

RAIC MAY 1959 **JOURNAL**



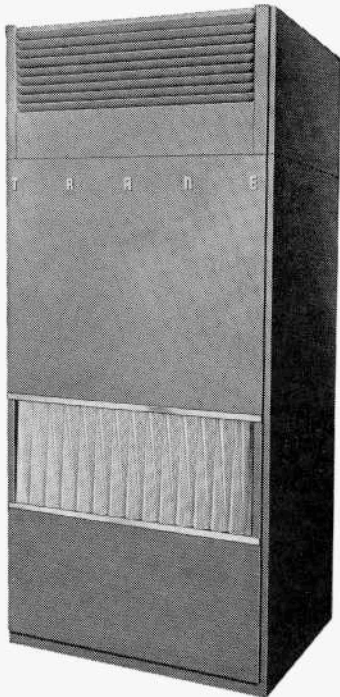
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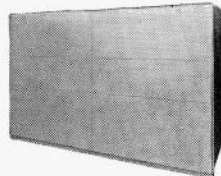
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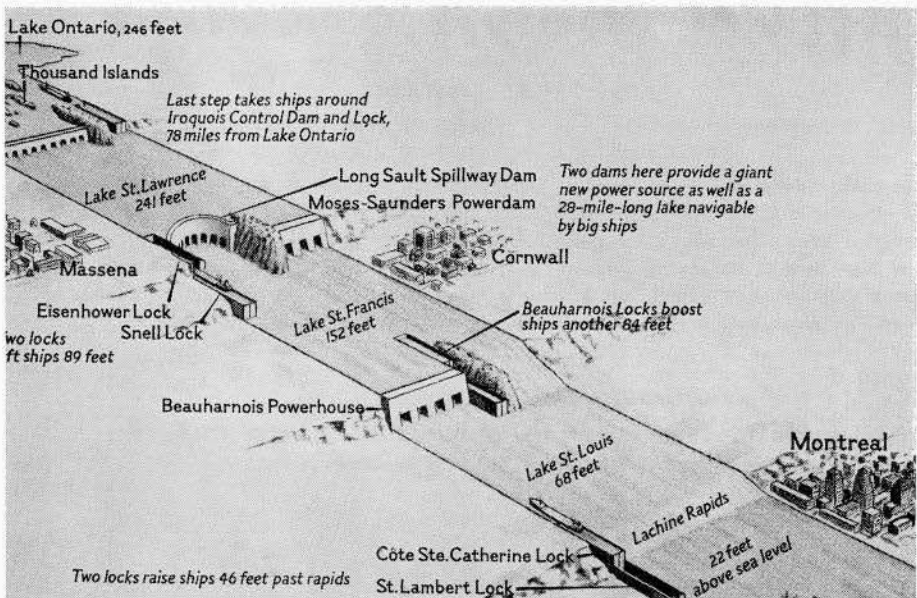
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The Long Sault rapids, above, were first bypassed with a shipping canal built from 1843 to 1846 with British Government funds. This early Seaway could carry as large a percentage of the shipping of its day as can the new Seaway at the present time. The rapids and the canal now lie below the waters of the new Lake St. Lawrence.

Early industrial power, based on windmills such as this one on the Lachine Road, has now given way to the massive electrical grids based on Beauharnois and the Moses-Saunders powerdam.

The new dams and locks are but the latest in a long series of achievements in harnessing the upper St Lawrence valley to civilized uses.



COURTESY NATIONAL GEOGRAPHIC SOCIETY, WASHINGTON, D.C.
GILBERT H. EMERSON, STAFF ARTIST



MAY it please Your Majesty to accept the humble duty of the Royal Architectural Institute of Canada upon your second visit as a Canadian Monarch.

As the Royal Yacht *Britannia* steers through the new locks and canals of the St Lawrence, we wish to remember the support given British Colonies in North America by governments of the United Kingdom in opening the St Lawrence to transportation at earlier dates. In particular we wish to remember the construction of the first seaway one hundred and twelve years ago during the reign of Her Late Majesty, Queen Victoria.

May we assure you that the growing stature of our country has not diminished our attachment to the Throne. Nor has it, we hope, made us forgetful, whether we are of French, British or other stock, of the careful tutelage and financial support given our country in the days of its youth.

PLAISE à Votre Majesté d'agréer les hommages respectueux de l'Institut Royal d'Architecture du Canada, à l'occasion de la seconde visite de Votre Majesté à titre de Reine du Canada.

Naviguant par les nouveaux canaux et écluses de la Voie maritime du Saint-Laurent, le yacht royal *Britannia* nous rappelle l'appui accordé par les Gouvernements du Royaume-Uni aux colonies britanniques de l'Amérique du Nord dans leurs tentatives pour ouvrir le Saint-Laurent à la navigation, au temps passé. Nous nous rappelons en particulier l'aménagement de la première voie maritime, il y a cent douze ans, sous le règne de feu Sa Majesté la Reine Victoria.

Nous réitérons à Votre Majesté l'assurance que l'importance acquise par notre pays n'a diminué en rien notre attachement à la Couronne. Nous n'avons pas oublié à cause de cela non plus, que nous soyons d'origine française, britannique ou autre, la tutelle attentive et l'appui financier dont notre pays a bénéficié au cours des années de sa jeunesse.

EDITORIAL

ANYONE WHO HAS STUDIED THE FACES of immigrants as they approach an unfamiliar shore will appreciate the importance of the first impression of a new land and a new people. We shall always be grateful to Providence and the Cunard Company that our approach to Canada was the St. Lawrence River. We travelled tourist, or some other euphemism for steerage, and like many another ship where the majority of passengers were immigrants, we were a rather dejected lot, not knowing what the future had in store. Only once were we more depressed and that was going steerage to New Zealand where the majority of our shipmates were elderly Chinamen going home to die. We remember that they preferred corridors and deck to sleeping in their cabins, and that made our nightly walk to see the Southern Cross a rather hazardous adventure. But it was in a happier mood that we entered the St. Lawrence. Anticosta was so much bigger than we had imagined, and we were astonished to hear from a friendly Canadian that it was owned by a manufacturer of chocolates living in France. It was October, with a touch of frost in the air, and the banks of the river were aglow with the scarlets and yellows that have since become familiar. On that autumn morning, it was hard for a stranger to believe that the woods were not on fire.

We were not entirely ignorant of history in its more romantic forms, and Quebec City aroused memories that took us back to days at school when we first heard of Wolfe and Montcalm and the Plains of Abraham. As boys, fifteen thousand miles away, we had proved to our own satisfaction that muffled oars make more noise than cleanly feathered ones, but we had the weight of history against us. Quebec City never fails to thrill us for there is history and ancient architecture on a site to match the majestic river that flows beside it. Is it appreciated in Quebec? Rumours reach us that it is not. If the Seaway is to give it a greater importance as a port than it had before, is there not a grave danger that "progress" will strike and mar the old town? If so, the loss will be not only for Quebec, but for Canada. This issue of the *Journal* will show to what pains authorities, like Government and Hydro, went to determine the effect of the Seaway on obscure villages and isolated hamlets, and how, in so far as was practical, buildings were preserved and the amenities, in many cases, improved. Quebec lower town is in no danger from flooding, but it is vulnerable to a host of enemies like inflated land values and those local "improvements" that have no regard for history or beauty or the many things that put Quebec on a plane only with Ottawa among Canadian cities.

We have always taken pride in the Canadian side of the Niagara River where we have so many unspoiled miles of park and garden. It is apparent that, in the Seaway, we have an equally beautifully bank designed for our enjoyment and one that will be maintained for that purpose for all time.

QUICONQUE A ETUDIÉ L'EXPRESSION du visage des immigrants au moment où ils atteignent les rives d'une terre inconnue, s'est rendu compte de l'importance de la première impression que créent un pays et un peuple nouveaux. Rendons grâce à la Providence—et à la Compagnie Cunard—de ce que l'arrivée au Canada se fasse par le fleuve Saint-Laurent. Nous avons voyagé en classe touriste, ce qui est un euphémisme pour désigner la dernière classe, et, comme à bord de bien d'autres navires où la majorité des passagers sont les immigrants, nous étions un groupe assez triste, ignorant ce que l'avenir nous réservait. Il ne nous est arrivé qu'une fois d'être plus abattu; nous nous rendions en Nouvelle-Zélande en dernière classe, et la plupart de nos compagnons de voyage étaient des Chinois âgés rentrant chez eux pour y mourir. Nous nous souvenons qu'ils préféraient dormir sur les ponts et dans les couloirs plutôt que dans leurs cabines ce qui rendait assez périlleuses nos promenades de nuit pour voir la Croix du Sud. Mais c'est de bien meilleure humeur que nous avons remonté le fleuve Saint-Laurent. L'île d'Anticosti nous a paru tellement plus grande que nous l'avions imaginée; et nous avons été étonné d'apprendre d'un Canadien sympathique qu'elle appartenait à un fabricant de chocolats résidant en France. C'était en octobre et il faisait frais; les rives du fleuve étaient embrasées des teintes écarlates et jaunes qui, depuis, nous sont devenues familières. En ce matin d'automne, un étranger pouvait croire que les bois étaient en feu.

