there was a rush by the Maritime nations of Europe to the New Isle in search of a share in the wealth which was sure to be obtained from such promising sea-harvest, and Newfoundland suddenly burst forth into the limelight of publicity as the "Klondyke" of the period.

The number of English fishermen taking part in the Newfoundland fisheries had so increased in 1504 that

Colonial Building, St. John's, January 28th, 1850
The House of Assembly

Courtesy, The John Ross Robertson Collection, Toronto Public Libraries





Bank of British North America, 1848

Courtesy, The John Ross Robertson Collection, Toronto Public Libraries

His Majesty King Henry VII bethought him that he was somewhat responsible for their spiritual welfare, and we find that the sum of two pounds was paid by His Majesty for a Priest to perform religious services in the New Isle. This is the first record that we have of the establishment of Religion in the Island.

The attention of England as well as that of France was first drawn to Northern America by the discovery of the fishery of Newfoundland. Thus the fisheries of Newfoundland laid the foundation of the empire which England at length acquired in America. when her supremacy was established, after a long contest with France. These fisheries were far more influential in bringing about the settlement of North America than all the gold of Mexico and Peru accomplished in South America.

It was in Newfoundland that the great mother of colonies made her first attempt at colonization. Here her flag first waved over her possessions in the Western Hemisphere. Newfoundland is her oldest colony.

The repulse of the Spanish Armada was one of the greatest events in history, and it is interesting to recall that Newfoundland fishing ships, Newfoundland crews

and Newfoundland captains took part in that historic fight. Captain Richard Whitbourne, a planter of Trinity for many years was there, with Drake and Hawkins, in command of his own large ship and two small ones, all of which he fitted out at his own expense.

Newfoundland sailors fought for the Empire years before any other part of the Empire Overseas, as we know it, was in existence. One of the most spectacular incidents in connection with the defeat of the Spanish Armada was the sending of fire ships to Calais. This project originated with two men connected with the Newfoundland trade, Prowse and Young. Prowse was one of the most noted sea captains of that wonderful age. His exploits were set forth in "Westward Ho." He was connected with the fisheries of Newfoundland and in the Armada Memorial at Plymouth the centre contains the Prowse arms in honour of his share in that great victory.

In 1696, in the town of St. John's, Newfoundland fishermen, under Robert Miners, who had been elected by the populace as the Governor of the town, put up a most heroic defence at Fort William against the French, who had marched over-land from Placentia to capture



Court House and Market, St. John's, 1849

Courtesy, The John Ross Robertson Collection, Toronto Public Libraries

St. John's. The water and food in the Fort gave out and they had to surrender.

Before vacating St. John's the French burnt and destroyed everything movable and immovable, there was not a solitary building left standing and all the forts were razed to the ground. When it was too late, a large squadron, under Admiral Norris, with 1500 soldiers, was sent out in 1697 to recapture Newfoundland; they found St. John's completely abandoned. The soldiers were set to work at once and Fort William was erected on the site of the old Fort.

In December, 1708, a French force, under St. Ovide de Brouillon, arrived overland from Placentia and attacked St. John's, taking Fort William and Fort George, and compelling the garrison at the South Fort, now Fort Amherst, to surrender. The forts were afterwards strengthened and for over fifty years no attempt was made by the French to retake St. John's. On the 27th, June, 1762, however, four French ships of war appeared off St. John's and captured it. The fortifications had been neglected and only a small force of regulars was in charge. The French set to work to repair the old fortifications and erect fresh defences on Signal Hill. On the

11th September, Lord Colville with a fleet and transports appeared off St. John's. They were successful and captured a French force to the number of 710, the French fleet of five vessels escaping from St. John's in a thick fog. This was the end of all armed conflict between the French and English in Newfoundland.

Newfoundland seamen fought at Campdown, at Copenhagen, at the Nile, and at Trafalgar. Newfoundlanders also fought to defend Canada in 1775 during the time of the revolt of the American colonies. The Americans had taken possession of Montreal, and other places and it looked as if all Canada would be taken, but Quebec still held out. Newfoundland sent to Canada a contingent which had been recruited here by Captain Colin Campbell. The arrival of this contingent at Quebec put great heart in the people and the Newfoundlanders helped in the defence of that historic city.

The Royal Newfoundland Regiment was founded in 1794. A French invasion was feared, and two years later, in the morning of the first day of September, the signal was made for an enemy's fleet to the southward, which proved to be that of the French Admiral Richery, consisting of seven sail of the line, two



The rural scene

frigates, and other small vessels of war. The signal of alarm and defiance was instantly made at Signal Hill and all the forts. There was only the Governor's ship and one frigate in port. His Excellency Admiral Sir James Wallace, immediately proclaimed martial law, and ordered all the men in the town fit for service—merchants with their domestic wharf establishments, captains of vessels with their crews, planters with their fishermen and shoremen, to muster in front of the camp, where they were enrolled and told off to the forts and batteries, and were not to be dismissed until the Governor's pleasure was known.

There was a real war-like demonstration, and with the display of three or four thousand men on the Hill, it must have had a very intimidating effect on the enemy when viewed from sea. The clever old Admiral, we are told, got several hundred women up to Signal Hill, so that the garrison would look very much larger than it really was.

This was probably the first time in Newfoundland's history and probably the first time in the history of the British Empire Overseas that the officer commanding in war time called up the women to do their part in the defence of their city and country. We had our Women's Division in Newfoundland over one hundred and fifty years ago.

After remaining in sight for several days, the enemy sailed southward and captured and burnt Bay Bulls, but the old city of St. John's still stood.

In the American War in 1812, the Royal Newfoundland Regiment took part in the defence of Canada. They fought at Lake Erie, at York and other places. As might be expected, some of the Newfoundland Regiment also served at sea, for I find a record of date October 20th, 1812 that Lieutenant Lundrigan, 5 petty officers and 55 privates of the Royal Newfoundland Regiment were serving on board H.M.S. Royal George.

On February 22nd 1813, the Newfoundlanders led the advance in the capture of Ogdensburg. In this action the Newfoundland Regiment was mentioned in despatches, special reference being made to "the brave conduct of the Newfoundland Regiment who led the advance guard".

The Royal Newfoundland Regiment also fought at the evacuation of Fort George on May 27th 1813.

They fought in the Crimean War, and we are told that Tom Robins of Lower Island Cove was the first man to enter the breach at Sebastopol, climbed to the top of the parapet and called out "Three cheers for Newfoundland."

They fought in India and in the War 1914-18 when the renowned city of Jerusalem surrendered to General Allenby, General Sir John Shea, a Newfoundlander, who had distinguished himself in India, was one of the Generals to whom the troops defending the city surrendered.

Newfoundlanders took part as individuals in the Boer War and certainly the gallant Royal Newfoundland Reservists, and the gallant members of the Royal Newfoundland Regiment played an heroic part in the Great War of 1914-1918. They brought honour to the name of Newfoundland, and at the battle of Beaumont-Hamel on July 1, 1916, in France, they fought so splendidly and so heroically that General Sir Hunter Weston, in addressing the three score men who returned, "all that was left of them" after the charge against the enemy during the day, said; "Newfoundlanders, I salute you. You are better than the best".

Newfoundland was the first of the Overseas Dominions to engage in the wars of Britain. Newfoundlanders have proved themselves brave and skilful seamen and soldiers during nearly four centuries, and our men of to-day are worthy descendants of their forefathers who fought for the Empire in days gone by.

"There is a Land in the west and north
Whither the bravest men went forth,
And daunted not by fog nor ice,
They reached at last a paradise.
A land to be won by those who durst,
No wonder the British chose it first,
And they named it Newfoundland at sight:
It's rather the Land of Heart's Delight".

ROAD BUILDING IN NEWFOUNDLAND

By THE HONOURABLE E. S. SPENCER, M.P.P.

Minister of Public Works

ROAD construction in Newfoundland, until quite recently, has not been undertaken on the basis of an orderly integrated plan, nor, with few exceptions, has it followed any carefully designed pattern.

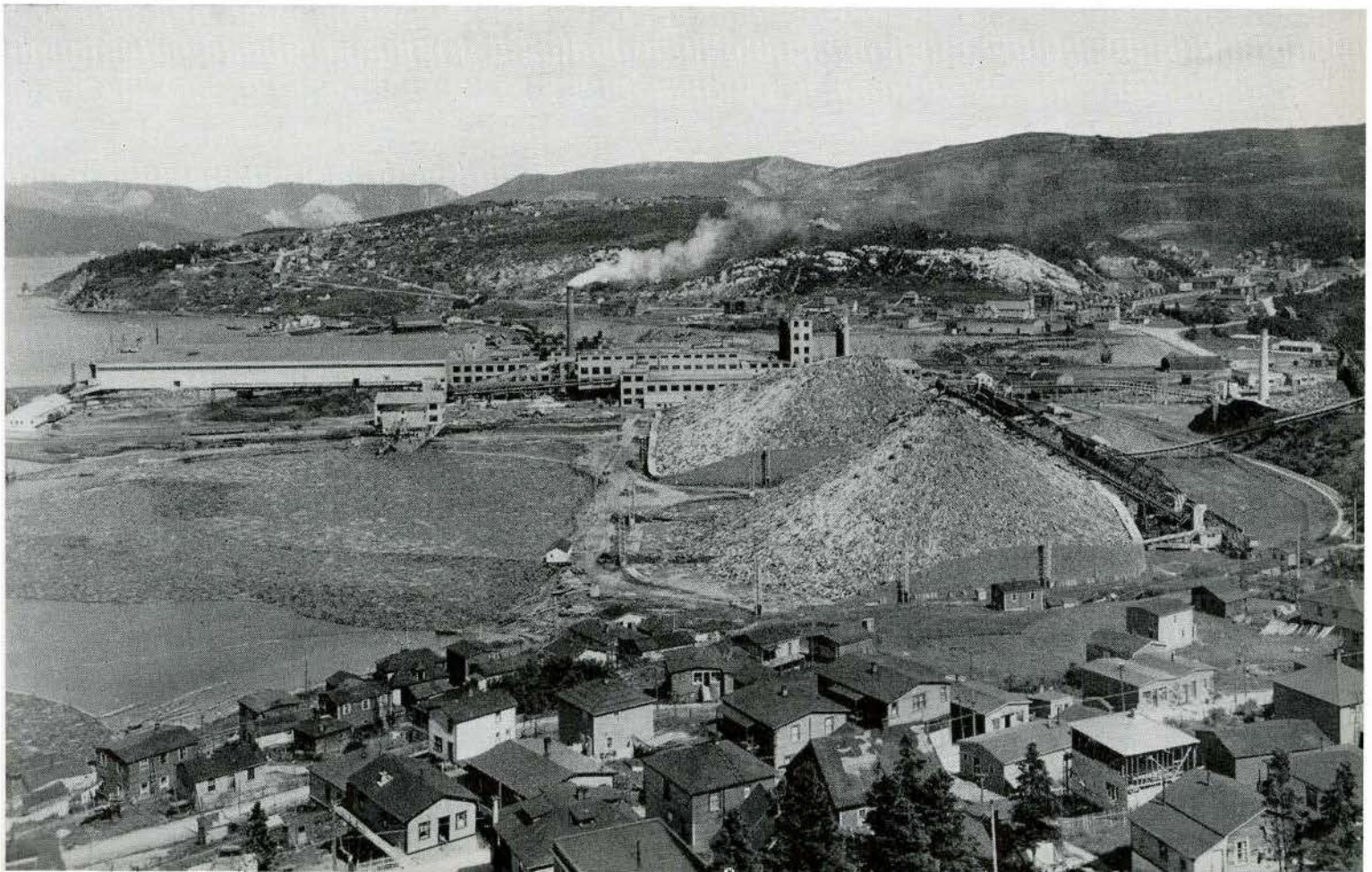
Not until 1925 was any serious attempt at road development made, nor was it until that year, with the establishment of the Newfoundland Highroads Commission, was there constituted a central authority to plan and carry out road construction. Prior to that, road building was entrusted to Local Road Boards and Road Commissioners, grants being made by Government for the construction, maintenance and repair of roads within the boundaries of the area over which the Board or Commissioner had jurisdiction. The centres of population which could qualify for authorities, being located mostly on the Avalon Peninsula, road development there was on a more extensive scale than elsewhere throughout the Island. A second corollary was that, road authorities being autonomous and having no connection with each other, there was no concerted plan of development, even on the Avalon Peninsula. Certain arterial roads were constructed by Government and when times were bad, road construction was undertaken as a means of relieving unemployment. Surprisingly, these spas-

modic and uncoordinated efforts resulted in the construction of a comparatively large mileage of roads, but too often, through absence of scientific planning and failure to maintain continuity of policy, projects were not brought to completion. Other fundamental defects were that there were no fixed standards of construction; widths of roads and even sections of the same road varied, frequently minimum requirements for then existing traffic conditions being the guiding factor; and routes were selected without pretense of observing sound engineering principles.

With the advent of the Highroads Commission came the introduction of machinery in the construction of roads in Newfoundland, but on a very limited scale. Hand labour was used extensively and the principal innovation was the partial replacement of horses and carts by trucks, although some tractors and other road building equipment came into use.

It was inevitable that the Highroads Commission in its unexpectedly short existence should concentrate its efforts on the Avalon Peninsula, on which practically half the population of the Island resided, and by 1930 most communities on the Peninsula had been connected with the road system. In fact, there have been few

The Paper Mill at Corner Brook





The Newfoundland Hotel, St. John's

important additions since, though major improvements have been made in sections. The financial stringency affecting the country in 1930 brought road construction to a complete standstill and in the next four years even maintenance was reduced to the barest minimum. Apart from roads of purely local significance and those on the Avalon Peninsula, there existed at that time partial systems of main roads on the Bonavista and Burin Peninsulas, a series of unconnected roads on the Isthmus of Avalon, a system of roads in the Grand Falls area, a small mileage in the Corner Brook area, a road system in the Codroy Valley, some roads at Port aux Basques, on several islands off the coast, and in a few other outlying places, but communication by road between any of them was impossible. By 1934, when road work was resumed, many of these roads were in deplorable condition and some had become practically impassable. Furthermore, there was the bare nucleus of a roads organization and extremely little road building equipment.

The following year the Government embarked on the construction of a road to connect Port aux Basques and Grand Falls, intended to be the western half of a trans-insular road. Much machinery was purchased and construction was begun at two points. At the outbreak of war, work was suspended, some 50 miles of road having been constructed, and the idea of a trans-insular road was abandoned for the time being. Following this a programme of constructing second class roads to assist agricultural development was undertaken. These operations resulted in roads being built at many points, but not until 1947 was there any real plan devised to link up the various parts of the country. Even this plan did not envisage in early contemplation a trans-insular road.

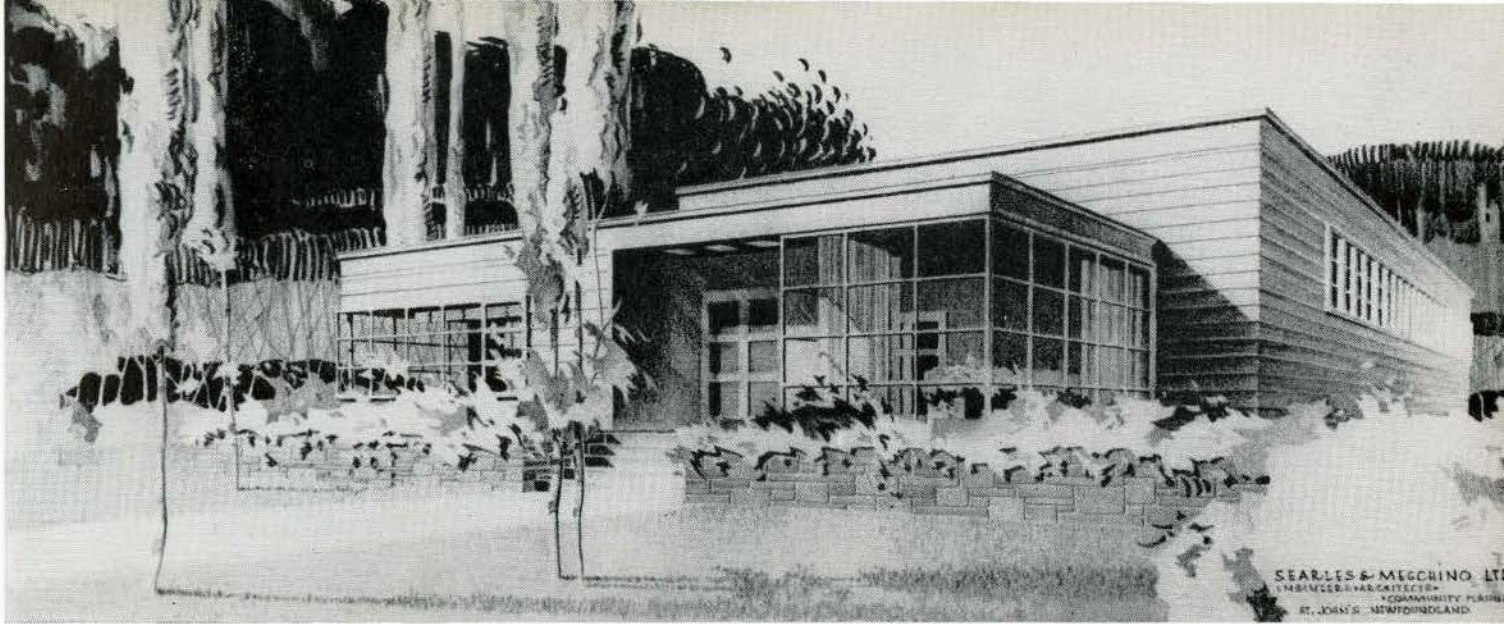
There is now through road communication between the Avalon and Bonavista Peninsulas and at the close

of operations in 1949 a connection had been established between these two peninsulas and the Burin Peninsula. The road from St. John's to Clarenville, the connecting link for the three peninsulas, will form part of the Trans-Canada highway.