Nous connaissons un peu d'histoire, surtout ses aspects romancés, et la ville de Québec a éveillé en nous des souvenirs qui nous ont reporté aux jours où nous fréquentions l'école et où nous avons entendu parler pour la première fois de Wolfe et de Montcalm et des Plaines d'Abraham. Jeunes garçons, à quelque quinze mille milles de là, nous avons prouvé à notre propre satisfaction que les rames enveloppées font plus de bruit que celles que l'on ramène à plat avec soin; mais l'histoire démontrait le contraire. Nous ressentons toujours une vive émotion à la vue de Québec car nous y découvrons l'histoire, et une architecture ancienne dans un site qui rivalise avec le fleuve majestueux qui le longe. L'apprécie-t-on à Québec? Des rumeurs nous laisseraient croire que non. Si la Voie maritime du Saint-Laurent doit donner à la ville une importance sans précédent comme port, n'y a-t-il pas un grave danger que le progrès ne frappe la ville et n'en dépare la beauté? Si cela devait se produire, ce n'est pas seulement Québec mais tout le Canada qui en souffrirait. Le présent numéro du *Journal* montre tout le mal que se sont donné les autorités telles le Gouvernement et l'Hydro, pour déterminer quel effet l'aménagement de la Voie maritime aurait sur d'obscurs villages et des hameaux isolés, et dans quelle mesure, là où la chose était possible, on a préservé les bâtiments et, souvent, amélioré le charme de l'endroit.

La basse-ville de Québec n'est pas menacée d'inondation mais elle est à la merci d'une foule d'ennemis parmi lesquels on peut ranger une hausse exagérée de la valeur des terrains et ces "améliorations" locales qui ne respectent en rien l'histoire, ni la beauté, ni le charme qui font de Québec l'égale d'Ottawa parmi les villes du Canada.

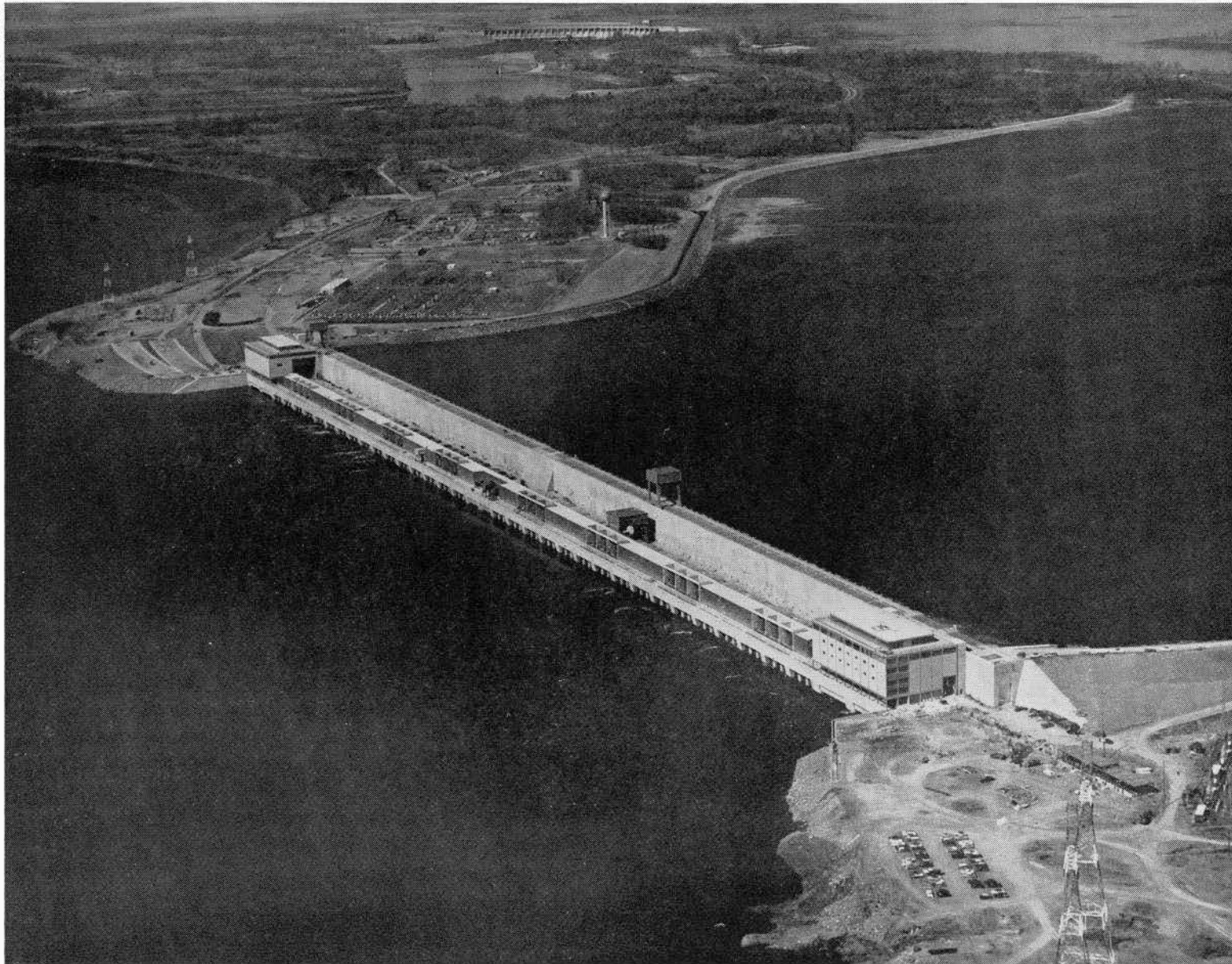
Nous avons toujours été fier de la rive canadienne de la rivière Niagara où s'étendent sur plusieurs milles des parcs et des jardins. Nous avons également, le long de la Voie maritime du Saint-Laurent, des rives aussi belles, aménagées pour notre plaisir, et qui conserveront ce caractère pour toujours.

St Lawrence River at Brockville in the 1840s, with a steamer, schooners and a York boat.

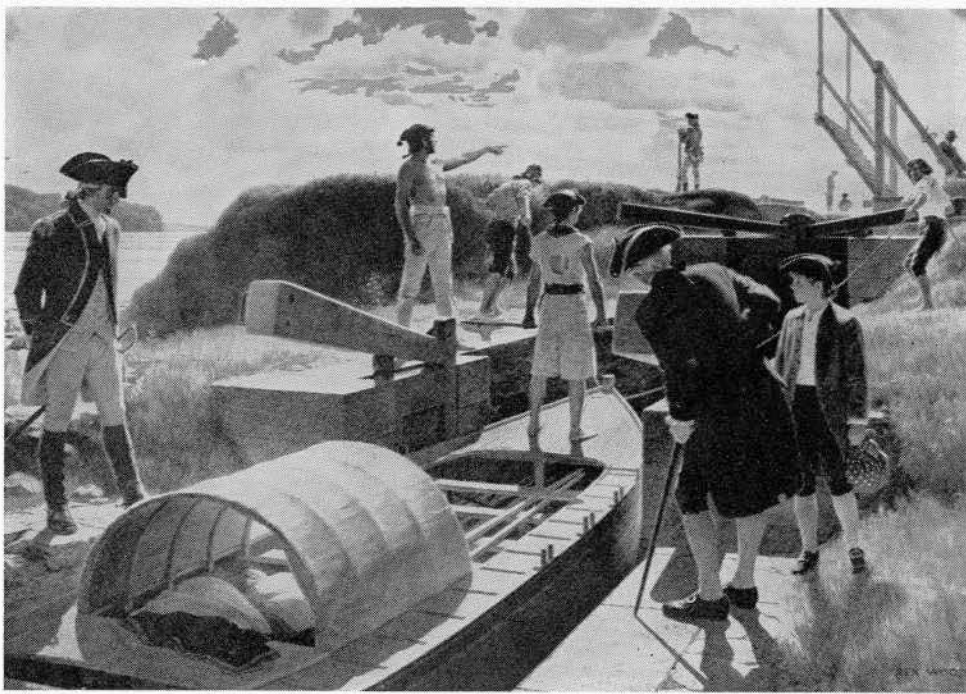
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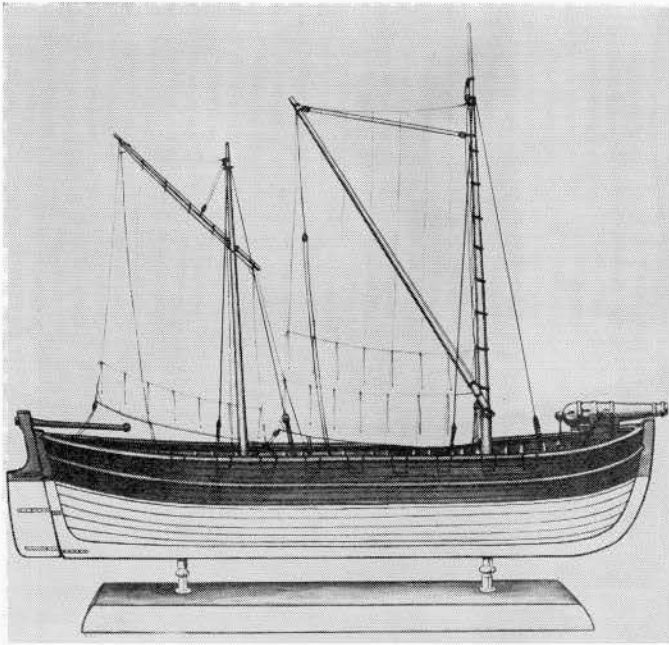


St Lawrence River in 1959, Moses-Saunders Power Dam in foreground, Long Sault Spillway Dam in background; new canal is left of picture.