From Clarenville west to Gander, a distance of approximately 85 miles, no road exists at present. A road has been constructed west from Gander to Glenwood, but the Gander River remains to be spanned. On the other side of the river construction was begun in 1949 of approximately 11 miles of road in the direction of Notre Dame Junction. From there some 20 miles remain to be built to connect with the Grand Falls road system, but the construction of a large bridge over the Exploits River must be completed before this gap can be closed. Early construction of this road and bridges over the Gander and Exploits River are planned. Three units worked towards the completion of the 65 mile section separating the westerly end of the Grand Falls road system and the easterly end of the roads in the Corner Brook area, a connection being established late in 1949. Besides marking substantial progress on the Trans-Canada Highway, this road serves to provide road communication between Notre Dame Bay, Green Bay and Bay St. George, as well as the Port au Port Peninsula where a fairly extensive road system now exists, and where the great Ernest Harmon Air Force Base is located.

From Corner Brook the Trans-Canada Highway runs south to Port aux Basques, the south-west tip of the Province. In the 40 mile stretch of road south of Corner Brook there is a sub-standard section, but two units have been at work on this part of the road and improvements will be completed in 1950. Further south from Bay St. George to St. Fintans, probably the most difficult terrain through which the Highway will pass, surveys have been made and the results are being studied. The construction of bridges over several large rivers constitutes major problems. A road exists between Doyle's and Tomkins and recently a contract was awarded for the construction of some 22 miles of road between the latter place and Port aux Basques.

There are at present in Newfoundland approximately 2200 miles of motorable roads of which 120 miles are hard surfaced. While it will be necessary in the next few years to concentrate on the 610 miles of Trans-Canada Highway, it is the declared intention of the Provincial authorities to bring road communication to as many sections as possible. A notable example of this was the start made late in 1949 to construct a system of roads on the Northern Peninsula, where previously travel was restricted to the sea. The programme of improving and reconditioning existing roads to bring them up to the standard necessary to meet today's traffic requirements is being actively pursued.



A rendering of the type of Library being built in the larger regions throughout the Island

NEWFOUNDLAND PUBLIC LIBRARIES

By H. NEWELL, B.A.

Librarian of the Newfoundland Public Libraries

THE problem of providing the Island of Newfoundland with a library service is one of considerable difficulty as most of its people live in small communities scattered along a coastline of some six thousand miles in extent.

The first attempt to provide a reasonably adequate service for the whole country took place in 1934 when, in accordance with the recommendations of the Royal Commission of 1932, the Commission of Government took the initial steps in inaugurating such a service. In that year it appointed a Librarian and in the following year it passed the Public Libraries Act, thereby establishing the Public Libraries Board and empowering it to inaugurate a public library system for the whole Island.

The first efforts of the Board were directed towards the opening of a public library at St. John's which would also serve as a central library for the country as a whole. This library was opened in 1936 and called the Gosling Memorial Library in honour of the late W. G. Gosling, a former Mayor of the City, whose library formed the nucleus of the book collection.

In the same year the Newfoundland Travelling Library, which had been founded in 1925 to serve country communities, came under the authority of the Public Libraries Board. It was then re-organized and its services expanded, but from the beginning it was evident that a travelling library, however large and efficient, would be unable to satisfy the reading needs of the people, particularly in the larger towns. Accordingly, as soon as the Gosling Memorial Library was well established, the Board began to consider plans for the extension of library services to the whole Island.

It was clear that some sort of a regional system was needed and plans were laid accordingly. However, in view of the fact that the country was just emerging from the worst depression in history, it was decided, initially at least, the scheme would have to be as simple and as economical as possible. In particular it was hoped that the people of the various towns and villages would themselves provide some of the essentials of the service. Justification for this hope lay in the fact that one community had established a library service and several others had taken the initial steps.

Accordingly a scheme was drawn up by which the Board undertook to supply a stock of books, a financial grant and technical advice to twenty-five of the larger towns that would on their part organize boards, provide premises and raise funds to help defray operating costs. The towns selected had to be strategically situated so as to serve as centres for regions to be marked out later. The scheme was approved by the Commission of Government and by the Carnegie Corporation of New York, which granted the sum of ten thousand dollars for the purchase of books. It was planned to cover a five year period and was finally launched in 1942.

It proved a success from the start, for before the end of the five year period twenty-four libraries had been established and two others, already in existence, had joined the scheme. The country is now divided into twenty-six regions, each region having a central library and some having branches as well. Most regions also have a number of deposit stations. The total number of communities served by the system is at present approximately eighty. More branches and deposit sta-

tions are being organized as fast as books can be obtained and thus the service in each region is spreading outwards from the centre to neighbouring communities. Each region has a Regional Board which administers the affairs of its library and is affiliated with the Public Libraries Board.

One of the most difficult problems facing the Regional Boards was the provision of premises for their libraries, and to assist them the Public Libraries Board inaugurated a Building Scheme in 1946. Under this scheme Regional Boards must provide sites and half the cost of erecting and furnishing the buildings and the Public Libraries Board for its part must provide plans, half the cost and technical advice. The scheme was approved by the Government which agreed to provide an annual grant for the purpose. Since the scheme was started seven buildings have been erected and four others purchased and renovated. Plans are in hand for the erection of seven others during the next fiscal year. The erection of these buildings has called forth much local pride and enthusiasm and the various communities concerned have shown a remarkable spirit of enterprise and self-help.

Although the period of growth has been comparatively brief, the combined resources of the three services are now considerable. The Gosling Memorial Library has about forty thousand volumes, the Travelling Library twenty-three thousand and the Regional Libraries fifty thousand volumes. Thus the total book stock is now well in excess of one hundred thousand volumes. This provides approximately one volume for each group of three persons of the entire population. This of course, is not a satisfactory proportion and it is hoped to increase it to one volume for every two persons. Nevertheless, considering the length of time the libraries have been in existence this development may be viewed with considerable satisfaction.

Included in the total book collection are many books for young people. The Gosling Memorial Library has

eight thousand volumes, and the Travelling and Regional Libraries have over fifteen thousand each, making a grand total of thirty-eight thousand juvenile books. Many of these books are loaned to the schools for the use of the pupils; others are borrowed directly from the libraries.

The Gosling Memorial Library maintains a reference service and included in its reference collection is a rather extensive collection of material dealing with Newfoundland, its history, geography, economics, etc. This collection is being augmented by gifts and by purchase whenever such matter comes on the market.

The use made of the libraries is considerable. The total number of books borrowed for home use exceeds three hundred thousand volumes annually. Of this number the Gosling Memorial Library lends over one hundred thousand, the Travelling Library about fifty thousand and the Regional Libraries between one hundred and fifty and one hundred and sixty thousand. Children's books are in great demand especially in country schools. The amount of reference work is very considerable particularly as regards the Newfoundland Collection and thousands of requests for information and assistance are received annually. The use of periodical literature is also considerable.

It is believed that the foundations, at least, of a reasonably adequate library service for the whole province have been firmly laid. No doubt a good deal yet remains to be done. In the case of the city service branches may be needed to take care of the recent growth in population. In regard to the country service, there is still a wide gap between the Regional and the Travelling Library Services, represented by some eight or nine hundred of the smaller towns and villages not yet served by either. To fill this gap to a satisfactory degree about eighty thousand volumes more would be needed but it is the hope of the Public Libraries Board that these can be acquired within the next few years.



The centre of the business district of St. John's

NEWFOUNDLAND EDUCATION

By DR. G. A. FRECKER, B.A., B.E., LL.D.

Deputy Minister of Education

UNDERSTANDING a country's educational system calls for knowledge of the country's history.

The West Country merchants of England, who exercised great influence in the affairs of the British Government were anxious to retain Newfoundland as a fishing station, and opposed colonization for generations. Settlement was, consequently, greatly retarded.

When settlement was begun, it was along lines of religious affiliation, whole sections being inhabited by adherents of a single faith. At first the two religious denominations represented in Newfoundland were the Church of England and the Roman Catholic. Later, the disciples of John Wesley established themselves in the northern bays and certain other sections of the Island.

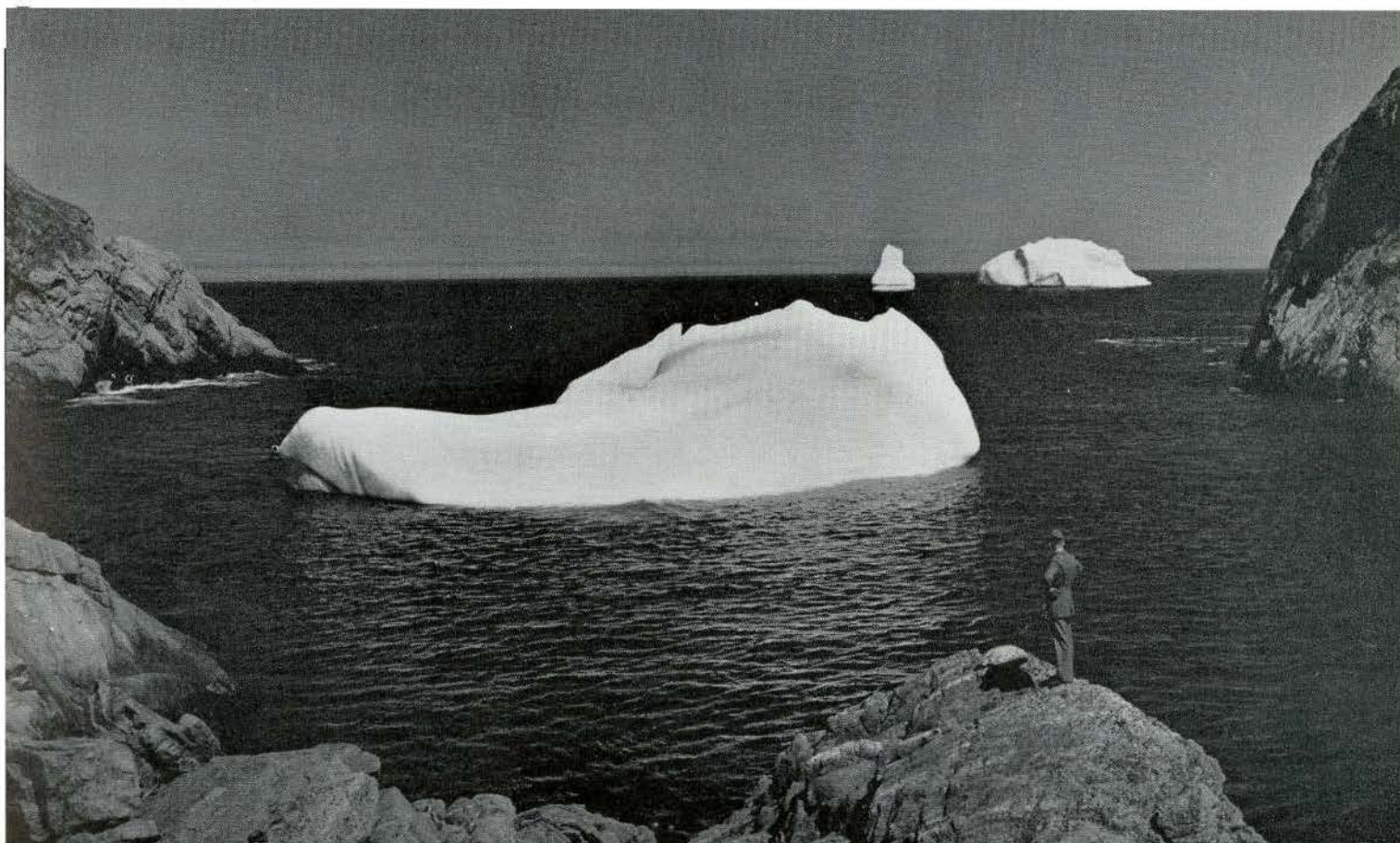
The Churches pioneered in the field of education in Newfoundland. The Society for the Propagation of the Gospel in Foreign Parts established a school at Bonavista in 1726—twenty-three years before Halifax was founded. In 1689 a Franciscan convent was established at Placentia, the old French capital of Newfoundland, and it is likely that this convent operated a school, though there is no historical record of it. By 1836, when the first Education Act was passed under Newfoundland's first Representative Government, Church schools existed in most sections of the Island.

Newfoundland is 42,000 square miles in area, but, because for centuries the sole industry was the fisheries, people settled in the bays, harbours and coves which deeply indent its shoreline. It continued until the population became dispersed in a thin ribbon over a coastline of 6,000 miles. This dispersal of population—little more than 320,000 today—creates complex problems in bringing to the people the services essential to modern civilization.

The twentieth century has seen the development of a new industry in Newfoundland stemming from the establishment of a modern pulp and paper mill at Grand Falls, and, later, a similar installation at Corner Brook, the latter reputed to be the largest of its kind in the world. This industry brought population from the coast into the interior, and towns sprang up along the railway line crossing the Island.

There are in Newfoundland 667 communities with less than 100 people, 1090 communities with less than 200 people in each and only 35 with over 1,000 people in each. As a result of the scattered population, Newfoundland has a very large proportion of one-room schools. Out of a total of 1200 schools in operation in 1948, 796 were one-room, 231 were two-room, 70 were three-room, and 32 were four-room schools. Only 71 schools had five or more rooms.

Icebergs make beautiful pictures, but are dangerous to coastal shipping, and occasionally do much damage to fish traps





Church of England Cathedral, St. John's. Begun in 1847 from the design of Sir George Gilbert Scott. Construction was under the supervision of William Hay, of Toronto, and later of Edinburgh, Scotland. Choir and transepts were built in 1880 from the designs of Sir George's son, George Gilbert Scott. Restoration after the great fire of 1892 was carried out by the same architect

Roman Catholic Cathedral of St. John the Baptist, St. John's. Built in 1841 by a Dublin architect, Mr. Murphy, from drawings prepared by Mr. M. Schmidt, of Altona



While the public school system in Newfoundland is denominational, Newfoundland has only one system of education, finding expression through four administrative divisions of the Department of Education. Schools are staffed by teachers of the same faith as the children attending the schools and are managed by boards of corresponding faith; that is to say there are Church of England, Roman Catholic, United Church and Salvation Army Boards of Education, schools, and teachers.

Educational policy affecting the elementary and secondary schools is formulated by a body known as the Council of Education. The Council is made up of the heads of the four departmental divisions referred to above (who are also, by virtue of their position, recognized representative of their respective denominations in educational matters), the Minister of Education who is Chairman of the Board and the Deputy Minister who is Vice-Chairman. The decisions of the Council are subject to the approval of the Minister. Once policies have been decided upon and approved they are carried out by the Department of Education through the appropriate officials.

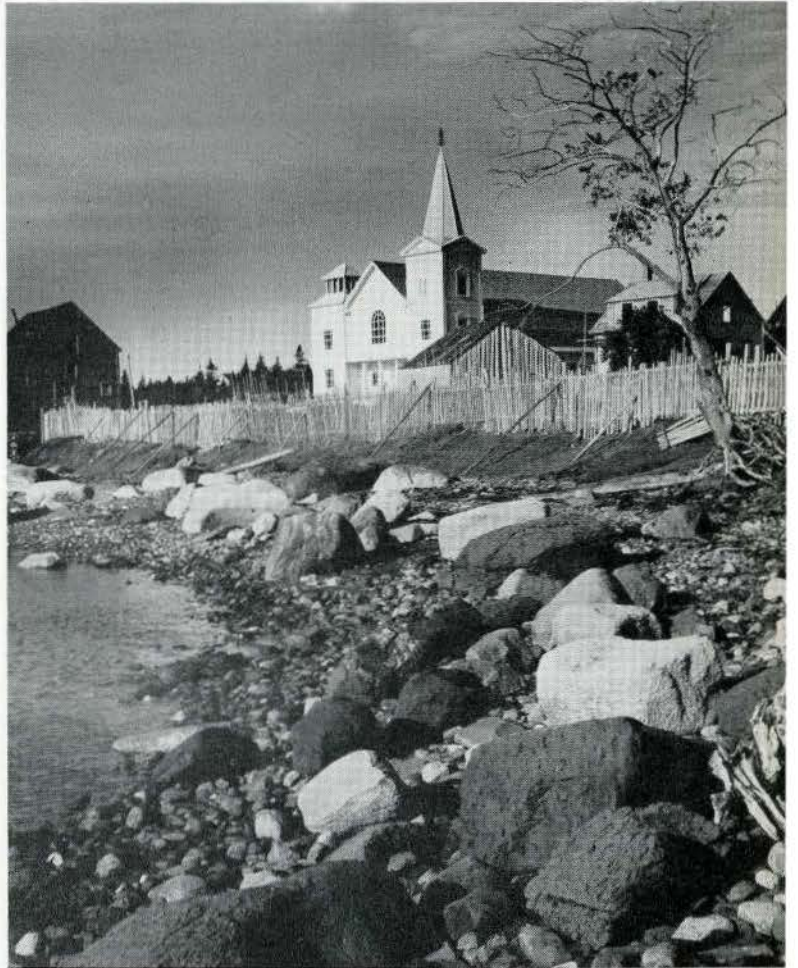
Curriculum policies, teacher-education, teacher certification, prescribed text books, supervision, and other professional matters are controlled by the department through the Council in consultation with the major religious denominations. In effect, Newfoundland has a public school system which, because of historical and geographical circumstances, gives the central department practically the same control over public education as exists in the other provinces of the Dominion, whilst at the same time leaving management with the local Boards of Education appointed for the purpose by the Lieutenant Governor in Council. The clergyman senior in the district is ex officio a member of his local Board of Education and in the great majority of cases he is chairman.

The Newfoundland system of education has been criticized on the ground that the denominational system makes for large scale duplication. Another criticism is that the children who might be attending a well staffed, graded central school are attending small, relatively poorly equipped, ungraded schools. These criticisms when subjected to cold and objective analysis do not strictly conform with facts. The duplication factor is not great and whatever the system Newfoundland would still find that because of geography and the sparsely populated nature of the island the typical schools would be of the one and two-room type. These two categories account for 85% of all the schools. Duplication and multiplication of school services, from whatever cause, occurs in approximately 15% of the communities, including St. John's and the largest towns where more than one school would be necessary whatever the system. Undoubtedly there are cases where the above criticisms are valid and where school services could be improved materially through the substitution of one school for three. Conversely, there are communities where with a population of the same faith it is found necessary to have two or



Church of England, Bonavista

Church at Carmanville





These horse-drawn, two-wheeled carts are a familiar sight in St. John's. The cobblestones have been replaced recently by asphalt

three small schools. There are instances where repeated efforts to establish a central school have proved abortive because of winter conditions, water barriers and so forth.

In some 15 centres the Protestant denominations have established common schools administered by joint amalgamated boards. An amendment to the Education Act passed in 1943 makes this possible. Amalgamated schools enjoy privileges comparable with those accorded traditional denominational public schools.

One of the first Acts of the new Provincial Government was to raise the status of the Memorial University College in St. John's to that of a degree-conferring University. The University maintains an efficient Education Department where lay teachers of all denominations are trained. In return for Government aid in the form of pupil-teacher grants which cover fees and part living expenses trainees sign an indenture to teach in Newfoundland two years for each year of training. The present enrolment in the Educational courses is 135, most of whom are in the first year. At the present time the course covers three years and now that the institution has been granted its charter the fourth year of the Education course has been added and teachers may, by completing it qualify for a B.A. degree in Education. The turnover in the teaching profession in Newfoundland is exceptionally high. It has been necessary to recruit annually some 300 high school graduates and give them a six weeks Summer School course instead of insisting on the minimum of at least one year of the regular Education course. However, the Provincial Government has approved a

new schedule of indentures for teachers wishing to attend the regular education courses at the University and it is hoped that before long the summer school may be used for refresher courses only. A married teacher, normally resident outside St. John's where the University is located, wishing to improve his qualifications may receive up to \$1,000 to help defray expenses involved in attending University. Single teachers having three years of service and anxious to improve their qualifications may receive \$600 and teachers with two years experience and one year's experience \$500 and \$400 respectively.

Only the elementary and secondary school and college services have been referred to in this paper. The Department of Education operates other services of a non-denominational character such as the Division of Adult Education, the Division of National Handicrafts, the Division of Audio-visual Education and the Vocational Educational Division, which latter is just in its initial stages. Government grants for the University and for the Public Libraries Board are carried in the Department of Education estimates.

Briefly then, it may be said that we have in Newfoundland a school system which has grown out of our history and geography. It is centrally controlled and as far as elementary and secondary education are concerned it is a public school system denominationally administered. Legal provision has been made for amalgamation of denominations for educational purposes where the people desire common schools. The Memorial University of Newfoundland and other divisions of the Department are non-denominational.



Aerial view of Gander Airport

GANDER AIRPORT

By JAMES F. O'NEILL

GANDER Airport has been called "Airport in the Wilderness", the Crossroads of the Atlantic" and many other names, euphemistic and otherwise, but mostly hyperbolic. In their 547 miles journey across Newfoundland, the Canadian National Railway trains leave the coastline when passing in either direction and travel through the heart of the country. Gander is but one of many inland points served by the Railway, but is solitary in its designation of being in the wilderness. Grand Falls, the site of the large paper making plant operated by the Anglo Newfoundland Development Company, is but 50 miles from Gander and, when the shipping port of Botwood is closed during the winter months, is entirely dependent for surface communication with the outside world upon the same railway serving Gander. It would be as reasonable at such time to say that Grand Falls is in the wilderness, but the phrase remains unused. In speaking of a crossroads the immediate conception is of a two pronged fork offering alternative choices. In air travel the take-off may be in any direction, but from Gander across the Atlantic it is essentially from west to east and that Gander is on the Great Circle Route, the most direct from Newfoundland to Ireland, was a factor in its original selection as the site of the Airport to be built in Newfoundland. The

crossroads occur on the other side of the Atlantic and there each prong develops lines leading to the Continental Airports to which aircraft from Gander go speeding on their way.

It has been claimed, but never officially, that the construction of an airport in Newfoundland was inspired by the strategic advantages it would offer in time of war. To have visualized the great part that would be contributed by Gander to the war effort would have been a stroke of military genius, but the claim is supported by ice too frail to bear its weight. The idea that air bases should be constructed in Newfoundland seems to have been first mooted in 1932, but did not take effective root until three years later when, at a conference held at Ottawa towards the close of 1935, it was decided to construct a flying boat base and a land plane base. At neither time were world governments in the mood to talk of war; the accent was on disarmament. In England in 1935 the National Government, under Stanley Baldwin, had just come into being and was immersed in internal problems, while in the United States President Roosevelt was concerned with the issues which beset his first term of office. There was, however, growing interest in commercial flying and Imperial Airways, the British state-owned airline, and

the U.S. airline, Pan American Airways, were anxious to engage in the establishment of mail and passenger services between Europe and America. To enable this to be done reciprocal arrangements between governments were necessary, and it is to the desire to develop commercial aviation over the Atlantic that construction of bases in Newfoundland may be attributed.

Botwood, with its long approach, low lying hills, and its wide expanse of smooth waters, was a natural choice for flying boats, but the selection of a site for use of land planes posed a more difficult problem. Called in for consultation, Mr. T. A. Hall, who had retired several years earlier from the post of Government Engineer recommended a wide plateau at mile 213 on the railway, and a technical mission from the United Kingdom confirmed its suitability.

Under the terms of the agreement reached in Ottawa, the United Kingdom Government was to provide wireless services and was to pay five-sixths of costs of construction, while Newfoundland was to construct the bases, pay the other one-sixth of the cost, and was to have ownership. To Canada fell the provision of meteorological services.

Construction of the airport was begun in 1936, but was unhurried and work was suspended over the winter months. There was no urgency as land planes suitable for the trans-Atlantic crossing had not been developed, and prospects of early production were not indicated. The work force was increased substantially in 1937 and when, in the following year, experimental flights by land planes seemed a possibility, construction proceeded at highest speed and the airport was brought into readiness for use. The final touches were added in 1939 and when war came the airport, still untouched by any trans-Atlantic aircraft, was completed, but only for civil aviation.

With the fall of France in 1940, units of the R.C.A.F. and the Canadian Army were despatched to Gander for defense purposes. In late October, the first of the

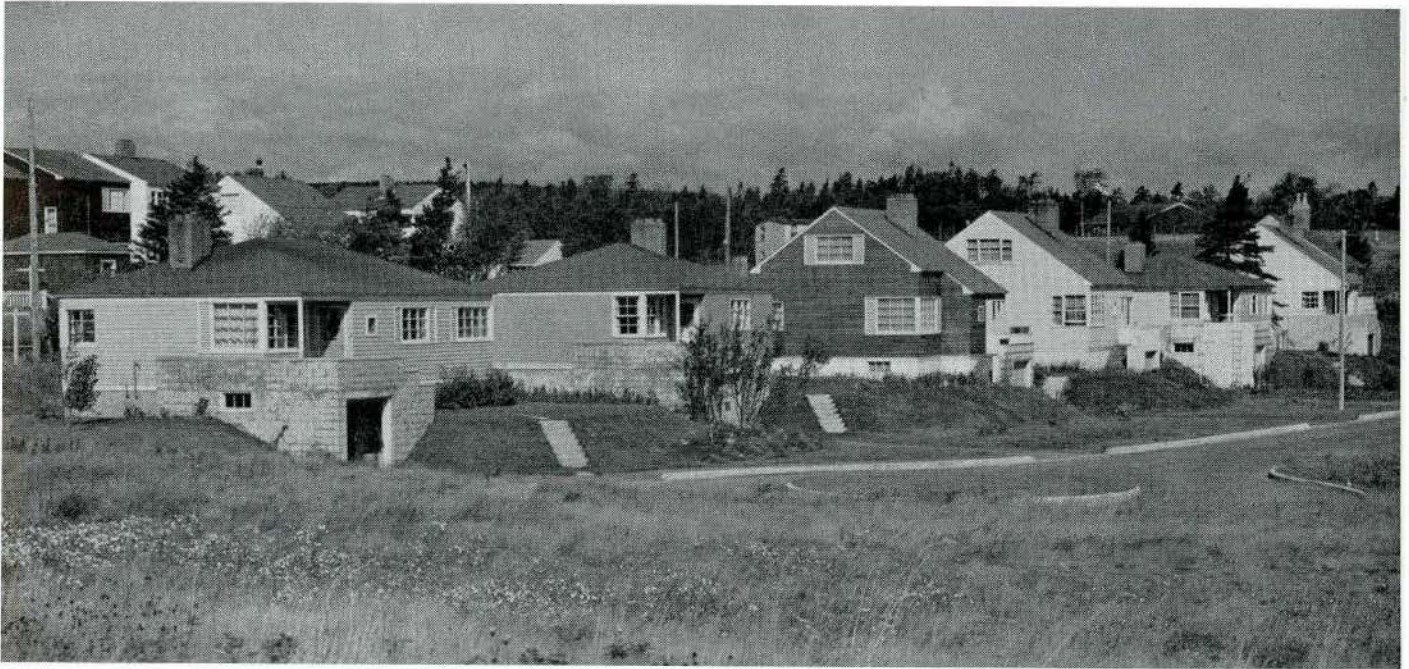
celebrated ferry flights was made and, earlier experiments with snow clearing and compaction having proved winter operations could be conducted successfully, Gander moved quickly into a base from which aggressive warfare was staged. The transition called for full military measures and in April, 1941, the Newfoundland Government passed control to the Canadian Government, the Royal Canadian Air Force being placed in charge.

In April 1946, five years after its complete dedication to war services Gander was returned to the control of the Newfoundland Government to resume its destiny as a civil airport, enhanced by all the inventions developed in wartime for the safe operation of aircraft. To Gander, which had now been designated an international airport, there also accrued, under the terms of financial agreements with Canada and the United Kingdom, hangars and buildings, including a hospital, laundry, bakery, stores, etc., erected for the units of the R.C.A.F., R.A.F., U.S.A.A.F. and Canadian Army stationed there. Conversion of buildings and services to meet civil needs, a project of considerable magnitude was accomplished under the most difficult conditions. The commercial airlines, with aircraft developed in the war years, the Atlantic crossing reduced to a standard operation made without more incident than any ordinary flight, and with people in many countries clamouring for passages, Gander was hard put to meet all demands placed upon it and to complete its conversion programme. The Airport authorities managed all successfully and aircraft of Canada, the United States, England, France, Belgium and many other nations have been using Gander runways in increasing numbers ever since.

On the border of the airport runways there is today a community having all the municipal services and appurtenances of a small modern town and when the Trans-Canada Highway, which touches its doorstep, is completed within the next year or so, Gander will be truly out of the wilderness.

A trans-oceanic plane taxis to the terminal building





A cul-de-sac street. Churchill Park Village is planned on the super block principle with circumferential traffic and an internal park system

TOWN PLANNING IN NEWFOUNDLAND

By SIR BRIAN DUNFIELD

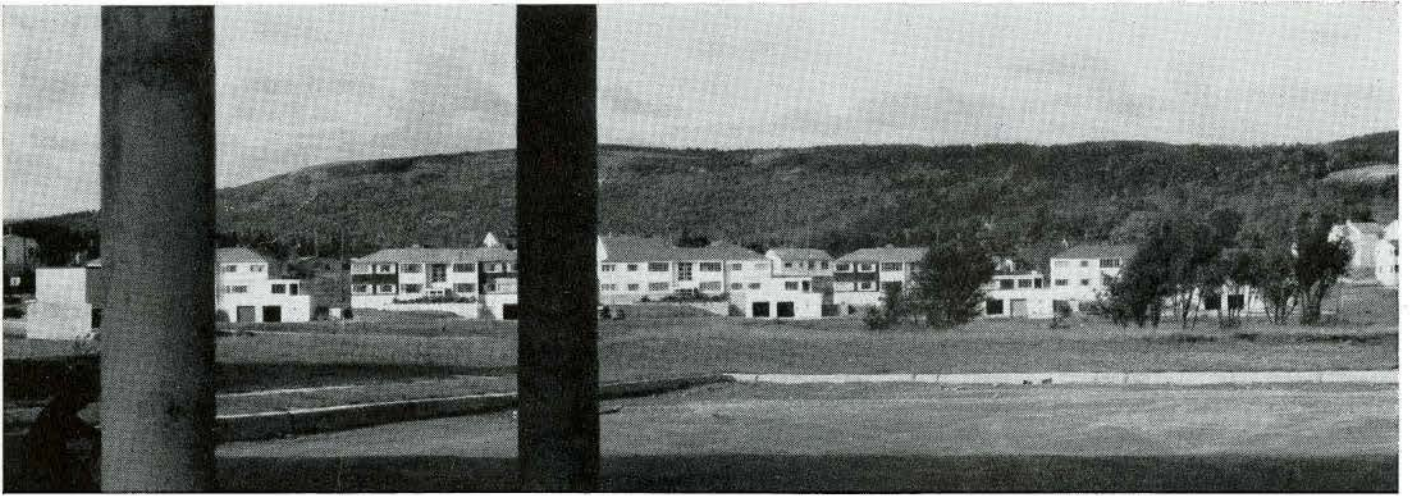
Chairman, St. John's Town Planning Commission — Late Chairman, St. John's Housing Corporation

TOWN planning as a method may be said to exist in Newfoundland in four places only: the capital, St. John's (60,000); the two pulp and paper towns, Corner Brook (10,000) and Grand Falls (8,000); and Harbour Grace, a small but senior town of about 3,000 people on Conception Bay. In St. John's it came about as a part of ordinary civic development; in the paper towns by the enlightened action of the Companies; in Harbour Grace because a few years ago the business section was swept away by conflagration and the citizens determined to seize the opportunity to replan as they rebuilt. The other 1300 settlements in the Island "just grew"; and in few cases is there any vestige of deliberate planning. It is satisfactory however, to be able to say that within the last few years a very considerable number of outport municipalities have been set up, with the consent of the communities concerned; and efforts at local improvement are already beginning to follow.

The early development of St. John's — up to the end of the eighteenth century a mere fishing village — was stunted by the Imperial policy of discouraging settlement in the Island. Thus early growth was clandestine and unregulated. It was perhaps a blessing in disguise that several conflagrations in the past century and a half did much to clear the ground. We have still, however, a heavy backlog of poor houses, constructed after the great fire of 1892.

Government House, a fine stone mansion, was built in 1829-33 on then unoccupied ground behind the east end of the town, and pre-empted a large acreage, part of which is now Bannerman Park. The garrison buildings (one of which, the Commissariat House, still survives as St. Thomas's Rectory) and the houses of the few well-to-do citizens kept open good garden areas. These factors saved the East End from a planning point of view by keeping it open. It was fortunate also that by degrees a string of public, church and school buildings arose across the middle of the town, beginning with the Court House by the waterside and extending continuously to Belvedere Cemetery on the back of the town ridge. These, tending to preserve some open space, make a breach in the congestion. In other parts, however, open spaces are far too few.

A permanent Town Planning Commission was first constituted in 1927 under the Municipal Act of 1921. It worked intermittently for some years; but the times were unfavourable, and scanty civic revenue prevented any effective action. In 1942, on the motion of the Municipal Council, a Commission of Enquiry on Housing and Town Planning was set up, with the writer as Chairman, and twelve members nominated by a variety of public bodies. This Commission worked for two years, and made several reports. It recommended the revival of the permanent Town Planning Commission, and this



Five family flats in Churchill Park

took place in 1944. It directed its attention mainly, however, to the question of housing. It found that there were 1500 fewer houses than families within the city limits; that 60 to 70 percent of the housing was substandard; that the town was congested; and that the remedy was to develop some new area for expansion and to attempt the construction of houses en masse.

The choice of an area for expansion fell necessarily on the valley to the north of the town; this was much nearer to the business centre than the northwestern plateau and the western valley where most new houses had hitherto congregated. The Commission put forward the scheme of expropriating into public ownership all the vacant land within an area covering the back of the

town for over two miles, and running back for one-third to one-half of a mile from the then northern boundary. This would bring the town more to the form of a square and tend to check westerly expansion and reduce travel distances.

The Government and City Council accepted the scheme, and the former created a statutory Housing Corporation empowered to expropriate. About 800 acres were taken at an overall cost of nearly \$1,000 per acre. Frontages, i.e. land within 100 feet of existing roads, were valued at current prices. The aggregate assessment was then discounted at 30 years at five percent, it being assumed that, on a generous estimate, the land would be built up within that period. Each landowner

Flats in Churchill Park





Churchill Park, a garden residential village built and managed by the St. John's Housing Corporation, where children may play safely

was then paid a dividend out of the discounted aggregate equivalent to his proportion of the undiscounted aggregate. Interior lands were classed as arable, improved pasture, unimproved pasture, waste or marsh, and paid for at so much an acre.

Sewerage was effected by a tunnel of 1970 feet passing through rock under the lower end of the ridge at the eastern end of the town to join the general sewerage system which runs out at the harbour mouth. From the northern end of this tunnel an interceptor sewer runs up the valley for 7800 feet, with a northern branch of 5400 feet. To these all subsequent developments have been linked up.