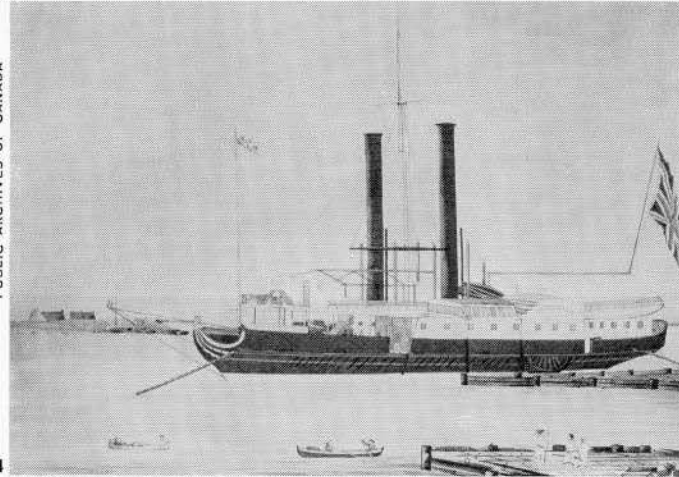
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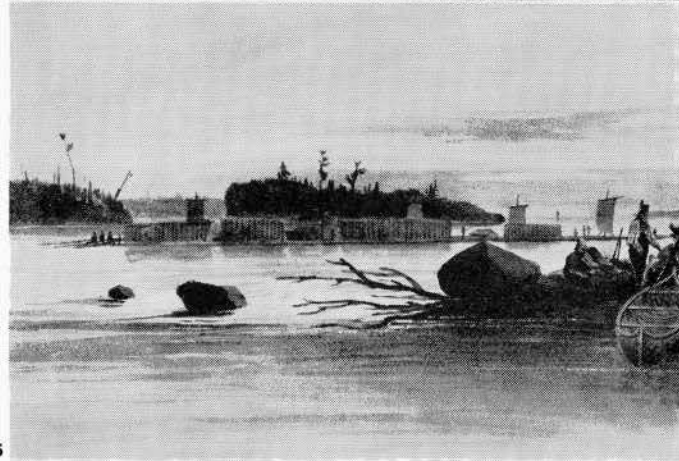


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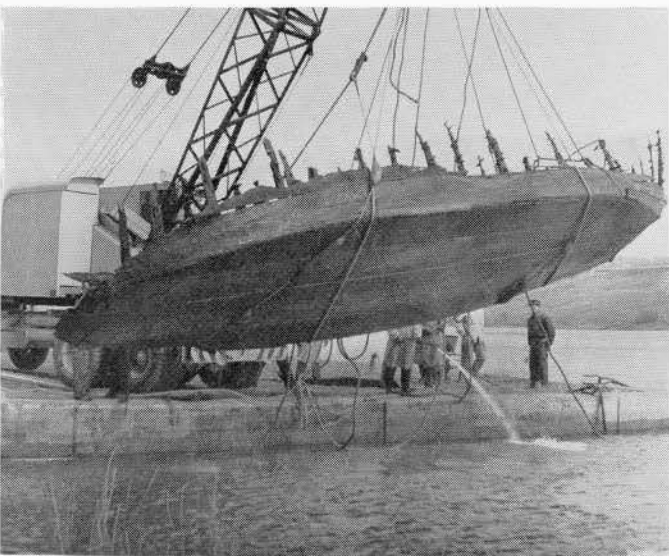
PUBLIC ARCHIVES OF CANADA



4



5



GEORGE LILLEY

3

EARLY TRANSPORT ON THE ST LAWRENCE



A bush road, Upper Canada, 1842

1. *Under the great regional plan for the colonization of Upper Canada, the British Government undertook to by-pass three rapids on the St Lawrence River in what is now the Province of Quebec. The illustration shows the restoration of the Coteau du Lac locks constructed in 1781, two years before the first settlement. It also shows the type of boat used by the Loyalists. These locks proved to be too small and after the war of 1812 were enlarged from 7'0" to 16'0" wide. Most of them were about 43'0" long. The rapids on the St Lawrence such as the Long Sault above the Coteau du Lac in Upper Canada, were navigated either by poling up river next to the bank or the immigrants landed and changed ship above the rapids.*
2. *Model of a troop landing boat, which was employed by the Royal Navy on Lake Ontario for operations conducted against Fort Niagara, Oswego and Dacketts Harbour in the war of 1812. Such boats carried a light fieldpiece in the bow; sails were designed for the quickest possible handling; stems had to be especially strong because several at a time would be taken in tow by the large vessels in the fleet.*
3. *The types of river boat before the introduction of the steamer were the bateau and the Durham boat. There was no set form of bateau. They were usually, however, over 40 0' long and used both sails and sweep. The Durham boat was longer and had a walking gunwale for the use of polers. It also used sails and sweeps. Both were flat bottomed to accommodate the rapids. The illustration shows the only known bateau left to us being dragged from the harbour at Kingston.*
4. *Sketch by Captain H. F. Ainslee of the lake steamer "Great Britain", 1839.*
5. *The prosperity of Upper Canada was based on the export of timber and potash. The St Lawrence River, like so many others, was an artery of the timber trade. The illustration shows a raft passing down river, complete with five sails and steering sweeps. Houses were built on these rafts and shooting the Long Sault in a raft was considered one of the great excitements of the age.*

Settlement of the Old Eastern District of Upper Canada

BY MARION MacRAE

THE RIVER IS A NAME which from the dawn of time has evoked feelings of awe, thanksgiving or affectionate memory, be it the Nile, the Ganges or the Mississippi. It is not accidental that the early gods were often river gods. The settlement of the Old Eastern District is the story of people and the river — in this instance, the River St Lawrence and if they did not worship it, it permeated their lives.

The first people on the river were not settlers but they left their mark. When in 1956 a bull-dozer slicing away Sheek's Island for the Seaway uncovered human bones, pottery fragments and charcoal, a meeting place or major campsite of the Indians was revealed. They used the rivers of North America as highways and recognizable land-marks on these rivers became focal points of assemblage. One such land-mark was the long rapid in the St Lawrence River. The tribes congregated at the Sault, held their deliberations and went their way. The upper St Lawrence was never a place of Indian settlement.

Likewise, the French in their westward explorations, when they sought China and found furs, passed by without any inclination to settle. They were thorough. They named the rivers and made maps but they were simply not interested in it as land. They already had land farther down the St Lawrence, equally cold, poorly drained, covered with trees and closer to France. In addition to all these amenities the upper St Lawrence was well within raiding range by the Iroquois confederacy.

Migratory peoples had twice passed it by. One might therefore assume that as voluntary settlement was unlikely, a planned community was inevitable. Obviously if the upper St Lawrence was to be settled at all, given existing conditions, a large group of people would have to arrive, urged on by some compelling force to whom the eastern sea-board was for some reason inaccessible.

This would need to be a people whose previous environment had schooled it to meet some of the difficulties imposed by the terrain and whose determination could overcome the remaining obstacles. Such a group of settlers made its appearance on the upper St Lawrence in 1783. They were United Empire Loyalists, native to North America, determined to a fault and on the best of terms with the Iroquois, some of whom accompanied them.

On the subject of who and why were the Loyalists, much has been written by historians of the American Revolution. Not a little nonsense has been said to the effect that they were the ruling class, or its agents, wedded to tradition, worldly goods and privilege, and hence jealous of their rights and inimical to change. Some of them undoubtedly were, but a glance at the occupations and trades of many on the Loyalist list quickly banishes the vision of a mass migration of Colonial aristocracy. Let it suffice to say that the Loyalists were the outspoken members of the conservative element in the thirteen colonies.

Whatever had been their previous social status, they all looked to their grateful but somewhat distraught rulers to

relocate them in their new homeland. Plans were drawn up placing them in areas of strategic military importance, town sites selected and a survey ordered. Upper Canada was divided into five districts which became known as the Eastern, Johnstown, Midland, Home and Western. The Eastern district was to begin at the boundary with Lower Canada at the Seignory of Soulanges and to extend westward to the Ganonoque River. Its lower margin was the north shore of the St Lawrence and its upper rather indeterminate, including at one time land beyond the Ottawa around Grenville.