The area lacked lateral communication, having only the old radial roads; but the government made a free grant out of which the Corporation was able to build a curbed and asphalted circumferential road, running through the area from end to end and connecting at each end and in several places across the middle with the city street system. The city water-mains already

ran across the area. Here then were the essentials for the expansion of the town; space, water, sewerage and roads.

The layout of the area, which measures, as has been said, over two miles by a third to half of a mile, was based on the idea of three villages, east, west and centre, each with its commercial square. The lands in and between these were laid out, so far as topography allowed, on the super-block principle, main traffic lines on the outside, few houses on the main lines, stub residential streets with "banjo" turnarounds, and open spaces in the centre of blocks. The contrast with the older town is very striking. Instead of every street corner being a point of traffic danger, there are only three or four main traffic intersections in the whole area.

The Corporation built 92 flats and 240 houses in the Central Village called Churchill Park. Since Confederation Central Mortgage and Housing Corporation has built 50 veterans' houses in the Eastern Village, which, with pre-existing housing, gives it a good start. The



A street scene in Windsor, a small railroad town in the centre of the Island

St. John's Housing Corporation has also sold about 100 serviced lots for private building, and this is proceeding rapidly. It may well be that in twenty years the area will be the city's preferred suburb. Messrs. A. E. Searles, late of San Antonio, Texas, and Mr. Paul Meschino, M.R.A.I.C. of Toronto (now Searles & Meschino of St. John's) did the engineering, architecture and town planning for the Housing Corporation.

Taking into account the construction of about 1400 new houses in all since 1939, and a considerable number of new commercial and institutional buildings, and the rapid extension of asphalt paving, it is fair to say that few old and battered towns have undergone more face-lifting than has St. John's in the last decade. Another decade of real effort, given reasonable prosperity, and we shall have a city of which we need not be ashamed in the company of our eastern neighbours and equals, Saint John and Halifax. To summarise the present position: one third of the town area, the property of the Housing Corporation, is fully planned; the city and the Town Planning Commission are in a position to work gradually on another third, the other developing suburbs; and only the old town still calls for some major clean-up effort. It is said that, with Federal help, this effort will soon come about.

Corner Brook and Grand Falls are both typical "company towns" of about 25 and 40 years growth respectively. Grand Falls was laid out very neatly and sensibly on new ground when the mills were built. It is our only inland town of any size. There is no congestion in it; streets are of fair width; and there are a number of good churches, schools and public buildings. Trees have grown very well, and the place is attractive. Corner Brook, a somewhat more ambitious effort, and on a site more favoured by nature, is a seaport, set in a ring of

hills at the head of a magnificent fiord. The stub-street layout is not used; loops and radials from a very attractive central green space and commercial area form the basis of the plan. The fine Company hotel, formerly a staff house, the Manager's handsome house and the houses of the senior officials and leading merchants are skilfully disposed in a setting of hills, woods and water which makes this show area of the town a place of real beauty. Streets are asphalted and provided with sidewalks. Street trees have been attractively planted and have grown well throughout the town. There are good shops. A large government sanitarium on an imposing hill-top site and a fine new Town-and-Company hospital on another high place are the latest features of the town; and a stone or brick Roman Catholic Cathedral is projected. Anyone who is interested in seeing what an attractive living centre a foresighted company can create should visit Corner Brook.

The place, however, has its tragedy on a considerable scale, and Grand Falls has a lesser but similar one. The Legislature, in the early days, was jealous of "company towns" and afraid of trading monopolies, and, despite the efforts of a few of the more enlightened members, would not give the Companies control of adequate areas. As a result, each attractive Company town has its slummy satellites just outside its borders; Windsor in the one case, West Corner Brook in the other. Both are now incorporated and making active efforts to clean up; but the contrast with the Company areas beside them shows what they might have been but for the lack of foresight which allowed them to grow up as shack towns in their early stages. There should be a lesson here for future legislators.

Readers interested in St. John's should refer to Professor John Bland's report of 1946.



Flats, Churchill Park

Searles & Meschino Limited, Engineers and Architects

DOMESTIC ARCHITECTURE IN NEWFOUNDLAND

By H. GRAHAM RENNIE, A.R.I.B.A.

EXAMINING the existing domestic architecture of the country today, whilst the quality of current construction is high, it is bitterly disappointing to find nothing remaining of 16th, 17th or 18th century work, which might have helped us in building and developing an architectural tradition of our own. For this, we have to thank the exceedingly stormy history of the country.

Newfoundland, alleged to have been discovered by the Norsemen in 1001, discovered by John Cabot in 1497, a Venetian, under a commission granted by Henry VII of England, had an established fishing industry as early as 1502. England, France, Spain and Portugal all realized the importance of the island strategically and the potential wealth of the vast fishing grounds. Attempts to colonize were made by England and France, but with little success at first, all four sending ships to the fishing grounds. By 1578 England had fifty ships operating, Portugal fifty and France and Spain one hundred and fifty.

At the time, with the European background of wars and piracy, it was inevitable that Newfoundland should

become the scene of a bitter struggle for possession between the different powers.

In 1583 Sir Humphrey Gilbert sailed into the harbour of St. John's and took possession of all the land within the circumference of six hundred miles, in the name of his Sovereign, Queen Elizabeth. By 1626 England had established colonies at Ferryland and in Conception Bay, and the French at Placentia; the French paying tribute to the British Government. By 1630 there were about three hundred and fifty families settled in the various harbours. As can be seen from old prints, these settlements reflected the architectural traditions of Europe. At this time England did everything to discourage settlement, whilst the French tried to expand their settlements and encourage emigration. Despite these efforts there were in 1654, fifteen different settlements and about four hundred families.

In 1670 the English Government decided to prevent settlement by destroying the whole colony, and agents were deputed to burn the houses and drive out the settlers. This order was partially carried out, but was



Houses, Churchill Park
Searles & Meschino Limited, Engineers and Architects



House, St. John's
Rennie and Horwood, Architects

annulled in 1776. From this period until the Peace of Utrecht, when Newfoundland was declared to belong in exclusive sovereignty to Great Britain, the country presented a constant scene of warfare and depredation. All English settlements were destroyed by the French with the exception of Carbonear and Bonavista.

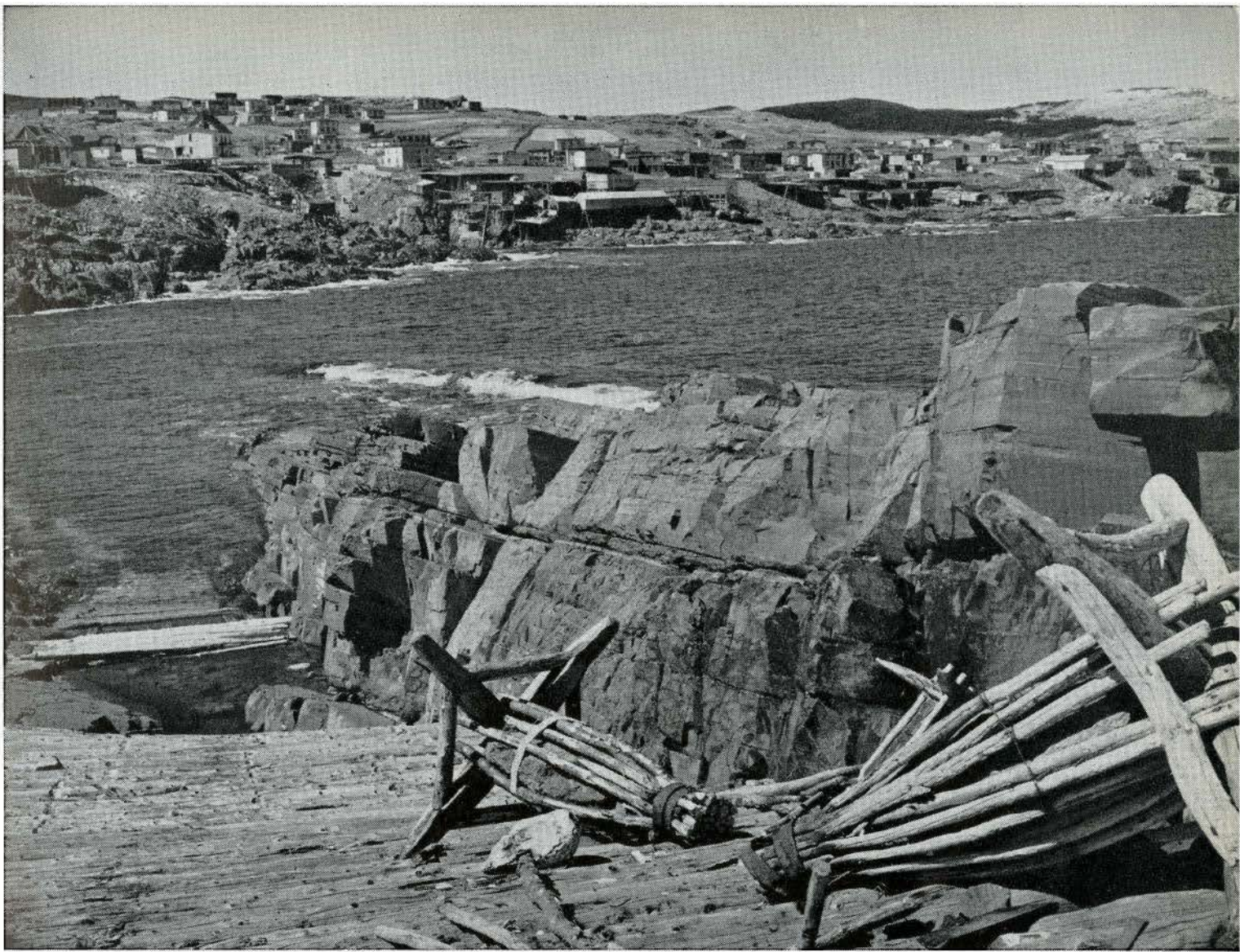
In 1728 Newfoundland became a separate colony of Great Britain, and measures were adopted for the general improvement for living conditions throughout the country. However, it was not until 1812 that all the restrictions to building were removed, for until then, no building could be erected without the permission of the Governor. The country then began to expand, especially the capital, St. John's which became the trading centre for the whole Island.

At the opening of the 19th century the population of St. John's was a few thousand and it has grown to a city of upwards of fifty thousand people during the intervening years. St. John's has suffered several great fires, the last in 1892, when three quarters of the town was completely gutted. During the expansion period of the 19th century, a great deal of building was carried out throughout the Island, particularly in St. John's, which, as the trading centre for the whole Island, developed rapidly. Many large houses were built by the wealthy merchants, large shop owners and professional classes. With few exceptions the construction was of wood. Government House, the most notable, was built of local stone with imported stone for trimmings. Though having a bleak exterior, it has a remarkable interior, in the grand manner on Georgian lines. The strongest influence in character, for the major portion of domestic work, of this period was late English Regency, particularly in plan, with elaborate detail generally omitted. The only French influence seems to have been the Mansard roof.

These houses were built by the local Builders and the spaciousness and simple quality of detail is greatly to their credit. The excrescences and bad taste of the Victorian era have been almost completely avoided. Though conceived externally in rather flamboyant shapes the interiors are good and have a quality and dignity all their own. Today St. John's has an inheritance of some pleasant roads lined with fine old trees, and houses set well apart in well planted grounds.

20th century housing to date has shown a considerable lift in architectural quality, particularly externally. The main towns such as St. John's, Grand Falls and Corner Brook have many fine examples of modern domestic work, both in individual houses for the well-to-do and in housing areas for the middle classes.

There are good Architectural firms in the country, resulting in better community planning, sound building and a vast improvement in the architectural development of the towns in general. Through the illustrations can be seen examples of what is being done, and a glimpse of the earlier centuries through the few remaining examples.



View of Pouch Cove. In the foreground are home made anchors called "Killicks", consisting of a large rock lashed to wooden cross-pieces

NEWFOUNDLAND HANDICRAFTS

By FRANK TEMPLEMAN, B.Sc.

Director of National Handicrafts

INSPIRATION to undertake handicraft projects is derived either from a desire to satisfy an artistic creative urge or from the profit motive. In Newfoundland neither of these factors has been strong. There being no tourist trade, there has been little incentive to produce small craft work for sale and the continuous struggle, generally at hazardous occupations, necessary to maintain existence, has left little time and provided no inducement for the creation of craft work purely for its ornamental beauty, distinctive design or pride of possession. Necessity has, however, provided the impulse for certain types of handicrafts and there are phases of craft work in which our young men, and young women especially, have engaged extensively from earliest days.

Newfoundland women have long been accustomed to providing by themselves many of the articles required

for their homes and families, and fishermen devote much of their spare time to the larger crafts that they may engage more successfully and safely in their dangerous calling. Traditionally, women engage in the old crafts of knitting, quilt making, rug making, dressmaking and needlecraft for domestic use and with utility chiefly in mind, while the men, with little knowledge of blue prints, and often with scanty formal education, build their homes, fishing boats, and even schooners.

Development of organized handicrafts has been undertaken by the International Grenfell Association, Nonia and the Jubilee Guilds with considerable success.

The International Grenfell Association, and its founder, Sir Wilfred Grenfell, are well known to most Canadians. Coming to Newfoundland in 1902 as a medical missionary from the Royal National Mission of Deep Sea Fishermen of England, Grenfell saw the great need of

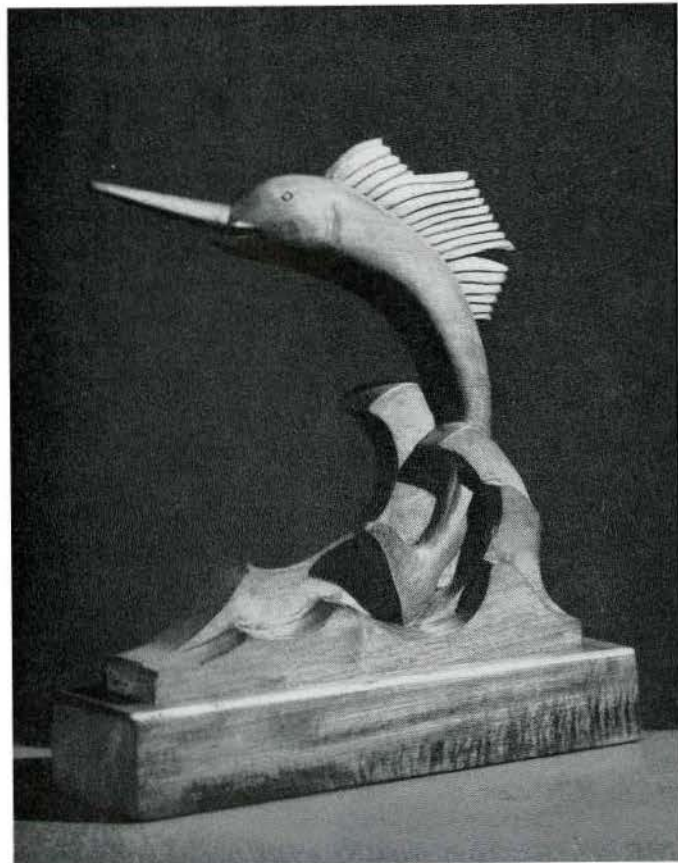
the fisher folk of the Northern Newfoundland and Labrador Coasts, and decided to spend his life working for their betterment. When, later, a hospital was established, convalescent patients were encouraged to undertake handicraft work. Subsequently in an endeavour to improve the economic welfare of the people, especially the physically handicapped, handicraft work was introduced in many northern settlements to provide additional avenues of earning power. Today the International Grenfell Association has a fully organized Industrial Department at St. Anthony with divisions in other centres and an efficient sales distributing system has been developed. Many Grenfell workers are disabled ex-patients of the hospital, debarred from engaging in the heavier industries of the country.

Pioneering in promoting organized commercial production in the field of handicrafts in Newfoundland, the International Grenfell Association took every opportunity to make these handicrafts expressive in motif and design characteristic of the country. In development of design and high quality workmanship the Grenfell Industrial Department was very successful. Exquisitely carved ivory seals, bears, native dogs pulling komatiks, jewellery and cigarette boxes, sealskin dressed Eskimo dolls, small souvenir brooches, delicately tinted baskets made of Labrador grasses, and many other articles characteristic of the people and symbolic of the country, produced by Grenfell craftsmen, find eager buyers.

Rug hooking having always been practised extensively, the Grenfell Industrial Department gave particular encouragement to the continuation of this craft work, and developed typically local designs. The popularity of these rugs as floor coverings and wall hangings has been widespread.

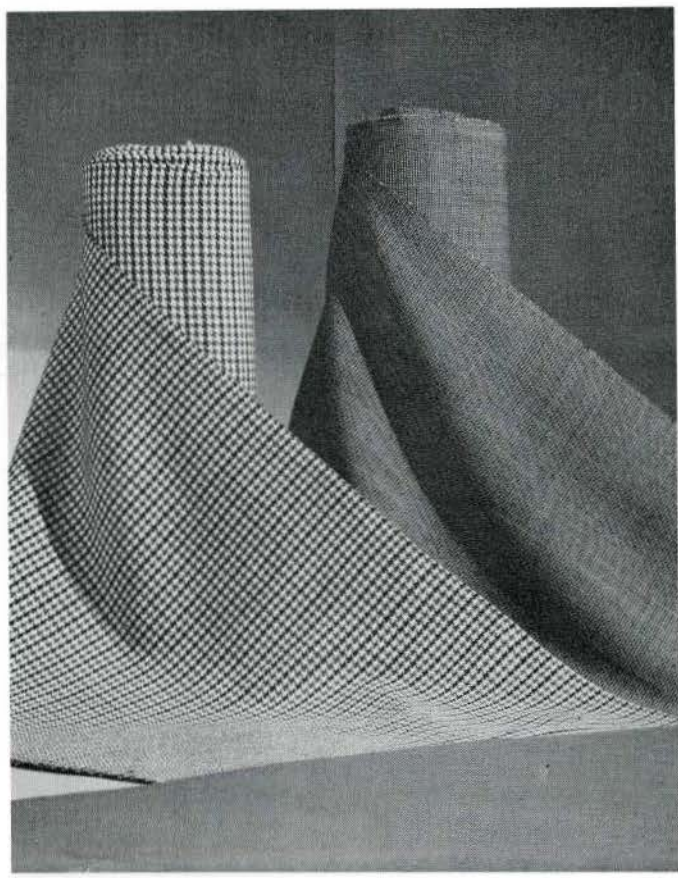
The second pioneer organization in the development of commercial crafts was Nonia. The word is derived from the first letters of the Newfoundland Outport Nursing and Industrial Association. Originally a committee on Outport Maternity Nursing, the organization had for its objectives the supplementation of nursing services in outports, and economic improvement. Established in 1920, the Association adopted its present name in 1924, and ten years later, because of better services provided by governmental agencies, it left the nursing field entirely to become a purely industrial association. The organization has flourished and now has a competent staff to supervise its activities under the direction of an Advisory Committee whose services are given freely. In 1948, there were 46 outport centres with approximately 800 workers. Additional centres have since been organized. Nonia workers have, through painstaking direction, become very efficient in their crafts, and the "Nonia" trade mark on knitted or woven goods is accepted as a symbol of quality.

In the development of commercial weaving Nonia has played a particularly important part and has been responsible for developing a small industry. In one



Wood Carving by Nicholas MacEachren

Handweaving by the Nonia Workers of the Pool's Cove Centre





An old water wheel

settlement, starting with one experienced weaver, there are now eighteen, who, having built their own looms, now make a livelihood from their products, and who are regarded as being the most skilled and experienced weavers in the Province.

In encouraging domestic craft work especially in weaving, the Jubilee Guilds have played a major role. Largely through the efforts of this organization the old skills of spinning and carding have been moderately reintroduced. With the work of the Women's Institutes of Canada and the United States in mind, Jubilee Guilds were instituted in 1935, the jubilee year of King George V. The aims of the organization were to work for social betterment, and to give service to outport communities. Since that time the organization has spread widely and at present there are some 100 Guilds with a membership of 3000. The craft work of the Guilds is centralized around a weaving programme for the enrichment of home surroundings. With the instruction in weaving, Guild workers receive training also in home decoration, sewing, needlecraft and knitting, better methods of cooking, canning and bottling. While emphasis is on the domestic aspect of homecraft work, some Guild workers engage in commercial production. The influence of the Guilds on craft work over a wide area of Newfoundland has been quite considerable and beneficial.

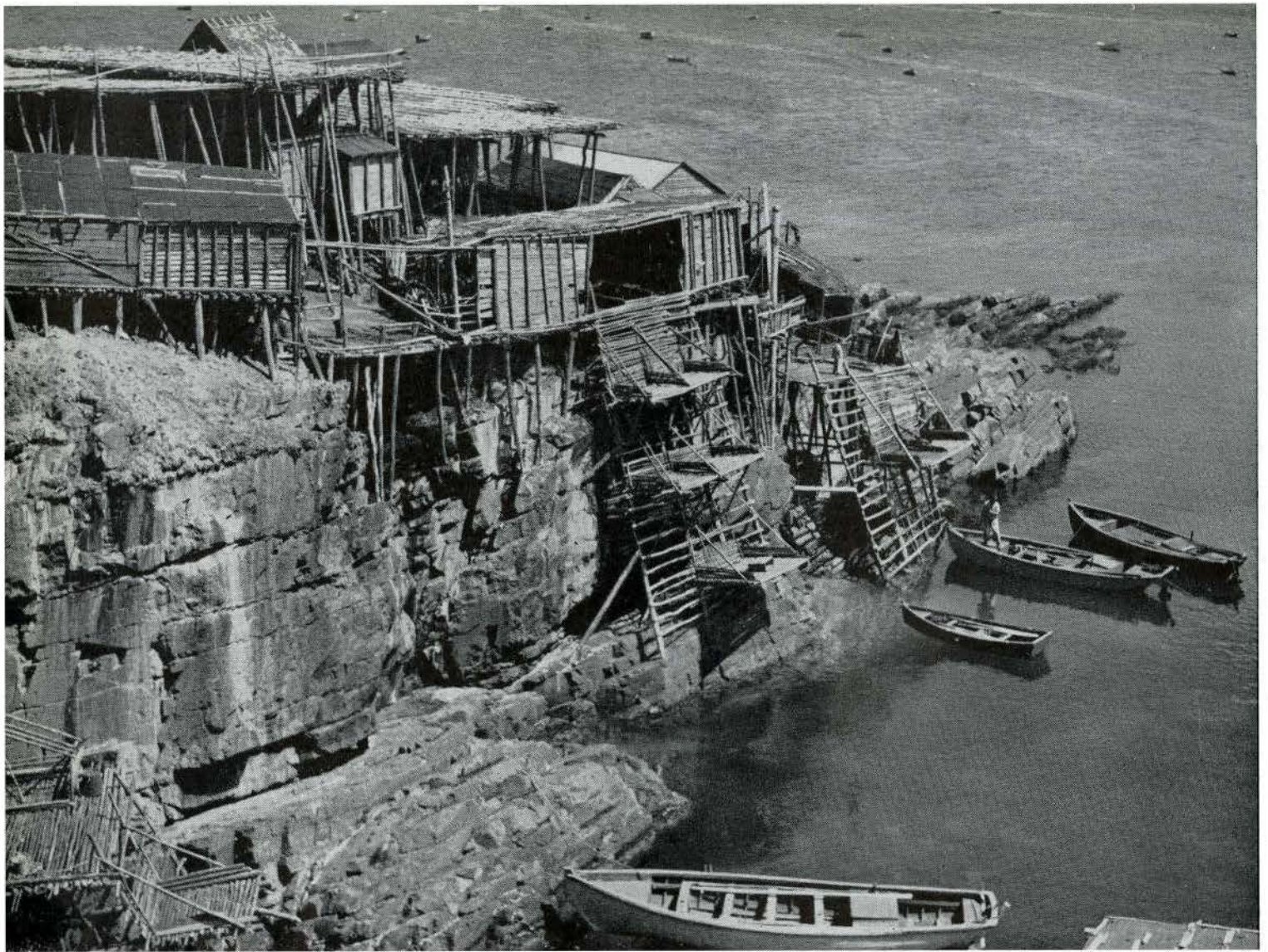
In 1945, on the recommendation of the Newfoundland Industrial Development Board, it was decided to establish a handicraft centre for training in handicrafts. The handicrafts centre, now a division of the Department of Education, besides endeavouring to foster craft skills and to provide leaders and workers in the various crafts for the organizations already in the field, provides summer school courses for teachers, serves as publicity medium for Newfoundland handicrafts, fosters old and new crafts, essays experiments with local raw materials and tries to encourage local craft work in all its aspects.

The courses offered by the centre include woodcarving, marquetry, claymodelling, pottery, woodwork and cabinet making, dressmaking, toy making, leathercraft, cooking and nutrition, weaving, interior decoration, needlecraft, art, drawing and design, mechanical drawing, art metalcraft, and stone polishing. New crafts in which the centre has endeavoured to awaken an interest are woodcarving, pottery, and the cutting and polishing of semi-precious stones.

During the past three years the centre has experimented with some forty clays from various parts of Newfoundland and Labrador, and, three of the clays being excellent samples have been produced, but it will be some considerable time before pottery crafts can be established throughout the Province and in the immediate future the policy will be to interest the larger schools in introducing this craft as part of their arts and crafts programmes.

In the cutting and polishing of semi-precious stones the centre has had considerable success. The local stone chosen for experimentation is a peculiar feldspar found, so far as is known, exclusively on the northern Labrador coast, and called firestone by the natives of Labrador because of its scintillating colours. The more common name is Labradorite, and as such it has become widely known. The experiments conducted by local jewellers in cutting and polishing this stone were not successful. The Moravian Missionaries developed a successful but laborious process for cutting and polishing but very few stones were produced. Cutting and polishing was also attempted by the Grenfell Industrial Department but with only moderate success. To meet the demand for this stone, made into jewellery, Labradorite was sent in its raw state to Germany but during the war years no supplies could be obtained. Now stones, cut and polished locally are of better quality than those previously secured from foreign sources and are in brisk demand.

In the field of model boat making some excellent specimens have been produced and the work of a local craftsman has served as a model for the picture of John Cabot's ship the "Matthew", which appears on the seven cent stamp issued to commemorate the union of Newfoundland with Canada.



Landing stages in a fishing village. The fish are tossed from the boat to each platform in turn and finally to the cutting shed on the bluff

NEWFOUNDLAND FISHERIES

By RAYMOND GUSHUE, LL.B., C.B.E.

Chairman of the Fisheries Board

NEWFOUNDLAND was, until after the beginning of the 20th Century, a one-industry country, and that industry was the codfishery. Since then products of the forests and mines have become of importance and in some years, particularly in the 1930's, the export value of pulp and paper exceeded that of fishery products; normally, however, the latter still tops the list. Newfoundlanders are a sea-faring people—without a comprehensive road or rail system, much of the travel must still be by sea, which for many of the people is harvest field and highway. Fisheries have not, and probably never will or can, reach the same state of mechanization as has mining or pulp and paper manufacture. There are today about 28,000 fishermen in the country. When to this figure is added those engaged in ancillary industries, such as boat-building, net and rope manufacture, package making and other activities, it will be

seen that, in terms of human values, the fisheries are of prime importance.

Newfoundland is situated geographically in the midst of extensive fishing "grounds" or "banks". Its "inshore" fisheries, prosecuted by fishermen in small boats, circle the entire island of Newfoundland. Fishermen operate largely within territorial waters, in many cases close to and within sight of their own homes. They bring their catch to shore for processing daily, and often twice a day. While previously all this fish was salted for drying, within the past decade more and more "inshore" fish is being processed by filleting and freezing plants. Upon this foundation has been built up much of the reputation which Newfoundland has earned for the high excellence of its frozen fillets since the raw material is of an unusually high quality when handled and preserved. The Labrador fishery, although

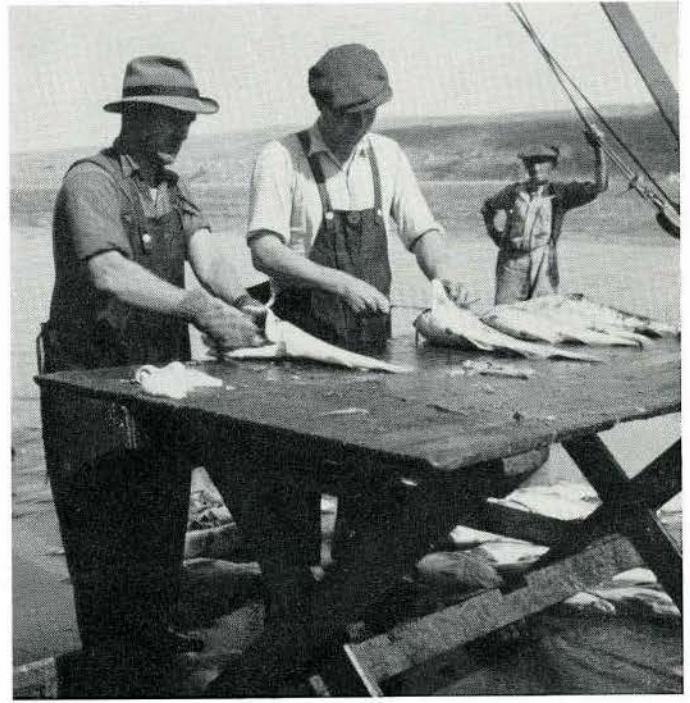
prosecuted largely from "Labrador floaters" or vessels, is also an inshore fishery. There is an annual migration from the island of Newfoundland to the coast of Labrador each year for the Labrador fishery. Nearly 200 vessels, whose crews live aboard, make this trip, in addition to about 2500 "stationers", or men who live ashore. They return to Newfoundland in the late summer or early fall, depending on the degree of success which they have met. The third distinct branch of the fishery is the "Bank" or deep-sea fishery. This is carried on by "bankers" or long-liners and by trawlers, although the trawler fishery has been a development only of the past decade. The long-liners usually salt their catches, a few also making trips in which they ice their fish for disposal to filleting and freezing plants. Trawlers operate exclusively to supply these plants.

There is a succession of fishing banks around the coast of Newfoundland. Some of them, such as the Great Banks of Newfoundland, St. Pierre Banks, Green Banks, are well known internationally. The fishing ships of many nations frequent the Grand Banks, which is probably the most internationally used of any fishing area of the world.

The largest single item of fishery products exported is salted cod and related species. This is a very old trade, going back as far as the early occupation and settlement of the Island in the 16th Century. Newfoundland exports its salted cod to a large number of countries in both Hemispheres. Annual production is usually over 100,000,000 pounds, dried weight, which, if converted to "green" or whole fish as taken from the water, would be about four times the dried weight.

The preservation of fish by filleting and freezing has advanced materially within the past decade. The last War brought to Newfoundland opportunities for rapid advancement, and these were seized, and developed along sound lines. Quick-freezing was adopted generally, rather than the slower sharp-freezing, and thus a better product was produced. The results have been most satisfactory, and today Newfoundland frozen fish occupies an enviable place, on quality grounds, in the markets, the chief of which is the United States of America. There can be no doubt that there can be a considerable increase in the annual per capita consumption of fish in the United States and Canada. The key to the solution, and to the prosperity of the north-west Atlantic fishing industry generally, is quality.

The herring fishery is second in importance to the codfishery. These fish are taken, at one season or another, on almost every part of the Coast. During the War years, the export value of products of this fishery rose sharply. It has again levelled off, but is now normally several times the value of pre-war exports. This is accounted for by diversification of products. Whereas before the War the Scotch Cure pack was the leader in volume and value, it has now been surpassed by other types of cure. Herring also constitute an



Cleaning cod

important if not indispensable part of the codfishery, since they are used in large quantities for bait purposes.

The salmon fishery presents more limited possibilities than that of the Pacific Coast. This is true generally of Eastern Canada, which has no counterpart to the huge rivers of British Columbia, and does not offer the same opportunities for spawning and growth. Salmon do come to a large number of rivers in Newfoundland to spawn, but the rivers, although numerous, are generally small. The run of salmon is also small, grilse predominating in many rivers.

The opportunity that Newfoundland presents for the sport-fishing of salmon is an attractive one. There are dozens of rivers into which the salmon run prior to spawning, and the sport afforded is probably unexcelled. There are no leased rivers in Newfoundland, fishing in all areas being open to anyone who obtains a licence. The rivers are patrolled by wardens, to prevent unfair or illegal practices.

The lobster fishery, while still small in comparison with that of the Maritimes, is one in which an almost phenomenal improvement has taken place in the past decade. In the 1920's a closed season was imposed for several years because of near exhaustion of stocks. Due, it is believed, to enforcement of sound conservation practices, this fishery has increased from an export of about 1,000,000 pounds ten years ago, to about 4,000,000 pounds. There is good reason to believe that this growth can continue.

Under the terms of an International Whaling Convention, factory ships are not permitted to operate in the Newfoundland area. Fishing is therefore done from shore stations, one on the north-east coast of Newfound-

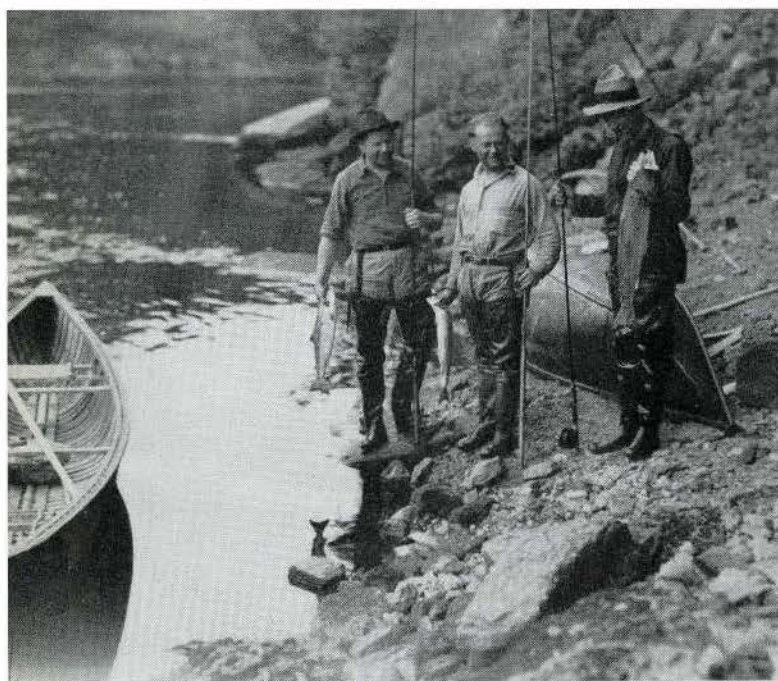


Fishing dories at anchor as seen from under a fish drying flake

land and one on the coast of Labrador. There is a fair whale population within reach of these stations, and over 700 whales were taken in 1948.