The Eastern District was placed under the charge of Sir John Johnson and largely settled by the first battalion of his regiment, the King's Royal Regiment of New York, with a smattering of Jessop's Corps and the old 84th Regiment. The KRRNY had been raised by Sir John Johnson among his neighbours and tenants in the Mohawk Valley of New York and augmented by various groups of loyal Vermonters. Thus the Eastern District was about to be settled by New York Dutch, Palatine Germans, Highland Scotch, and English.

Before any of the plans could be carried out, the survey had to be made. Much frantic correspondence exists, addressed by Sir John Johnson to Governor Haldimand, on the necessity for speed in making the survey, in paying the surveyors and providing them with adequate equipment.

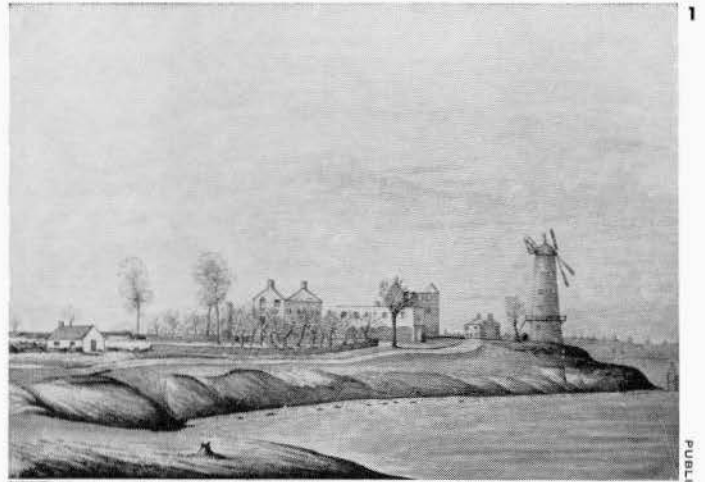
Another of Sir John's pleas had to do with mill-sites and mill-wrights. The survival of the settlement was Johnson's problem. They must have both grist and saw mills and water power was hard to find. Ironically, the vast potential of the St Lawrence was to flow almost uselessly by for another century and a half.

The first tourists along the St Lawrence, those indefatigable travellers of the late 18th and early 19th centuries, were to write most disparaging things about the river front of Glengarry – that it was swampy, poorly settled and rudely built.

The answer to this seeming lethargy lay in the fact that the earliest settlement in that county was not on the St Lawrence at all but farther inland at a mill site, Williamstown, on the Riviere aux Raisins, called by the Scots the Avon Dubh. The waters of this small river were turning the mill wheels of Martintown and St Andrews as well when such men as Howison made his criticism in 1825. This situation was repeated throughout the Eastern District. Wherever a creek ran swiftly to join the St Lawrence, a mill or mills appeared and when water-power failed them, they resorted to the building of windmills. The stone towers of two of these are still to be seen on the river – one is at Maitland, the other at Prescott and we are told that once Cornwall was flanked on either side by the great turning sails of two more. All of the windmills ground grain and one was connected with a distillery.

At least two millers attempted to use the power of the St Lawrence by constructing small canals and dams. One project proceeded peacefully enough, the mill in Matilda which seems to have been a simple matter of digging a canal across a point of land, installing a dam and building a mill. The other, which included narrowing a navigation channel, produced not only power, but also lengthy debates in the Legislature. The results were far reaching. Increasing prosperity permitted the miller to build, before 1821, a house of considerable architectural merit and to finance a church of pleasing late Georgian design, now to be preserved in Upper Canada Village. The fracas raised by the government investigation of navigation may have hastened the building of the Cornwall canal system.

Up to the building of an adequate canal system, navigation on the St Lawrence had been restricted to canoes and bateaux. It is quite possible that the vagaries of bateau travel were directly responsible for the caustic comments of travellers and immigrants on the accommodation of Canadian inns. The



1. Sketch of Prescott Windmill, 1839

2. Early village street, 1838

3. Village and river wharf, 1838

initial impression derived from early journals is that the Eastern District was totally inhabited by tavern keepers, few of whom spoke English. To assess these accounts properly it must be remembered how the pattern of bateau travel was set.

Wherever darkness overtook the batteau, there it was beached for the night. Passengers were expected to forage for themselves. In the days of Upper Canada's infancy this was quite satisfactory. The entire population, if not actually inter-related, was certainly acquainted. The travelling Loyalist was

sure of a roof over his head and a share of the family's food, however little there might be. It was equally true of his goods. Merchandise shipped from one of the trading houses of Montreal, subsidiaries of the Northwest Company, whose principal agents and wintering partners hailed from the Eastern District, was under the continual surveillance of friends all along the river.

Travel increased in volume and the tide of immigration from Great Britain began. The bateau man remained constant. He continued to set his passengers ashore at odd hours but now the travellers were strangers who demanded from the luckless farmers on whose property they found themselves, all they had come to expect of inn service in older communities. In desperation many residents of the Eastern District took out inn licenses. A fee could be used to replenish the larder against the next boat-load. The language difficulty was overcome when repeated petitions to the Legislature had secured common schools in which Palatine and Highlander learned English.

In the period of great migration which followed the Napoleonic Wars, one might have expected the Eastern District to benefit greatly. Settled, with minor industries established, it lay on the direct water route from Montreal. At this point the river which had been its chief asset, became the major liability. For the increased traffic small open boats, even in fleets, were not good enough and the government having just weathered the War of 1812, eyed with equal disfavour the rapids of the Long Sault and the American shore. In a short time the Royal Engineers arrived to build the Rideau canals. Not only did most trade and migration by-pass the Eastern District from then on, but those veterans of the Peninsular War and refugees from the industrial revolution who would settle the back townships of the area tended to establish their townships with relation to the Ottawa.

The logical reply to competition set up by a long but easier water route is to arrange an equally easy shorter one. This, with courage and daring, the people of the Eastern District proceeded to do. In 1843 was begun a system of canals built by British capital entirely on Canadian soil. It was destined to carry 80% of the tonnage of the world past the rapids of the St Lawrence for a century.

A journey up the earlier "Seaway" was a leisurely affair affording ample time to study the riverscape, and if one were so inclined, the architecture. The early settlers of the Eastern District were, as we have seen, Dutch, English, Palatine or Scots by descent, but as builders they were also the last Georgians. Hence they lined the river with substantial houses of quietly pleasing proportion in brick, stone or clapboard, with here and there one of more ambitious size or greater pretensions to architectural style, which marked the half-pay officer, the mill owner or the retired Northwest fur trader.

Greater changes were in store. The coming of the railway altered life in the whole English speaking world; the era of the factory removed the need for subsistence farming. Eastern Ontario turned its attention to dairying for export to distant markets. The trains which carried the produce also carried away many of the people to settle the new wheat lands opening up in western Canada. This emigration of the Loyalist descendants made room in the Eastern District for the first new settlement since the veterans of the Napoleonic Wars, the westward expansion from the Province of Quebec. As an influential area of the province, the Eastern District had declined slowly since the construction of the railways until it found itself at the end of the second world war in a period of recession similar to that which faced it at the close of the War of 1812, the export markets lost to rivals and the old economic system inadequate for current needs. The challenge was met before by the building of a canal system. A second Seaway has just been constructed.

Military Operations on the Upper St Lawrence

BY RICHARD A. PRESTON

RIVERS ARE IMPORTANT in modern warfare chiefly as defensible natural barriers; but they can feature also as lines of military operation and communication. It is in this latter way that the River St Lawrence has figured prominently in the history of Canada. The power that controlled the river always possessed Canada.

Navigable for ocean vessels as far as Montreal, the lower St Lawrence was the highway by which Champlain penetrated for a thousand miles into the heart of the continent. And it was by using the lower St Lawrence and the Richelieu that he first accompanied his new Indian allies against their enemies, the Iroquois.



CAPITAL PRESS SERVICE

Fort Wellington, Prescott

Above Montreal the St Lawrence was blocked by great rapids. Therefore, when Champlain attacked the Iroquois in the heart of their territory south of Lake Ontario in 1615, he moved up by way of the Ottawa River. De Courcelles, on an expedition to the same area in 1666, used the Richelieu-Mohawk route. The rapids of the upper St Lawrence had thus far appeared to be too formidable an obstacle to be tackled by a European military force and the Iroquois undoubtedly thought themselves relatively secure above the Long Sault because it was passable only by canoes that could be carried over the portages.

They were disabused of this idea in 1671 when Governor de Courcelles made a demonstrative foray in the course of which he took a flat bateau of two or three tons up the St. Lawrence to Lake Ontario and back, to be followed in 1673 by Frontenac with two gaily painted bateaux on which he had mounted cannon. Frontenac erected a fort at the entrance to Lake Ontario (on the site of the present city of Kingston) to serve as a base for further explorations, and to keep the Iroquois in check. His fort was maintained by way of the river.