The annual seal hunt, which takes place from March to May in each year, is an event which seems to stir the public in Newfoundland more than any other fishery. This may be because it is the big opening event of the year's fisheries, or because of the hazards which lend glamour to the hunt. The type of seal killed is the hair-seal, and years ago quantities up to a quarter

A fish story



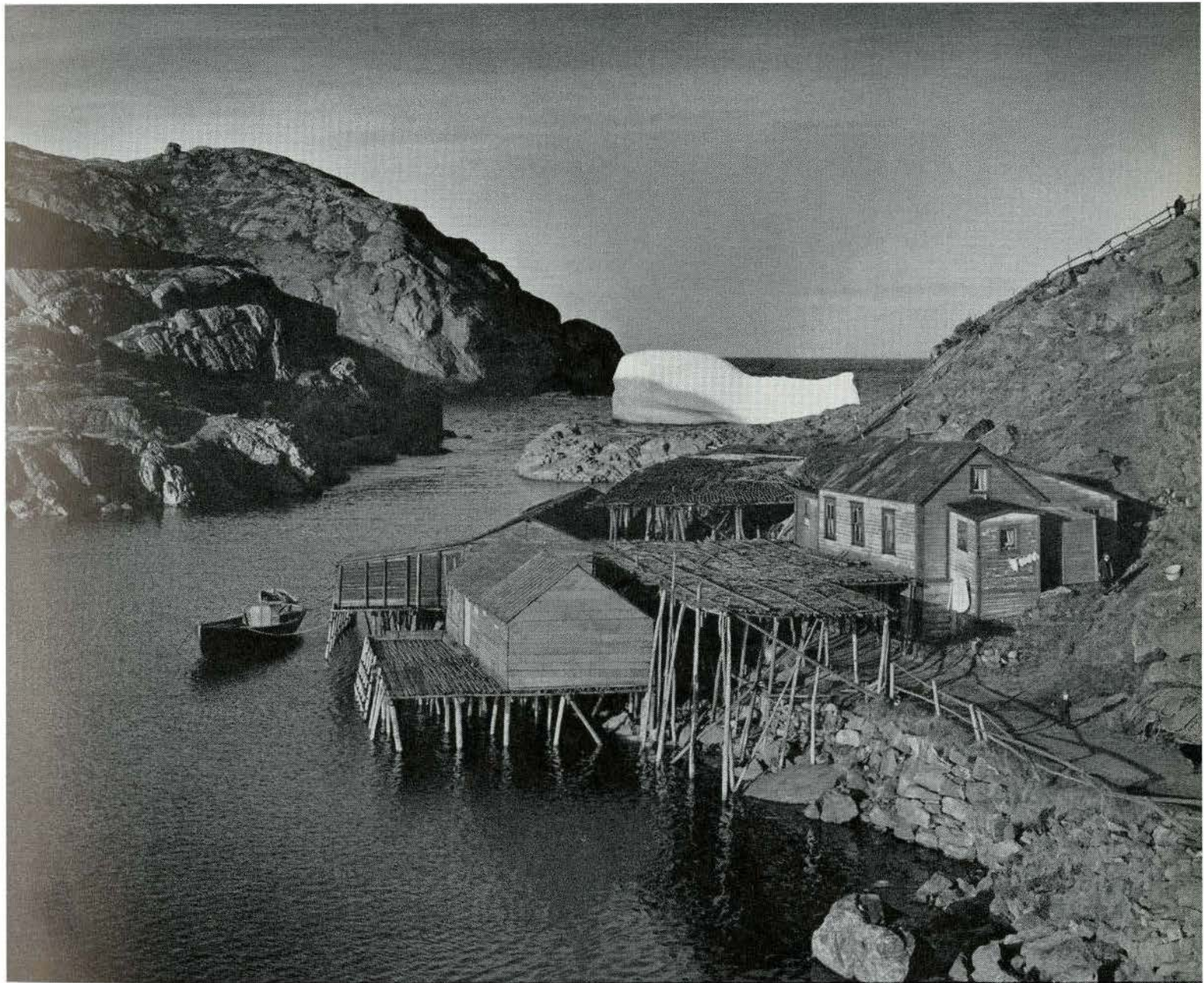
million seals were taken. The old-time fleet of large heavily powered vessels has disappeared, war casualties being heavy. The fishery has had a considerable revival in the past several years, a greater number of smaller vessels being used. The seals are killed and "sculped" or the hide with a thick layer of fat attached, cut away. These hides are brought to port, where the fat is removed and reduced to oil, and the skins treated for processing into leather goods.

Newfoundland produces a substantial quantity of fish oils, a normal quantity being upwards of 2,000,000 Imperial gallons. These include medicinal cod liver oil, poultry feed oil, common cod oil (for industrial purposes), whale oil, seal oil, herring oil and some dogfish oil.

There are a number of fisheries other than these previously mentioned which are of lesser value and, in an article of this length, may therefore be mentioned together. These include such fisheries as mackerel, smelts, swordfish, turbot (or Greenland halibut), pickled trout, eels, caplin and squid. In this list special reference might be made to caplin. This is a small fish, somewhat of the type of but slightly smaller than the smelt. It floods the coastal waters of Newfoundland in tremendous quantities to spawn and remains several weeks a year, sometimes being pressed up on beaches knee-deep for miles.

Generally speaking, there has been considerable advancement in Newfoundland's fisheries since 1936. In salted cod and related species, selling has changed from individual effort and competition to an overall cooperative group marketing system, which is open to all licensed exporters. The herring industry has expanded and become more modernized. Production of frozen groundfish fillets has had a phenomenal growth, due largely to war-time opportunities, but the gains made are being held. Manufacture of oil and meal from fish and fish waste is also a growth of the past twelve years. Large scale canning has come about to some extent, and should expand further. A government quality inspection service has been built up, and advanced to the point where compulsory inspection of several types of fish has been in force for some years.

In the past decade Newfoundland's exports of fishery products have multiplied five times in value. This was due in part, but certainly not entirely, to wartime conditions. Much of the credit rests on three points of policy — organization, expansion and inspection. Progress has been heartening, but the end has not yet been reached. The fisheries can continue to progress and prosper. It is true that increased competition appears imminent, and that exchange difficulties particularly handicap hard currency countries, but these things can be faced more expeditiously and efficiently by an organized, well-informed trade than otherwise. The fish trade in Newfoundland today meets both of these requirements to a higher degree than ever before.



A typical fisherman's establishment. The day's catch is tossed on the stage, taken into the cleaning shed, and then put out to dry on the fish flake. His house is adjacent to the flake



Canadian Geographical Journal map.

NEWFOUNDLAND

THE MINING INDUSTRY IN NEWFOUNDLAND

By CLAUDE K. HOWSE, B.Sc.

Newfoundland Government Geologist

MINING is the third ranking industry in Newfoundland, following the pulp and paper and the fishing industries, and in 1948 the value of total mineral production was in excess of \$21,000,000. Some 3,500 men were employed with approximately 2,000 at the Bell Island iron mines of Dominion Steel and Coal Corporation, 1,000 at Buchans with the Buchans Mining Company and the remainder at the fluorspar mines at St. Lawrence and the various limestone quarries of which the largest is that operated by the Dominion Steel and Coal Corporation at Aguathuna.

At Bell Island the Dominion Steel and Coal Corporation carries on its well known iron mining operations. The ore occurs in three beds varying in width from four to thirty feet in the Ordovician rocks of the Conception Bay area. All of the operations are submarine

with some of the haulages from face to deckhead being very nearly four miles. The submarine rock cover varies from two hundred to thirteen hundred feet and there is no seepage of sea water in any of the mines.

Four mines are operated by means of slopes of approximately thirteen degrees, the loading pockets of which are all submarine with the longest haulage being that of No. 3, where a balanced haulage of 12,000 feet from loading pocket to deckhead is in operation. Twenty-ton bottom dumping ore cars are used in this haulage. In the No. 6 operation four five-ton cars are hauled and dumped at the deckhead by a revolving tippel. In Nos. 2 and 4, which are smaller operations, smaller bottom-dumping cars are used for haulage. Mining is done by the room and pillar method with extraction averaging about 50%. The ore is hand picked at the surface which

removes the small amounts of shale, etc., which come up with the ore and it is then hauled by an endless rope surface haulage to the loading pockets at the Scotia and Dominion piers.

At the piers the ocean going ships are loaded by means of bucket conveyors which, at the Scotia pier, is done at the rate of 110 tons per minute.

Since the beginning of operations in 1895 Bell Island has produced more than 46,000,000 gross tons of iron ore of which 1,700,000 were produced in 1948.

Buchans is one of the world's large base metals mines having produced since 1929 more than 630,000 tons of lead concentrates, 340,000 tons of copper concentrates, 1,640,000 tons of zinc concentrates and 5,650 tons of gravity concentrates which are extracted chiefly for their gold content.

Mining at Buchans is being carried on to-day largely by glory holing and square set underground stopping. Owing to the fineness of the ore great difficulty has been experienced in separation and the flow sheet at the mill is perhaps almost as complicated as the flow sheet of any base metal mill in the world. Very fine grinding is necessary to separate the lead, zinc and copper minerals and as much as 27 percent of the tailings are minus 1000 mesh.

A little more than a year ago a new ore body was discovered by diamond drilling some 1,500 feet north of the present workings and it is the intention of the Company to sink a new shaft possibly up to 1,500 feet in depth to mine this ore body. The actual tonnage of this new body cannot now be given but it may be taken to be substantial enough to affect materially the life of the operation. Cores from sections of this new ore body have shown practically solid sections of lead, zinc and copper sulphides.

The Buchans Mining Company, Limited, is a subsidiary of the American Smelting and Refining Company.

While operations in the St. Lawrence fluorspar area began in 1933 it was not until the war years, 1940-41, that development and production in the area became substantial. Two companies operate there; the St. Lawrence Corporation of Newfoundland, Limited, which began the original operations in 1933, and Newfoundland

Fluorspar Company, Limited, a subsidiary of the Aluminum Company of Canada. The first named is a private company and sells its spar to the steel and chemical industries of the United States and Canada while the bulk of the production of the second company goes to Arvida where it is used in the preparation of artificial cryolite for the production of aluminum. With the great advance in the use of fluorine and fluorine chemicals during the war years the production at St. Lawrence is becoming more and more substantial as time goes on.

The fluorspar occurs for the most part as fissure veins in granite, and while actual figures for reserves cannot be quoted owing to the lack of development work on the majority of the fluorspar veins it is not improbable that the reserves of the area are considerably more than 20,000,000 tons. The St. Lawrence Corporation operates a flotation mill and a high grade product, at times in excess of 99% CaF_2 , is produced. The main mining difficulties there are water and the uncertainty of hydroelectric power. Two of the mines are at present pumping in excess of 1500 g.p.m. continuously. Each company has its own auxiliary diesel power but while hydroelectric power is obtained from the three developments of the United Towns Electric Company on the Burin Peninsula serious difficulties have been encountered at times when power has been unavailable.

To date over 418,000 tons of fluorspar have been produced including 80,000 tons in 1948.

At Aguathuna the Dominion Steel and Coal Corporation carries on a limestone quarry operation and ships annually from 250,000 to 300,000 tons to Sydney for their steel operations there.

In addition small limestone quarries are operated at Corner Brook, Cobbs Arm, New World Island and O'Regan's in the Codroy Valley.

Pyrophyllite production at Manuels is erratic but it is hoped to begin the production of insecticides this year using ground pyrophyllite as a base.

Grinding pebbles were shipped during the war years to the United States but this production has fallen off recently, presumably because of the re-establishment of the importation of Danish grinding pebbles.

THE FORTY-THIRD ANNUAL ASSEMBLY OF THE ROYAL ARCHITECTURAL INSTITUTE OF CANADA

THE Inaugural Session of the Forty-third Annual Assembly of the Royal Architectural Institute of Canada, held in the Fort Garry Hotel, Winnipeg, Manitoba, on Friday, February 24th, 1950, at 11.00 a.m.

Mr. A. J. Hazelgrove, President, in the Chair.

REPORT OF THE COUNCIL

It is my privilege to welcome you to this the Forty-third Annual Assembly of the Royal Architectural Institute of Canada, and the first of what we hope will prove to be a series covering Canada from Newfoundland to British Columbia.

The human mind and the human frame are alike declared to be at their best in the forties. This belief is widely held by those of age forty. While your Council suggests no parallel, it must be reiterated that the Institute has now completed forty-three years of active life. Increase of years has brought increase of responsibility and, not less, increase of opportunity. No member of Council and certainly not your President can feel that full use has been made of all opportunity. Nevertheless, we have striven to meet such responsibilities and obligations as are within our physical and corporate limitations, and in our thinking and our doing have tried to act on the high plane of public interest without neglecting the claims of our own profession.

Previous annual reports have made reference to the state of the profession in terms of volume of construction and of the retainers of architects. On the basis of available information, it is with pleasure that we record a high level of architectural retainer, and an increasing appreciation by the public and by public bodies of the advantages and necessity for architectural service.

However, the international financial situation can hardly fail to influence construction activity in Canada. It is appropriate to point out that we, as architects, can do our bit by heeding the admonition to specify and use material from the sterling areas. This may involve disruption of some well-regarded connections and disturbance of the routine of practice, but the advantages will be such as to compensate for the practical difficulties.

It is with regret that we record the passing of many members of the Institute. We will pay our tribute of respect and memory as we record the names of those who, during the past twelve months, have met that which has been described as "The most beautiful adventure in Life":

James R. Barlow	Alexander Melville
W. S. Bates	John G. Morton
J. E. A. Benoit	Albert F. Patton
Alfred H. Chapman (F)	Herbert F. Secord
J. O. Despatie	George G. Teeter
John H. Drury	John A. Thomson

W. G. VanEgmond (F)	Percy R. Wright
Arthur Vincent (F)	L. H. Bennett (Hon. Member)
James P. Wallace	Eden Smith (Hon. F)

It was with great satisfaction that the Institute received an invitation to inaugurate a new Association in the Province of Newfoundland. Your President, with Dr. Charles David and Mr. J. Roxburgh Smith, enjoyed the privilege of visiting our Newfoundland confreres in December last, and of launching the Newfoundland Association of Architects on what we hope will be a long and successful career. We assure the President and members of the Association of our co-operation, our good will, and a most sincere welcome.

In the Annual Report of the Council for the year 1948, reference was made to the increasing number of graduates from the Architectural Schools, and the necessity for a sustained interest in these men and women by established practitioners. A great proportion of these students are veterans, of rather more than average graduation age. It is without apology that your Council again reminds the members of the Institute of the obligation of the Profession to these architects of the future.

Institute Document No. 11 which deals with "Advertising Material for Architects" has been redrafted and is available to interested manufacturers. We gratefully acknowledge the co-operation of the American Institute of Architects in permitting the R.A.I.C. to adopt the very excellent Filing System and Index published by that body. This system permits much more subtle classification than was possible with the old R.A.I.C. system, and further permits U.S. material to be filed side by side with Canadian catalogues, with no possibility of conflict in classification.

In the field of research, mention must be made of the excellent work being undertaken by the Division of Building Research of the National Research Council, under Mr. R. F. Legget. The necessity for this endeavour was brought to the attention of the N.R.C. by the Institute during the war years, but more pressing problems prevented earlier action.

During this Assembly, we shall have the opportunity of hearing Mr. Legget describe the work of his Division. The projects under way, or planned, are of the greatest interest and concern to the architectural profession. We acknowledge courteous requests for the co-operation of the Institute in the work of the Division of Building Research. We have co-operated and shall continue to do so, in the hope that we may make some contribution to the solving of the unknowns with which the expanding sphere of knowledge brings us into contact.

Coupled with the work of the Division of Building Research is the Revision of the National Building Code.

Experience has proven that building codes need persistent revision, so rapid is the march of science and method. In this important work, the Institute will also have a place.

By invitation of the Royal Commission on National Development in the Arts, Letters and Sciences, the Institute submitted a brief on the matters within the scope of the Commission. This brief was received with acclaim in many quarters, and with objugation in others. It is interesting to note that it was made the subject of a very commendatory special article in the U.S. publication "Progressive Architecture".

The reports of the Committees have already been made available. The Council is grateful to the Chairmen and Members of the several Committees for these excellent reports, which are but summaries of much hard work throughout the year. It is hoped that when they are formally presented by the respective Chairmen, a vigorous but not necessarily protracted discussion will follow.

May we say that no invidious distinction is intended by special mention herein of any Committee Report. We should like to comment on all, but must confine this Council Report to reasonable limits.

We have two types of Committees, Standing Committees which carry on from year to year, and Special Committees appointed by the Council for specific references. This year a new procedure was adopted whereby the committees included representatives of all Provinces. This was no mere gesture of decentralization; the extent and variety of the Institute business demands nation-wide representation.

The Committee on Legal Documents, an important Standing Committee, under the Chairmanship of Mr. R. S. Morris, has worked strenuously on the Institute documents, in particular the Standard Form of Contract Agreement and the Client-Architect Agreement. It is now realized that the time is ripe for a general revision of all Institute documents; hence the Committee has ample work ahead. The Institute gratefully acknowledges the very valuable co-operation of the American Institute of Architects through the Chairman of the A.I.A. Committee on Contract Documents, Mr. William Stanley Parker, and also their Solicitor, Mr. John T. Carr Lowe. We must mention the valuable work done by our legal advisor, Mr. A. L. Fleming, K.C., whose services have never been circumscribed by a five-day week or take home pay.

The Special Committee on Standardization of Entrance Requirements under the Chairmanship of Mr. James Craig, has made considerable study of the matter, as will be noted by perusal of the Report. This subject is felt to be of sufficient importance for discussion by the Provincial Conference at this Assembly. Actually, it is a matter which is in the jurisdiction of the Provincial Associations, but if action is to result, it is fitting that the Institute gives a lead. However, it must be emphasized

that the final decision must come by agreement among the Provincial Associations. The Institute can correlate and can recommend, but cannot implement an agreement to which it is not a subscribing party.