In the course of time, however, the Iroquois, incited by the English in New York, became increasingly insolent. To teach them a lesson, Governors De la Barre in 1684, and Denonville in 1685, led large forces up the rapids to attempt to destroy the Iroquois in their homes south of the lake. The failure of these two expeditions encouraged the savages to counter-attack and they came down the St Lawrence into the heart of New France. There ensued the frightful massacre of Lachine. On Lake Ontario, Fort Frontenac itself was besieged and, a little later, had to be abandoned. A relieving expedition despatched by Frontenac, who had just returned for his second term as Governor, met the garrison only a little distance above Lachine and hence was too late to save the fort which had been blown up when it was abandoned.

In 1695, after some frustrating delays, Frontenac was able to push a force of seven hundred men up the river to repair his fort and to leave 48 men there as a garrison. A year later he took three thousand men up river to strengthen it, and to make a demonstration against the Iroquois. In 1700, after Frontenac himself had died, the Iroquois, having had enough fighting, sent emissaries down to Montreal to sue for peace. As a result, for the next half a century Fort Frontenac was an advanced French base on Lake Ontario, an important staging post on the long route to the profitable fur trade of the interior, supplied and maintained by the river route which was now firmly in French control.

When war broke out again between the English and French in the middle of the eighteenth century, the Mohawks once more attacked outlying French posts and missions. In 1749 an attack on the newly-established mission at La Présentation (now Ogdensburg) led to the establishment of a garrisoned post at that point close to the head of the great St Lawrence rapids. In 1756 Montcalm went by way of La Présentation and Fort Frontenac to attack the English fort at Oswego in the area which had formerly been the heart of Iroquois strength. Two years later, Colonel Bradstreet brought a British and colonial force in boats from Albany by way of Oswego across the end of Lake Ontario, to destroy Fort Frontenac. In 1760, Quebec having fallen to Wolfe's fleet which had penetrated the lower St Lawrence, Amherst moved down the river from Oswego to attack Montreal. The last stand of the French in Canada was made when Pouchot resisted him, courageously but unsuccessfully, at Fort Lévis on Isle Royale (now Chimney Island), a few miles below Prescott. After the surrender of New France to Britain, provisions sent up the St Lawrence to the Upper Posts were transhipped from river bateaux into lake schooners at Isle Royale (Fort William Augustus) or Oswegatchie (formerly La Présentation).

The rebellion in the Thirteen Colonies re-emphasized the importance of the river highway. When the Americans captured Montreal and besieged Quebec in 1775 they pushed an outpost thirty miles up the St Lawrence to the Cedars. However, Captain Forster, the British commander at Oswegatchie, with a small force of regulars supported by Canadian militia and Joseph Brant's Indians, passed down the rapids, captured about five hundred Americans, and forced them to limit their western perimeter to Lachine. After failures at Quebec and Three Rivers, the invaders retired from Canada by way of the Richelieu. During the remainder of the war the St Lawrence was used by the British to supply the Upper Posts and maintain their hold on the West. In 1778 Carleton Island, opposite Fort Frontenac, but in the north channel of the river, was fortified as a more convenient base for transshipment. This island was one of the bases from which Indian raids were launched against the Americans.

After the war, as Carleton Island seemed likely to pass into American possession by the Treaty of Paris, the base there was transferred to the old French site at Cataraqui (Fort Frontenac) which soon became the Loyalist settlement of Kingston. Oswegatchie, garrisoned during the war, was surrendered to the Americans in 1796 by Jay's Treaty; but Carleton Island, which retained a token force for many years, was not obtained by the Americans until the outbreak of the War of 1812.

During the War of 1812, a two-pronged American attack against Montreal in 1813 was similar in design to the British plan that had succeeded in 1760. General Wilkinson, following Amherst's footsteps, moved from Sackett's Harbour down the St Lawrence. As it was too late in the year for the Americans to attempt to reduce the naval base at Kingston, the British naval commander on Lake Ontario succeeded in transporting Lt.-Col. Morrison and 600 British regulars down the river to land in the rear of Wilkinson's slowly moving force. The Americans were thus compelled to fight a rear-guard action at Chrysler's Farm in order to protect their main force as it prepared to descend the rapids. While Morrison's victory did not prevent the Americans from running the Long Sault, when Wilkinson learned at Cornwall that Hampton's supporting attack up the Richelieu had failed to materialize, the attempt on Montreal was abandoned. Thenceforward the British enjoyed the use of the St Lawrence along which blockhouses were erected against sporadic raiders.

After the war the British built the Rideau Canal as a military supply route to by-pass the international section of the St Lawrence river and constructed a larger fort on Point Henry at Kingston to protect the new canal. As an aftermath of the rebellion of 1837, Americans sympathizing with the "Patriots" under Van Rensselaer and "Bill" Johnston concentrated on one of the Thousand Islands near Gananoque in preparation for an attack on Fort Henry at Kingston; but they dispersed as soon as they heard that Canadian militia were assembling. However, Johnston and an American volunteer force burned the *Sir Robert Peel* near Brockville. Later in that same year, 1838, a larger force descended the river from Oswego; but, after landing below Prescott under the leadership of the Pole Von Schoultz, it was subdued by troops sent down in river steamers from Kingston.

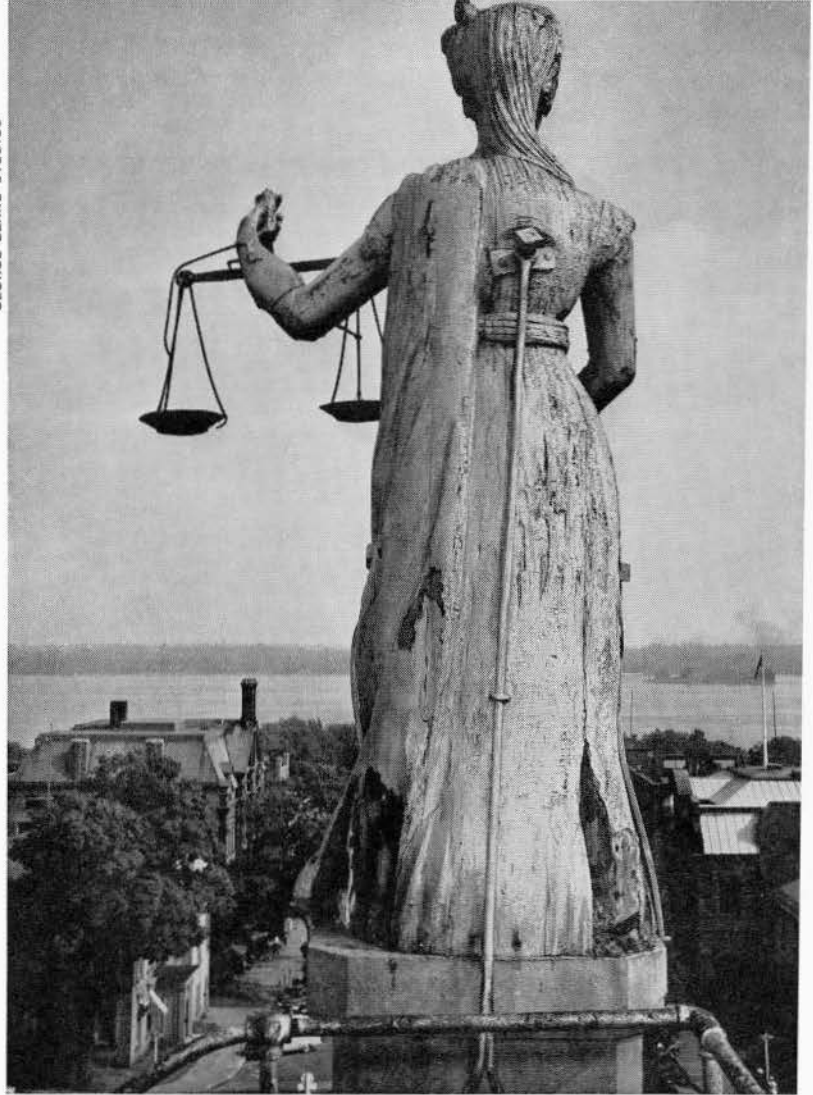
To meet the Fenian threat in 1866, which renewed the possibility of similar disturbances, the Provincial Government of the Canadas requisitioned steamers, manned them from Royal Navy vessels at Quebec and established regular patrols between Montreal and Kingston. Partly as a result of this determined action, all was quiet on the vital St Lawrence front when the Fenians invaded Canada at other points. Thus came to a tame end the long story of military operations on the St Lawrence, a story that emphasizes the importance of this great water highway as the key to Canada.

EARLY ARCHITECTURE IN THE VALLEY

In any study of the early architecture of a country, one looks for regional characteristics. These may take several forms dictated by custom, material, climate and other factors. Such differences are few if we consider Ontario as a region. Brick, stone and clapboard houses exist side by side in the Niagara Peninsula as they do on the banks of the St Lawrence River. In the latter, only one material is missing that is common enough in the Toronto, Brampton area, and that is the mud block stuccoed house which we find (in a church) as far north as Barrie.

And yet, to the keen observer, the St Lawrence River houses do have a character of their own that distinguishes them from other areas though, perhaps not from those of the Ottawa Valley or from those in the vicinity of the Rideau Canal. Maplehurst at Maitland and Poplar Hall nearby are houses not duplicated, to my knowledge, elsewhere in Ontario. Of course, both are of stone, and stone houses must be in the minority in Ontario compared with brick or clapboard. Maplehurst has its striking composition and its Ionic columns—themselves a rarity—and Poplar Hall has its fine doorway and its most unusual windows. It was in Sir Christopher Wren's time that the double hung window with white architraves flush with the outside of the wall first appeared in English architecture. Those are the windows of Poplar Hall, so unlike contemporary windows in Ontario or England (say 1805) when the sash

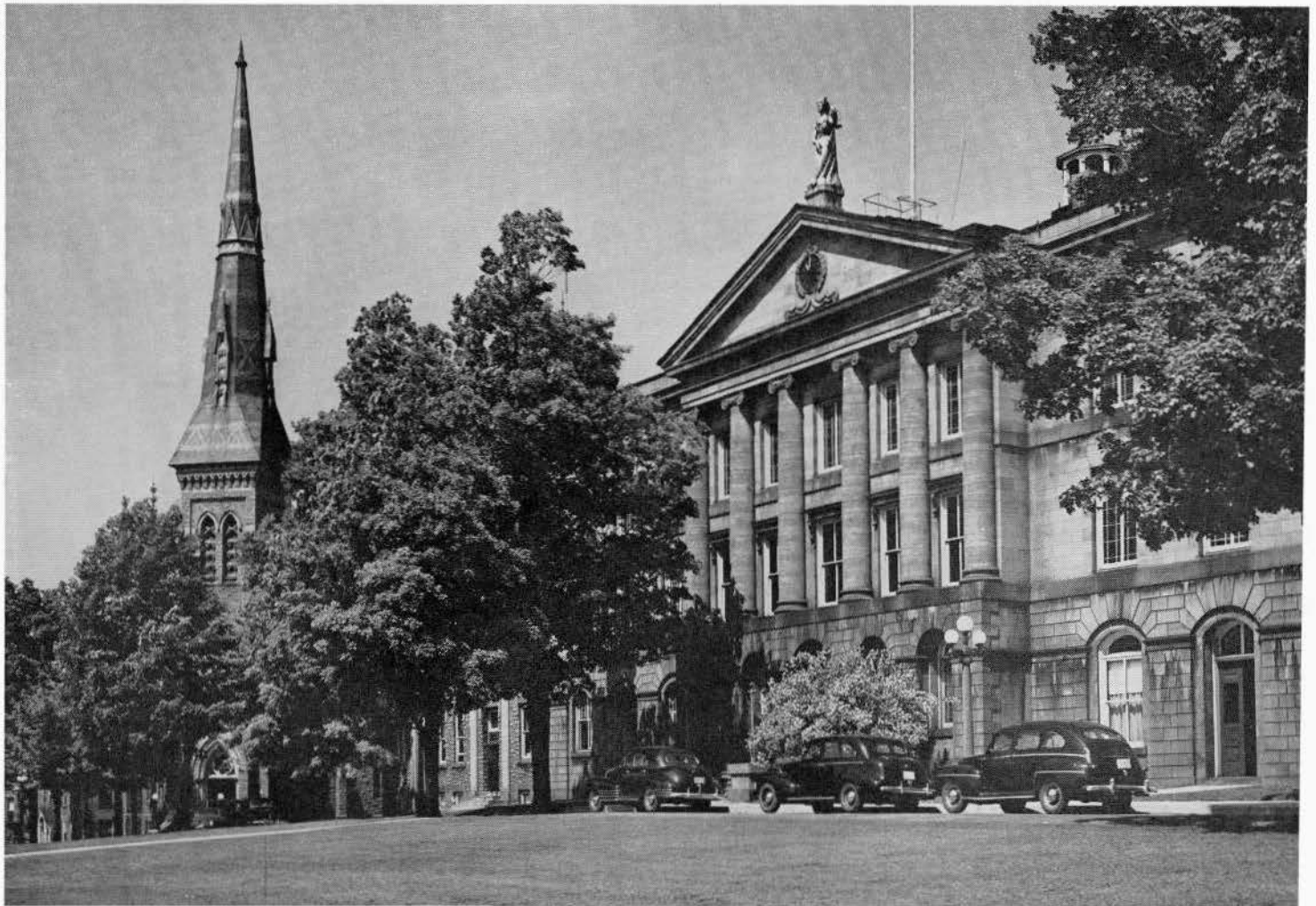
GEORGE BLAND STUDIOS



Statue of Justice, in pine, on pediment of Town Hall of Brockville
The statue is known as "Sally"

Town Hall, Brockville

GEORGE BLAND STUDIOS





Peck House, Prescott

Main street, Iroquois, looking west, before destruction and flooding



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Alfred Hooker's House on Park Street, Prescott

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St James' Anglican Church, Maitland

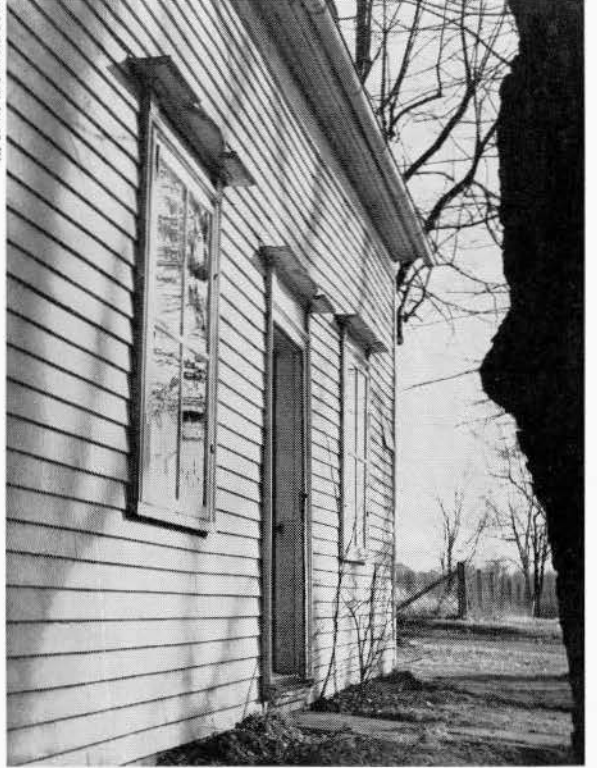
Crysler Hall, Williamsburg Township, before removal to Upper Canada Village



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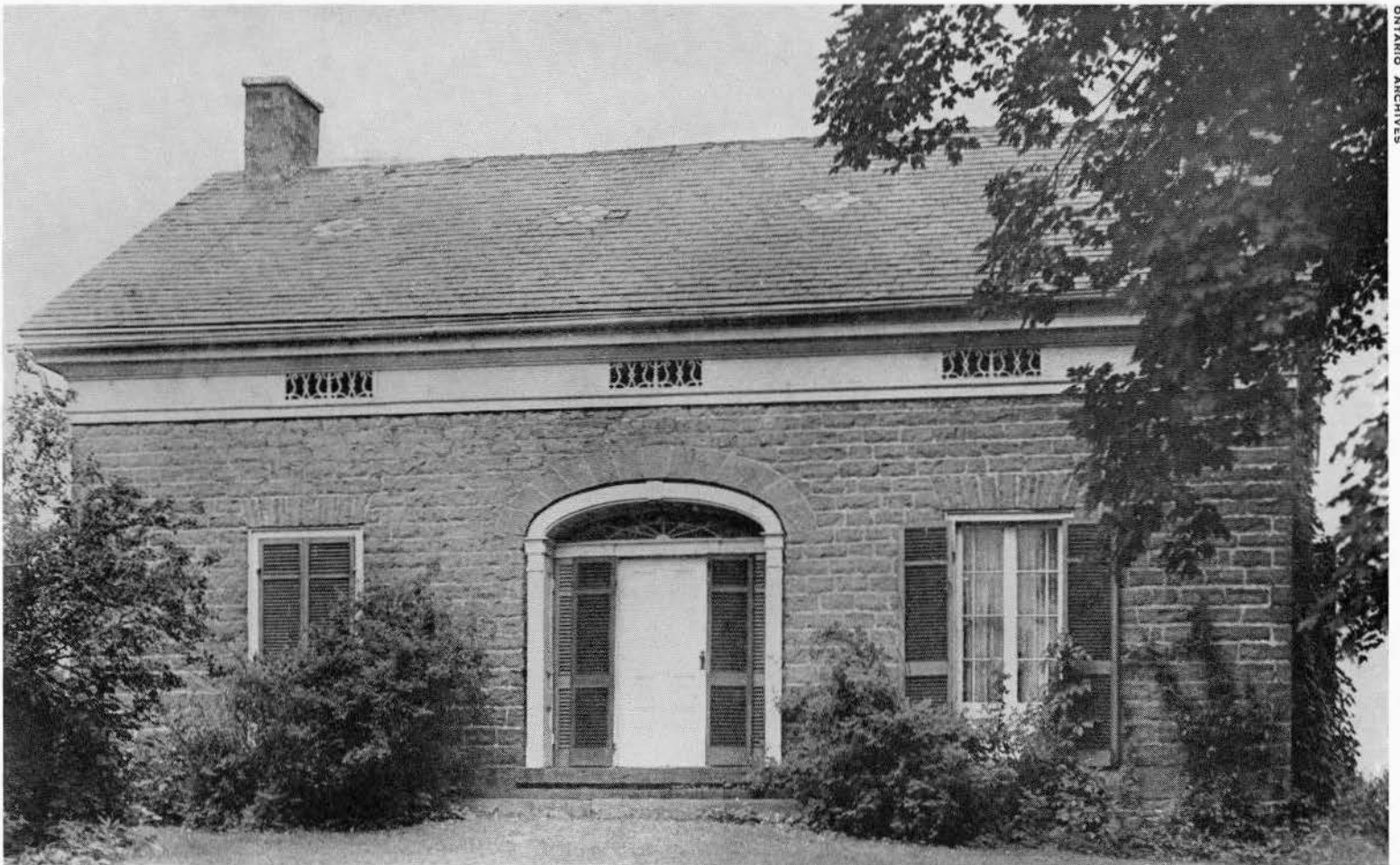