The Committee on Exhibitions and Awards headed by Mr. Bruce Riddell has had a busy year. The Council desire to express the thanks of the Institute to the Committee of the Toronto Chapter under the Chairmanship of Mr. George K. Pokorny, which in co-operation with the R.A.I.C. prepared a most interesting exhibit, shown originally at the Canadian National Exhibition and now on tour throughout Canada under the direction of the National Art Gallery of Canada.

Hope long deferred is now about to attain reality. Announcement will be made at the Annual Dinner of the name of the first recipient of the R.A.I.C. College of Fellows Scholarship. The drafting of the Conditions of Award and the establishment of a workable system of adjudication was no mean task. We thank Mr. Bruce Riddell, his Committee and the adjudicators for work well done.

We congratulate two of the Component Societies on achieving their Diamond Jubilee. The Province of Quebec Association and the Ontario Association of Architects last month celebrated sixty years of active service to the profession, and in wishing them many further years of good work, the Institute speaks for the Architects of Canada.

Down the years, Committees of both the Institute and of Provincial Associations have been working on the standardization of the size of building brick, with indifferent success. Our members who have suffered mental anguish and financial loss through duplication of detailing resulting from varying sizes of brick will be glad to note that the Canadian Standards Association is evincing interest in the matter. The Institute has recommended to the C.S.A. that, when the results of a questionnaire are summarized, a meeting be arranged between the interested parties with a view to practical action.

As a contribution to the public welfare, a Committee of the O.A.A. prepared some very excellent plans of one-room schools which would be available to remote school districts, beyond the practical reach of architectural service. It was anticipated that requests for these plans would be received by the Ontario Department of Education from similar departments in other Provinces. In order to protect the position of the members of these other Provincial Associations, arrangements were made by the R.A.I.C., whereby these Associations, if they so desire, can secure copies of these plans from the O.A.A. If any other provincial Department of Education applies to the Ontario Department of Education for copies of the plans they will be referred to the Architects' Association of their own Province.

We have covered a wide range of subjects. For a more detailed story of the year's work, we must refer you to the Committee Reports.

For that which we have done which we ought to have done, we ask your sympathetic approval. For that which we have left undone, we ask your clemency, in the private knowledge that even enthusiasm has its physical limitations, and in the hope that the incoming Council will augment what in our term of office has been found of practical utility to the advancement of the profession.

At this Assembly, we must pay tribute to the staff. The use of the word "Staff" envisions serried rows of secretaries and stenographers. Actually it is nothing short of a miracle that the Institute has managed to carry on through the Secretary Mrs. Barstow and the voluntary assistance of the elected officers. In the past few months, it was apparent to the Executive Council that even Mrs. Barstow could not handle the augmented work of the Institute without assistance and Miss Mary Bilton was engaged. Mrs. Barstow has now retired from the Secretaryship and Miss Bilton has assumed that position. We are fortunate that Mrs. Barstow has consented to remain for a while on a part time basis. When she finally relinquishes her connection with the R.A.I.C. office, it will be with the knowledge that she has set a shining mark, and that her connection with this Institute will long be remembered by all who have enjoyed the benefit of her most capable service. It is fitting that her engagement with the Institute should have resulted in an architectural marriage.

In introducing and welcoming our new Secretary to this Assembly, we wish to assure Miss Mary Bilton that with the good wishes and assistance of the Council and the members at large, her duties, onerous as they may be, will be lightened by the knowledge that her predecessors have found them to be pleasant and interesting.

We now make a most important announcement. Through the generosity of the Massey Foundation, a scheme has been prepared in consultation with the Royal Architectural Institute for the periodic award of Medals for Canadian Architecture.

The purpose of these Medals to be awarded by the Massey Foundation is, for the benefit of the public in Canada, to recognize outstanding examples of Canadian achievement in the field of architecture, and thus to give encouragement to the members of the architectural profession and to promote public interest in their work.

The Massey Medals for Architecture will be awarded, commencing with the calendar year 1950, every second or third year depending upon the amount of building activity in Canada. The awards will be made at exhibitions to be held under the sponsorship of the Royal Architectural Institute.

We are grateful to the Massey Foundation and to the Right Hon. Vincent Massey, its Chairman, for the practical encouragement which will result from these awards, and we hope that there will be keen competition for them. Detailed particulars will shortly be available.

This report would be incomplete were reference not made to the magnificent work of the Editorial Board. You will hear the financial results of the operations of the *Journal* in the report of the Board. Let us be under no misapprehension, the Institute could not carry on with the pro rata contribution per member. It is the *Journal* which is our financial backbone. But quite apart from finance, the success of the *Journal* which ranks high among the Architectural magazines of the world is due to unselfish and unremitting effort of the Editor, the Editorial Board and the Publisher. We owe these gentlemen a great debt of gratitude.

Finally, we must pay a warm tribute of appreciation to the Committee of Arrangements upon whom the organization of and for this Assembly in Winnipeg fell. Only those who have had similar responsibility can appreciate the amount of work involved. We speak from our hearts when we say we are glad to be in Winnipeg and we thank you most sincerely for what you have done and will yet do to ensure the success of this Assembly.

FINANCIAL REPORT

The following is a summary of the Report of the Honorary Treasurer, Mr. J. Roxburgh Smith (F), as confirmed by the Auditor:

GENERAL ACCOUNT

Revenue

Pro Rata Contributions from Components Societies	\$ 6,281.00	
Sale of Contract Forms	2,252.47	
Re the Journal, R.A.I.C.	11,794.59	
Bond Interest	360.00	
Total Revenue		\$20,688.06

Expenditures

Salaries — secretarial	\$2,862.02	
Convention Expenses (net)	2,737.38	
Travelling Expenses (net)	2,188.80	
Rent: Montreal Office	\$ 50.00	
Toronto Office	600.00	
Allied Societies Fees	650.00	
Printing, Stationery and Office Expenses	325.00	
Telephone, Telegrams and Postage	683.56	
Scholarship and Competition Awards	812.54	
Architectural Training	6.25	
Insurance	144.50	
Audit Fee	15.40	
Legal Fee	100.00	
Cost of Contract Forms	476.44	
Unemployment Insurance	1,100.95	
C.N.E. Exhibit Committee (net)	57.96	
Sundry	944.14	
Total Expenditures	131.14	\$13,236.08

Gross Surplus	7,451.98	
Less: Depreciation for furniture and fixtures	70.42	
Net Surplus		\$ 7,381.56

Summary of Assets

General Account — Cash, Bonds and Other Assets	\$23,612.29	
Capital Account — Cash and Bonds (Fellowship Entrance Fees)	10,251.65	
Scholarship Account — Cash and Bonds (Fellowship Annual Dues)	7,391.24	
Reserve for the Journal, R.A.I.C.	5,037.50	
Total Assets		\$46,292.68



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INCORPORATED BY THE DOMINION PARLIAMENT 16th JUNE, 1908, 1st APRIL, 1912, AND 14th JUNE, 1929

NEWS FROM THE INSTITUTE

NEWFOUNDLAND

It is a tale which has only been partly told, the outcome of a visit to Newfoundland, largely represented by its capital city Saint John's, snugly arrayed around its well-protected harbour with the sullen North Atlantic on the outside.

In upper Canada we sometimes refer to places as "down east" but when one realizes that St. John's eastern suburbs include London, Shannon, Prestwick and Glasgow the reference becomes very definite.

Since the Land itself had been found some nine hundred and fifty years ago, as time flies, we make no claims in this respect.

However, the discovery of Newfoundfriends more than compensated for our tardy arrival.

The early natives, we have read, were considered rather abrupt in manner, to put it mildly, but times have definitely changed for the better and our adventures among the prevailing types were of the happiest!

The voyage was undertaken in the pursuit of the ninth Component part of the R.A.I.C., and from our recollections was all too short, albeit successful!

In reviewing the main purpose of the visit, at the inaugural dinner President A. J. Hazelgrove who was accompanied by P.P. Chas. David and the Hon. Treas. said "We are here under the authority of the powers vested in the Institute by its charter from the Dominion Parliament, we are here to and do formally receive the Newfoundland Association of Architects into the ranks of the Royal Architectural Institute of Canada and in so doing confer on the Architects forming the Newfoundland Association all the rights and privileges which accompany membership of the Royal Architectural Institute of Canada." In continuation he said—"That, gentlemen is my official declaration. I shall remain official but become less formal as I say from the bottom of my heart that we count it an honour, to include you, the architects of the oldest settlement on the North American Continent as our newest members of the R.A.I.C."

Mr. W. D. McCarter president of the new association welcomed the voyagers, while Mayor-elect Mr. H. G. R. Mews greeted them on behalf of the City of St. John's. Fitting the occasion, addresses were also made by the Hon. E. Spencer, Minister of Public Works and others, while congratulatory telegrams were received from sister associations on the main-land. In closing, R.A.I.C. President Hazelgrove expressed the sincere appreciation felt by his accompanying colleagues and himself for the cordial reception received from the local architects.

"So far so good" but the reception was really continuous from landing until take-off! Visits to local works in progress, dinners, lunches here and there including a visit to the "Crows Nest" which while somewhat shorn of its wartime glory, still provides appeal to the voyager, with its array of world famous names mirrored in the traditional manner.

Our other impressions of the Land after leaving Torbay, were limited to six or seven thousand feet at 250 m.p.h. and are consequently sketchy although indelible! The ocean inlets, isolated coves with their groups of houses, discernible only by their blue shadows which the winter sun cast upon the continuous white back-ground, the vast area of lake and mountain, these are subjects for a more able pen, perhaps a brush! While the fishing yarns of Jack Hoskins could provide material for a whole Provincial Page, some other time! Newfoundlanders ahoy!

J. Roxburgh Smith

OBITUARY

EDEN SMITH

The death of Mr. Eden Smith at Guelph on October 10th removed from the scene the last of that great group of Architects who contributed so much to the architecture of Toronto in the years prior to the Great War. Unlike Darling or Sproatt, Eden Smith left no monumental skyscrapers or vast piles of mediaeval grandeur behind him, but on the other hand his work in the residential field influenced our domestic architecture more profoundly than that of any other Canadian architect. When he retired from active practice in 1920, he had designed and built over twenty-five hundred houses as well as numerous churches, libraries and other minor buildings. While it is remarkable that any architect should produce such a volume of work in a quarter of a century, it is more remarkable that his buildings were significant works of architecture.

Eden Smith was born in England where he received a gentleman's education including a study of art, archaeology, and architecture of a non professional sort. Arriving in Canada with the intention of becoming a farmer he was so impressed with the general lack of architectural taste and style in our domestic architecture that he abandoned his agricultural intentions to become an architect.

After a few years of service in the office of Mr. J. P. Hynes he set up in practice on his own, becoming a member of the T Square Club, which was later to be absorbed by the Ontario Association of Architects.

This venture in practice was crowned with success from the very outset and in a short time he found him-

self with the largest practice in Toronto in the field of house design.

To understand his success it is necessary to look back at Toronto's residential streets as late as 1912 in which year builders were still building houses with a front and back parlour, a large veranda on the street front and with a backyard enclosed within a six foot high close boarded fence. In those days the word garden still meant a small plot where lettuce and radishes were grown by the housewife. Even the larger houses designed by architects followed the same general idea as late as 1905. The backyard fence however being dolled up with some lattice on top.

Eden Smith never accepted this conception of a dwelling and in his earliest houses the backyard with its pallisade was eliminated, the front and back parlours were combined into one large living room and often was placed at the rear of the house along with a veranda or terrace or both. He had no inhibitions regarding the location of the kitchen and in many of his houses it occupies the street front so long reserved for the parlour. Entrance doors also were placed as he pleased, not necessarily facing the street but often along one side.

Freed from the current conventions of house planning his houses presented a "new look" both inside and out for he had also discarded the fashionable plate glass window with its stained glass transom. So striking and strange did these new Eden Smith houses appear that sightseeing buses were routed to pass one of them which had its kitchen on the front. The driver's facetious reference to this oddity invariably brought forth the expected guffaws. But Eden Smith was not looking for clients who rode in "rubber neck wagons" and who were amused by what to him was perfectly logical.

Inside the Eden Smith house of that time the visitor could not help but compare its spacious and convenient plan with other houses. Outside, his houses were extremely simple in design, no ornament or embellishment was used for he relied solely upon the proportions of voids to solids, the mass and the interest which results from the skilful use of ordinary building materials. No other architect of his generation could compete with him in the use of materials for he could work wonders with a common brick and a rough sawn board.

Naturally as his professional stature grew and it became fashionable to live in an Eden Smith house, he begat a host of imitators. The long horizontal battery of casements became popular along with the high pitched shingled roof but generally these were applied to the conventional plan with indifferent results. It was in the plan that the Eden Smith house was so successful and without that plan the form of the structure had no meaning. Eden Smith's formula for design was a simple one, merely that of developing a purely functional plan for the kind of living that he himself liked. He however had the ability to think in three dimensions as he arranged the elements of the plan so that he could visualize the structure that was to arise on it. It was no

accident that gables and bays rose gracefully, that the hips and valleys of the roofs flowed so satisfactorily for he had from the beginning intended that they should.

Eden Smith employed no designers and only a handful of draughtsmen, even in his busiest years. A magnificent draughtsman himself, he prepared all of the preliminary sketches and drew out all the important details on detail paper using a 4H pencil. He made no vague soft pencil studies but went directly to work drawing with the greatest accuracy what was so clearly in his mind. Despite his skill as a draughtsman, he had little use or liking for drawings per se, and considered only their value as a means for instructing the builders.

His working drawings always in ink on linen were masterpieces of brevity, not a line was drawn nor a dimension shown that was superfluous. So simple were these drawings that a whole set of plans, elevations and sections were regularly turned out in four or five days by a single draughtsman, during which time the specifications were written and typed. It was not at all unusual for a job to go out for tender within ten days following approval of sketches by the client.

His relations with his clients was always on the most intimate and friendly basis and all of his letters to them were written in long hand, often explaining that no elevations would be submitted until the plan had been settled. This insistence on this procedure made it easy for him to keep control of the design to himself. He invariably gave his clients the impression that his concern was solely for their comfort, convenience and pleasure and not his own, and that what he intended to do about the appearance of the building would be the best he could do within the limits of their requirements as illustrated by the plan. In this he was quite sincere.

Because he was so well known for his residential work it is sometimes forgotten that he also designed some very fine churches. A devout Christian he possessed that rare ability to feel the nature of a church building and to impart to it with the simplest meaning the ecclesiastical spirit. St. Thomas' Church in Toronto is an example, simply designed and built of the most inexpensive materials. It is a beautiful building and truly a Church.

Eden Smith was an Honorary Fellow of the R.A.I.C., whose death marks the end of a definite period in the history of Architecture in Toronto.

A. S. Mathers

LETTERS TO THE EDITOR

Sir:

It was with a great deal of interest that we read Mr. Kent Barker's article "Random Observations on the Gréber Plan" in the January issue of the *Journal*.

As a comprehensive and constructive analysis of the National Capital Plan we welcome and appreciate it, particularly for its obvious impartiality and lack of prejudice.

Despite Mr. Barker's statement to the contrary he has displayed a high degree of analytical skill, although we agree "that lack of complete data, and possible misinterpretation of the maps may lead me (him) into error."

In light of this circumstance, we feel that some amplification and explanation should be forthcoming.

From his expressed admiration for the wisdom and skill displayed by Mr. Gréber in his solutions for a most intricate and decidedly complex problem, we take it that Mr. Barker is in general agreement with the principles underlying the disposition of physical features as well as the organization of the social elements of the plan. This is a just and much deserved tribute to one whose talents, experience and capacity are recognized the world over, and who has given so much in the way of energy, research and, we may say, love to this great undertaking, to which associated technicians and men of outstanding national reputation have also contributed their counsel and advice.

Mr. Barker's criticisms in most cases seem to be confined to aspects of the plan which in his opinion are adverse to the underlying principles.

We fully agree with his interpretation that the continuing dependence upon foreign inspiration is proof of cultural immaturity but we contend that a voluntary ignoring of foreign achievement is not necessarily a proof of cultural maturity. In matters of town planning in Canada, where we are so very limited in the field of realization and consequently dependent upon the theoretical aspects of planning, we must agree that there is little in the way of practical application from which to derive inspiration. We are not unmindful of planning achievements in the United States but prefer the promotion of a true Canadian philosophy in this field. We are aware of a Canadian philosophy pertaining to ways of living, the concept of public and private interests and the administration of public affairs and have endeavoured to respect and enhance such in our exercising of the planning science but must regretfully admit that we do not know of any comprehensive town planning philosophy which is not inspired by the long and organized efforts of countries more advanced in this field of activity.

Mr. Barker states that the planner "must attempt to predict, at least in broad general terms, social, economic and technical developments of far-reaching implications" and that "concerning the physical shape of things to come, he can do no more than hazard an intelligent guess." We take it that the inference here is that it is easier to foresee the evolution of social structure, economic development or technical equipment than to define the pattern of land planning and subdivision. On the contrary, our finding is that, in the past, the development of the physical character of cities, comprising the layout of streets, the massing of public buildings, etc., has been much more consistent and has

a greater degree of continuity than the unpredictable social or economic developments which have marked each period.

We note Mr. Barker's disappointment in finding that the "plan does not carry out the cellular principle with any degree of conviction", and that "arterial roads of some importance penetrate and cut up the communities . . ."

It is to be borne in mind that we are not working on virgin land, but dealing with a living community, that the land is already in private ownerships of varied and defined forms, and that roads, buildings and public services exist throughout the area in more or less varied patterns. Awareness of such conditions coupled with legislative, topographic and geological limitations, would instil appreciation of the flexible adoption of basic principles to definite factors which cannot be dismissed. Mr. Gréber has been decidedly realistic and has avoided theoretical interpretations, which, in the case of a living entity, necessitate adaptation to the best advantage of both aspects. These are commanding elements in the preparation of a plan, and their due consideration forces the planner to participate constructively toward the betterment of living conditions rather than to make of him a dry theoretical moralist, failing to find in existing conditions and within our way of life any source of satisfaction or inspiration upon which to base the adaption of his planning theories.