Interior detail at "Maplehurst", Maitland



Frame house in Mille Roche

Captain McDonald's House



was commonly placed in the centre of the wall thickness. The effect of the earlier type on the interior can be seen in the deeply recessed window in Poplar Hall, deep enough for a table or for a person to stand or sit, and gaze across the narrow fields that separate the house from the great river.

Another, and extremely odd, characteristic in the river houses is the presence of windows or ventilators in the frieze of the entablature on the front (and perhaps the back) of the house. These are very odd, and their popularity one hundred and more years ago is extraordinary. Their presence may be justified as ventilators where the same room enjoyed a gable window, but as the sole source of light and ventilation at floor level they were quite unjustifiable. But they exist, and are the most striking feature of the cottages of the district. They appear sometimes as windows and sometimes as grilles over glass in a variety of playful patterns.

The river lands were rich plums for the lucky settlers who acquired them, and competed only in attraction with the Settlement on the Niagara Peninsula. It is natural, therefore, that the St Lawrence River and the Niagara should produce some of our most pretentious houses if that word may be used to describe houses that were large and impressive and yet refined and in perfect taste in all their details. Such houses are happily not infrequent and the majority are in sympathetic hands. The Hamilton House at Queenston can be matched by Poplar Hall, by Glencairn on the Niagara River, by the Burnside at Brockville and several houses on the Peninsula, may be compared in elegance, if not in size, with Maplehurst.

Otherwise, mantels do not differ greatly though the Niagara ones would, usually, be found to be richer in detail, and staircases have

CAPITAL PRESS SERVICE



Door of Fraser House, Iroquois

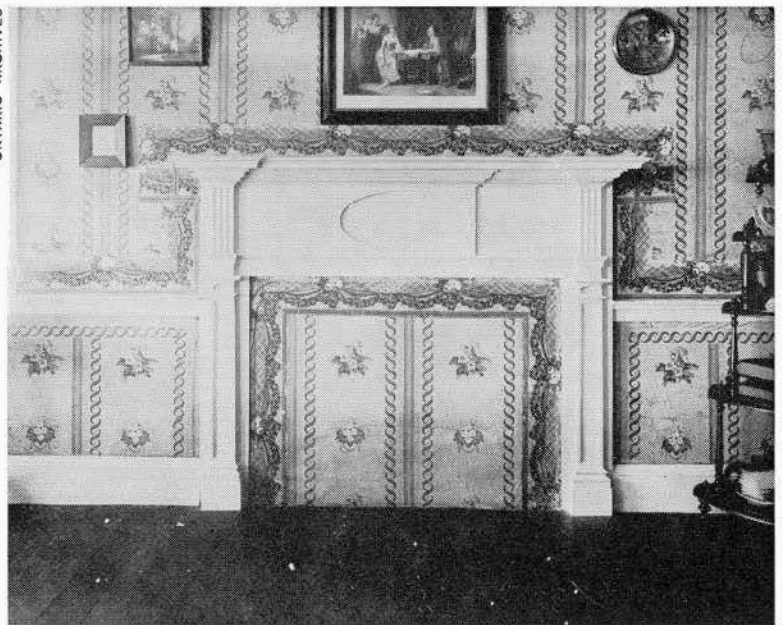
ONTARIO ARCHIVES



At left, doorway of white plastered cottage, Prescott

Mantel in parlour of house west of Cornwall

ONTARIO ARCHIVES





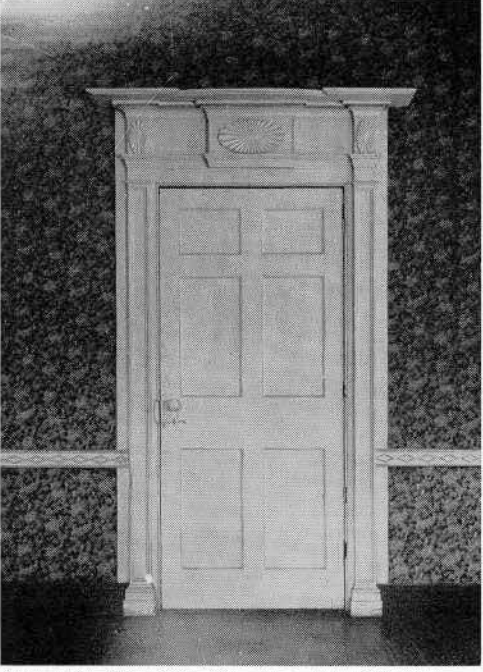
ONTARIO ARCHIVES

2



ONTARIO ARCHIVES

1



ONTARIO ARCHIVES

3

much in common. A regional difference can be noted in door panelling which, in Ontario generally, are simple rectangles. The examples illustrated here have curved corners, and are very delicate indeed in detail. The carved panels in the Fraser house doors are most unusual, and, while they may be well known to local historians, are, to me, a discovery of the first order.

Finally, the "planter" or southern type of house, is always something to stop and look at, but it is not a type confined, in Ontario, to the St Lawrence River. Chrysler farm is a good example, but so are the Peck House, Bertie Hall, and, if we may include it in this category, our number one treasure, the Barnum House at Grafton. The important thing about the Chrysler Farm is that it has been saved from extinction by flooding. I regret, personally, that more cottages of substantial construction in stone or brick, were not saved. They were left to be submerged by the rising waters of the canal solely, I presume, on the score of cost. However great the amount involved in moving a cottage, it will be a sum that will appear small enough to a generation that will know it and others only from photographs in an album in a public library.

E.R.A.

Poplar Hall, Maitland, Ontario

- 1. Main elevation
- 2. Front entrance
- 3. Interior door
- 4. Parlour

4



ONTARIO ARCHIVES

Power Development and Rehabilitation in the Valley

by KENNETH H. CANDY

THE ST. LAWRENCE RIVER, backed up by the St. Lawrence Great Lakes basin has for many years been given careful study to determine its potential for the development of electrical energy, but before a start could be made on this project the long discussed St. Lawrence Seaway had to be agreed upon, as it was imperative that both these international projects be constructed simultaneously.

On June 7, 1954, the Supreme Court of the United States upheld the right of the Power Authority of the State of New York to undertake the power project jointly with the Hydro-Electric Power Commission of Ontario, each entity sharing the cost estimated to be a total of six hundred million dollars.

The main architectural features of the project are the two adjoining powerhouses and dam forming a continuous structure 3300 feet long, stretching from the Canadian mainland to the eastern end of Barnhart Island and bisected by the international boundary. The Ontario powerhouse is all on Canadian territory and the New York powerhouse all in the United States.

Each powerhouse contains sixteen generating units of 75,000-horsepower capacity. The powerhouse is designed as a semi-outdoor type with the superstructure over the generating room eliminated and the units recessed below the concrete deck. Removable hatch covers are provided over each unit serviced by a 300-ton capacity crane which travels the full length of the powerhouse.

Immediately downstream of the powerhouse deck is an aluminum-clad building 28'-0" high by 37'-0" in depth housing the transformers and switchgear for each powerhouse stretching the full length of the two powerhouses and forming a link between the administration and erection bay buildings on the shore end of each powerhouse.