In the matter of satellite towns our views differ only in our respective appreciations of the time element. We are not privileged to know the basis on which Mr. Barker predicates his inference that the Capital has already attained development warranting the creation of new towns outside the zone of influence of the city.

Intensive analysis of conditions affecting municipalities contiguous to the Capital definitely shows that, except in cases of special residential groups, the time is not propitious for the establishment of satellite towns, and that it would not be economically sound nor practical, particularly in the light of urgency for public services and unification of action in relation to essential undertakings involving the creation of industrial areas, the construction of new highways, the abandonment of railway rights-of-way and their revisions etc. . . .

We fully agree that "contemporary analysis of motor traffic stresses the need for a classification of thoroughfares in clearly defined types". The assumption that this has not been adequately considered is erroneous. It has been referred to in the *Journal* article on a basis paralleling that set forth by Mr. Barker and is graphically expressed in the accompanying plans of existing and proposed highway systems. It is dealt with at length in the General Report of which the *Journal* article is but a limited summary.

As for "the magnificent new Avenue leading to the proposed Railway Station" we feel sure that Mr. Barker's criticisms would have been somewhat modified had he

known that this artery has been designed with parallel service roads, providing access to abutting buildings and serving as collectors of traffic from entering streets, thus limiting the entry of collective traffic to the main traffic flow at strategic intervals.

With reference to radial treatment of traffic south of the City and its relationship to proposed government services, there is no question of public buildings bordering on a traffic circle, as Mr. Barker's sketch would imply, and which has little in common with the subject of his criticism.

The proposed public buildings would be located distant from the circle proper, within large open areas, and be served by service roads giving access to the arteries leading to and from the circle, as is clearly set forth in the master plan. These arteries divide the land into large sectors within which government services can be grouped according to their affinities. We question if the very large concentration of buildings, together with an enlarged turnabout suggested as an alternative by Mr. Barker has any advantages over this solution.

The inference that the axial conception of architectural groupings predominate in the treatment of public buildings is likewise misconceived. The most important layouts so considered occur in certain cases such as the terminals to the axis of the bridge over the Rideau Canal, The National Convention Hall, portions of the main eastern and southern entrances and the approach to the new station, together with a few minor items. Elsewhere, dissymmetrical treatments are recommended, i.e. the main entrance to the city paralleling the canal with its oblique approach to the main monumental group of government buildings, Confederation Park which is the major proposal insofar as urban art is concerned, the National Library, Tunney's Pasture development, the proposed exhibition centres in Ottawa and Hull, the site for National Defence services, and the restoration of the Chaudière Islands; also most of the main streets, i.e., Wellington (the only one mentioned by Mr. Barker), Elgin, Sussex and Laurier Avenue in Hull. Either the symmetrical or the unsymmetrical conception has been applied according to cases.

As for the replanning of the existing commercial centre, which we are sure Mr. Barker does not conceive as a utopian upheaval of structures and utilities, we have given this much consideration and have recommended measures concerning traffic, parking, street openings, zoning, and creation of open spaces on blighted areas, the implications of which are more clearly defined in the general report. Mr. Barker's apparent conception of the down-town business centre as an area of uncontrolled growth and development within an urban area of increased population of half a million inhabitants, implies the abandonment of principles previously concurred in, and the ignoring or rejecting of the influence of community units within the orbit of the urban area, of zoning and of overall controlled development. Mr. Barker seems to be deeply impressed

by the devouring commercial and business centre and appears to limit his conception to that of a typical large down-town area similar to those of Toronto or Montreal.

It would appear that we have more faith in the efficacy of methodical and co-ordinated planning and less enthusiasm for centralized activities, which too often are cancers within modern cities.

Abundant evidence of the further lack of adequate information or explanation on Mr. Barker's part and affecting his comments, is evinced under the heading of "Architecture", where, more than in any other part of his critique he has given to Mr. Gréber's sense of planning and conception an erroneous impression. He contends that there is a "profusion of architectural elements in the grand manner", a conception which we can only attribute to the misinterpretation of graphical indication of certain features of the master plan. Within the general report there is dealt with public buildings and services specifically included within the original terms of reference to form part of the general study. These are delineated on the Master Plan as also are somewhat similar indications for community centres, shopping districts and the like. These are not to be confused, the one for the other and recognition should be made that this document is not intended to present every major element in crystallized form.

Mr. Barker's interpretation of aesthetic conceptions are fundamentally and in principle exactly contrary to those advocated. Certainly there is no element contained within the general report, the plans or models which would justify our favouring "Gothic embrasures or neo-classic facades". In two instances there is recommended a certain silhouette for public buildings, i.e., on Parliament Hill and on Elgin Street. In both instances we considered that the type (not the style) and the character of the monumental groups were commanding factors in the design of new buildings. It is, however, insisted that these buildings be modern in design, function and facility.

When Mr. Barker refers to the "neo-classical style of architecture", we question the source from which he gained this impression. Was it from the four buildings above referred to as presented in the model? It certainly could not have been derived from the presentation of the National Gallery on Cartier Square, future University Buildings, or structural developments on Wellington or Sussex Streets, which are solely indications of mass, height and volume.

We are deeply convinced and have repeatedly asserted that architecture should be the expression of our time, functional in character and even daring in spirit. On the other hand, architecture should harmonize with its surroundings and not obliterate them.

In expressing appreciation for Mr. Barker's incisive and courageous treatise, we are convinced that many of the points raised could have been clarified had he had the opportunity for a more informed knowledge of all the

factors involved, in relation to which a summary of the report and a brief visit to our Service could not give sufficient presentation.

Mr. Barker's analysis and comments are indicative of the fact that constructive participation by a member of our profession, can contribute much toward an undertaking which, together with its technical character, has social and educative interest and is national in scope.

*Edouard Fiset
John M. Kitchen*

Sir:

The article by Kent Barker in the January issue of the *Journal* has us jumping for joy.

*Brahm Wiesman
Nigel Chapman
Norman Slater
Dick Hunter*
School of Architecture, McGill University

CONTRIBUTORS TO THIS ISSUE

Vincent Patrick Burke

Born at St. Jacques, August, 1878. Educated St. Jacques, St. Bonaventure's College and Columbia University. Deputy Minister of Education 1920, Secretary for Education, 1927, Convener first Board of Trustees Memorial University College. Awarded by Pope Pius X *Crux Pro Ecclesia* 1914, and K.C.S.G. 1940 by Pope Pius XII. Awarded C.B.E. 1946. Appointed to Canadian Senate January 1950.

Sir Brian Dunfield

Born St. John's, Newfoundland, April 10, 1888. B.A. Honors, London 1909. Admitted Newfoundland Bar 1911, Permanent Head Justice Department 1928-39, Judge Supreme Court 1939. Chairman various Boards of Enquiry and Arbitration 1939-49 including Commission of Enquiry on Housing and Town Planning in St. John's 1942-44, Chairman St. John's Housing Corporation 1944-49, Chairman St. John's Town Planning Commission. Created Knight Bachelor, March 1949.

G. A. Frecker

Born at St. Pierre, Miquelon, 1905. Graduated in Arts from St. Mary's College, and in Electrical Engineering from Nova Scotia Technical College. Deputy Minister of Education. Director of the Canadian Education Association, Associate Member of the Industrial Arts Conference of the Mississippi Valley, and a member of the Board of Governors of the Memorial University of Newfoundland. Is bilingual and has visited every province of the Dominion and several States of the U.S.A. on educational matters.

Raymond Gushue

Born at Whitbourne June 20, 1900. Educated Methodist College, St. John's. Gold medalist in law at Dalhousie University, Halifax, Chairman Newfoundland Fisheries Board, Fisheries Products Committee of the Canadian Food Board of the United Nations, and Chairman of United Nations Fisheries and Agricultural Organization, Quebec. Past President of Newfoundland Board of Trade, and Board of Governors of the United Church College. Began his career as a lawyer and in 1936 was appointed chairman of the Newfoundland Fisheries Board.

Claude K. Howse

Born at Burin, Newfoundland, November 7, 1907. Received a B.Sc. with distinction in 1933 at Dalhousie University, Halifax. Appointed Assistant Government Geologist with the Newfoundland Commission of Government in 1934 and Government Geologist in 1946. Worked as fisherman, farmer, teacher, logger trapper, and miner.

Harold Newell

Born at Port-de-Grave, Newfoundland, October, 1890. Educated in the public schools, the Normal School and the Memorial University College, and holds a B.A. from the University of Bishop's College, Lennoxville, Quebec. Attended the Library School of Columbia University. Taught school for some years but in 1934 was appointed Librarian of the Newfoundland Public Libraries and Secretary of the Public Libraries Board, a post which he still occupies. He is Honorary Secretary of the Newfoundland Historical Society.

James F. O'Neill

Born at St. John's in 1909; entered the Public Service in 1925. Upon the advent of Commission of Government in 1934 was appointed secretary to the Commissioner for Public Utilities, later served in Purchasing Division and in 1937 transferred to Administrative Division of Department of Public Works. Assigned to special duty at Gander for first ferry flights and subsequently for transfer of control to Canadian Government. In 1944 appointed Senior Assistant Secretary for Public Works, now Assistant Deputy Minister.

H. Graham Rennie

Born in St. John's, Newfoundland. Educated Bishop Field College: Received degree in Architecture with Honors in design at Liverpool School of Architecture in 1932. Worked in architectural offices in Eire and England to 1940 when he joined the Royal Navy. In 1946 began practice in St. John's, Newfoundland, with R. F. Horwood, A.R.I.B.A. A Rotarian and active member of the G.W.V.A.

The Hon. Joseph R. Smallwood

Born December 24, 1900, at Gambo, Bonavista Bay, Newfoundland. Educated at St. John's and New York. Journalist with newspapers in St. John's, Halifax, Corner Brook, Boston, New York, and London, England. Edited Daily Globe, St. John's, founded and edited Humber Herald, Corner Brook, wrote and published six books on Newfoundland, including "Newfoundland Gazetteer", "Coaker of Newfoundland", "The New Newfoundland", and "The Book of Newfoundland". Led the movement to make Newfoundland a Province of Canada and launched his campaign as an elected member to the National Convention, member of the delegation which sought the terms of union from the Federal government and member of the delegation which negotiated and signed the final terms; organized the Confederate Association and led the campaign for union with Canada at the National Referendum. Appointed first Premier of Newfoundland under Confederation and formed the interim government: as leader of the Liberal Party became the Premier of the first elected government of the Province of Newfoundland.

The Hon. Edward S. Spencer

Born Pilley's Island, Newfoundland, January 2, 1893. Educated in the Newfoundland primary schools, and in Engineering at the I.C.S., Scranton, Pa. Survey Engineer for Wabana mines and Newfoundland Government Highroads Division. Field Engineer constructing Seaplane Base, Botwood, Newfoundland, and Railway lines for C.N.R. Montreal. Supervising Engineer for building R.C.A.F. training station North Bay, Ontario. Maintenance Engineer 1940 and Building Superintendent 1946 at Gander Airport. Decorated with "Croix de Chevalier de la Couronne" by Belgian Government. Minister of Public Works in first Provincial Government of Newfoundland.

Frank Templeman

Born in Bonavista 1910. Educated in Bonavista High School and Memorial University St. John's, Newfoundland, B.Sc. in Biology from Acadia University. Taught school and entered Civil Service in 1935 as Supervising Inspector of Schools. Education officer in R.C.A.F. 1942, and awarded Mention in Despatches. Director of National Handicrafts, member of Newfoundland Industrial Board and Public Libraries Board, president War Vets Credit Cooperative, member of the executive St. John's Branch and Provincial Command of the Canadian Legion. Executive Member Avalon Cooperative Council, chairman War Vets Welfare Committee.

NOTES ON THIS ISSUE

I do not remember an issue of the *Journal* that has given the Editor and the Publisher greater pleasure than this one on Newfoundland. In the first place it is an historic issue, and in the second, it was planned months in advance with an enthusiastic and tireless organizer at the other end, in the person of an old student, Mr. Paul Meschino.

To "do" Newfoundland in the *Journal* was a unique experience. Selection of photographs from probably two hundred, was not the usual choice of good and bad, but rather of the beautiful and, if possible the more beautiful. Modern housing, as can be seen, is excellent, and above the average of any metropolitan centre in Canada, but the vernacular surpassed all hopes and second-hand impressions. We are, today, so absorbed by contemporary architectural design, and so apt to think of "functionalism" as something of 20th century invention, that it comes as a surprise to find the indigenous architecture of the Newfoundland fishing village has all the qualities that we look for in fine building. Skilled craftsmanship of ancient origin, grace and delicacy of structure, the pattern of trellised roofs, the gaiety of shadows and complete lack of sophistication give this primitive architecture a charm that distinguishes it from any similar building in other lands. This is an architecture that comes from the soil and is married to the sea. I should not be surprised if Mr. Frank Lloyd Wright were to doff his cap in the presence of such humble evidence of man's ingenuity and genius. It is certain that nothing else in Canada would have such an emotional appeal to the apostle of nature in building.

To me, Newfoundland has been more than an island in the Atlantic through "Newfoundland Verse" and twenty years of friendship with Dr. E. J. Pratt. Unfortunately, a man may be a good poet, and have not the slightest interest in fish, as distinct from cachalots. The *Journal* has introduced me, and I am sure many others, to fishing in Newfoundland. One of the great boons that federation has bestowed on Canada is that Newfoundland is now eligible as a place for the Annual Assembly of the R.A.I.C. What a meeting that would be, and what a dinner! Seminars on fly fishing, practical demonstrations on running water with specially stocked brooks for the Fellows! On second thoughts, it may be a little impractical, and the month of February, hallowed by tradition, is against it. The Anglers in the Institute must hold a separate, piscatorial, assembly.

The Editorial Board of the *Journal* would wish me to express our very great thanks to Mr. Smallwood, the Premier, and to his distinguished countrymen for their literary contribution in this Newfoundland issue. To architects, photographers, craftsmen and fisherfolk, whose names are not recorded, we owe a special debt of gratitude.

Editor

Facts by Pilkington about Glass FOR ARCHITECTURAL STUDENTS

NO. 40 INSTALLATIONS.
ROLLED GLASS

EXAMPLE OF ROLLED GLASS IN CANADIAN BUSINESS

Rolled Glass is the term applied to flat translucent glass formed by passing molten glass between rollers and it is made in the following types:

(a) Rough Cast — One surface having an irregular texture, other surface flat. Nominal thickness — $\frac{3}{16}$ " , $\frac{1}{4}$ " , $\frac{3}{8}$ "

(b) Plain Rolled — One surface impressed with a pattern of narrow parallel ribs (19 to the inch), the other surface flat. Nominal thickness — $\frac{1}{8}$ "

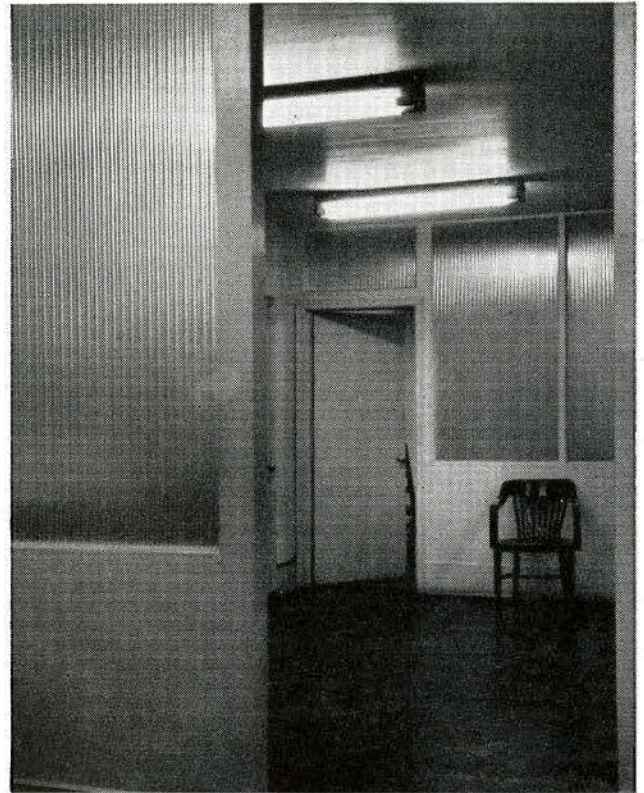
(c) No. 2 Fluted — One surface impressed with a pattern of narrow parallel flutes (11 to the inch), the other surface flat. Nominal thickness — $\frac{3}{16}$ "

(d) No. 4 Fluted — One surface impressed with a pattern of broad parallel flutes (approximately 3 to the inch), the other surface flat. Nominal thickness — $\frac{1}{4}$ "

(e) Feathered — One surface impressed with a pattern of wide feathered ribs (approximately 2 to the inch), other surface flat. Nominal thickness — $\frac{1}{4}$ "

USES:

$\frac{1}{4}$ " Rough Cast is commonly used for skylights and roofing in public buildings, warehouses, factories, workshops, etc., where the extra protection afforded by Wired Glass is not considered necessary, and for vertical glazing in factories, warehouses, etc., where a transparent glass is not required.



Our photograph shows Pilkington Feathered Rolled Glass as used for partitions in the newly constructed Goulding Building, Victoria Street, Toronto.

Plain Rolled and No. 2 Fluted Rolled are used as alternatives to Rough Cast where diffused light is required.

No. 4 Fluted Rolled and Feathered Rolled are both glasses used for decorative and illuminating purposes.

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