The administration building, which is five storeys in height, rises well above the top of the dam. This building houses the erection bay for the assembling and maintenance of major equipment, workshops, stores, lunch room and locker room facilities for the operating personnel, administration offices, control room and a reception centre for visitors.

The entrance lobby at grade level with black and white marble walls is entered from a well landscaped approach and a granite paved plaza, and provides access by elevator to each of the floors, the most interesting architecturally being the top, or penthouse floor, which is entirely given over to visitor accommodation. This room is enclosed on four sides with glass from floor to ceiling, and is surrounded on the exterior by a 20'-0" wide paved roof deck, access to which is provided in four locations and affords the visitor a full view of the project and the surrounding panorama. This reception centre is built around a central core housing rest rooms, information centre and an auditorium seating 150 persons complete with projection room and stage where visitors are shown a coloured movie of the construction of this project. The walls of the auditorium have wood louvres to provide the necessary acoustic treatment. The exterior walls of the central core are of cream coloured marble with a cloudy green vein to provide a neutral background to accent furniture colours.

The west end wall of the central core is covered with a mural suggesting aspects of the power project. This mural is 37'-0" long by 10'-0" high, and is the work of Harold Town, of Toronto.

Another feature of this lobby is the installation of a coloured plastic map 8'-0" high by 16'-0" long executed by Maxwell Moffett of Toronto showing the St. Lawrence River and shores on either side from Cardinal to Cornwall both before construction began and after construction was completed.

The control room, which is the nerve centre of the plant, is located on the third floor. Immediately adjacent to it is a visitor's lobby, with a 21'-0" ceiling height, from which can be seen a full view of the powerhouse deck. An animated scale model of the powerhouse with a cutaway section through the

second unit showing the complete operation of the plant is housed in this lobby.

This building is completely air-conditioned and heated by the installation of a 500-ton heat pump using the cooling water from the generators as a heat source, which is obtained at a temperature of approximately 55°F.

As the powerhouses are joined together, it was naturally felt that the exterior design for both powerhouses should be of a similar character, which was achieved as a result of several meetings and discussions between the consulting architects for the Power Authority of the State of New York and ourselves. The internal plan of each building is different, and the exterior of the Ontario powerhouse administration building is designed with more fenestration as well as with one additional floor for the same height building, all of which was dictated by our requirements and method of operation.

A border marker has been constructed at the international boundary on the dam, of black granite, on which are mounted the flags and coats of arms of Canada and the United States, with the following words inscribed, "This stone bears witness to the common purpose of two nations whose frontiers are the frontiers of friendship, whose ways are the ways of freedom and whose works are the works of peace." This monument will serve to remind those who visit the St. Lawrence Power Project in the years to come of the spirit of friendly co-operation, of understanding and of goodwill, which presided over its planning and made possible its construction.

Another very important phase of this project was the rehabilitation of the existing towns and villages lying within the flooded area which affected some 6,500 people and necessitated the purchase of approximately 30,000 acres of land on the Canadian side, of which 15,000 acres have been flooded and 18,000 acres of land were also flooded along the American shore in New York State.

The area affected extends from Iroquois on the west to Cornwall on the east, a distance of 37 miles, which involved the construction of two completely new communities, Ingle-side and Long Sault, and the relocation of Iroquois and about one third of Morrisburg including its entire commercial district. Since some of these communities had been in existence for over a century, the relocation presented a very formidable task and involved quite a new way of life for many people.

In order to ensure the success of this program, the co-operation of the municipal councils was essential and was readily obtained by Hydro from the six councils affected, all of whom became key members of the planning team. In order that their interests would be properly represented, they were encouraged to retain town planning consultants of their own, the cost of which was borne by Hydro.

The first overall plans for the relocation of the townsites was presented to the communities at meetings in August 1954, with general agreement being reached by the summer of 1955 to a point where actual construction could commence. This plan was prepared jointly by Ontario Hydro and the Ontario Department of Planning and Development.

The responsibility for all phases of the St. Lawrence Power Project was vested in the Commission's Chief Engineer, Dr. Otto Holden. He was represented in the field by Mr Gordon Mitchell, Project Director, and Mr Harry Hustler, Director of Property. Mr J. H. Jackson was the Rehabilitation Engineer responsible for field engineering and construction and co-ordination of the field efforts of other groups. The author, as Commission Architect, was responsible for all planning and design features of the rehabilitation program, as well as all architectural work in connexion with the powerhouse and other structures. Professor Kent Barker was retained as Town Planning Consultant.

The design of municipal water and sewage systems was carried out by firms of consulting engineers retained by Hydro for each townsite.

One of the first considerations in planning was the relocating of 37 miles of No. 2 highway and 39 miles of double track C.N. railroad, which also involved the building of five new railroad stations.

Another consideration was the provision of modern water and sewage facilities in each townsite in accordance with the

Ontario Department of Health regulations. Two of the communities, Iroquois and Morrisburg, had municipal water systems in their original locations, but no sewage treatment plants existed. These new facilities were provided with surplus capacity for future expansion.

In order to justify these services and to make it possible to construct townsites complete in themselves and attractive for future expansion, it was agreed that some of the smaller communities would combine to form larger centres and thus improve the standard of living and provide better opportunities for all concerned.

A small community known as Riverside Heights was located on the new No. 2 highway approximately three miles east of Morrisburg to provide a subdivision for the residents of Williamsburg Township which extended between Morrisburg and Aultsville for a distance of seven and a half miles. This was predominately a farming area. While many of the farmers preferred to look for new farms, many of them chose to locate in the new subdivision which was designed for this purpose with sufficient land on each lot to provide small garden plots.

This is probably the most historic portion of the valley, being the location of the Battle of Crysler's Farm in 1812, and is the area decided upon by the Ontario-St. Lawrence Development Commission for the establishment of a park and memorial to the Crysler Battle.

The villages of Aultsville, Farran's Point, Dickinson's Landing and Wales, which were located in Osnabrock Township in a distance of about nine and a half miles along the river, were combined to form the new town of Ingleside, which now has a population of approximately 800 people.

Cornwall Township, which stretched for eleven miles along the river and surrounded the City of Cornwall, was greatly reduced in size during the life of the project by the annexation of a large portion of it into the City of Cornwall. This township contained two villages, Mille Roches and Moulinette, which were affected by the flooding, both of which were relocated and combined to form the new town of Long Sault with a population of 1,000. This town is located on the new No. 2 highway about six miles west of the City of Cornwall.

Each new townsite was provided with approximately four and a half miles of paved roads. New power distribution and telephone lines were constructed at the rear of the lots with modern street lighting fed with underground cable. The lots generally were 70'-0" wide and 150'-0" deep. All home owners were given the choice of having their house purchased outright by Hydro or of having it moved to a new location, in which case it was provided with a new basement. The lot was landscaped and the exterior of the house painted. Before approaching an owner, the house was examined to determine its suitability for relocation in the new townsite, based on its structural qualities and general appearance. Plans were prepared showing suggested house types for each lot and houses with similar characteristics were grouped together with the owners being encouraged to choose a lot designated for their house type; e.g., single-storey, one-and-a-half-storey, and two-storey.

A committee was formed for each townsite consisting of the reeve and one or two members of the council, representatives of the Town Planning Board and Ontario Hydro, the purpose of which was to prevent unsuitable houses being located in the new towns and to reconcile the various problems connected with relocating the families. This system worked out very satisfactorily and involved the moving of a total of some 531 homes of brick and frame construction. When a house was moved, the furniture was left intact and the family was taken care of in a stopover house during the moving period, which took from one day to two weeks, depending on the amount of work involved and weather conditions.

The construction of new houses was undertaken by private contractors by direct arrangement with the owners, Hydro participating only to the extent of the siting on the lots to control the overall appearance of the townsite. The location of new houses was determined in the same manner as for moved houses.

A total of nine new schools, including one high school, were constructed with a total of fifty-one classrooms,

Twenty-three churches in all were affected by the flooding,

which consisted of seven different denominations. These were replaced by the building of fourteen new churches and ten parsonages, as some of the congregations chose to combine to form larger parishes.

Each of the schools and churches were designed by private architects selected by the school board or church congregation concerned, with no restriction imposed by Hydro as to the style of architecture, except that the churches had to be of similar materials to those existing; i.e., brick, stone or frame, and the seating capacity could not be greater than ten per cent more than previously existed. All sketches and working drawings were submitted for Hydro's approval before tenders were called. The contracts were awarded by the schools and churches with Hydro's concurrence, and all payments for both construction and architect's fees made progressively to the owners, who in turn paid the architect and the contractor.

This portion of the St. Lawrence Valley was not a highly industrialized area and therefore involved few industries. Those affected were compensated for their existing facilities and relocated as they saw fit in the industrial areas designated in each townsite, all of which are readily accessible to railway and highway facilities.

The existing shopping facilities in the communities to be flooded consisted of individual shops, mostly two and three storeys high, located on one or both sides of the old No. 2 highway, with flats or apartments located over many of them. In order to determine the type and layout of buildings to replace these facilities, many meetings were held with the merchants and their councils. The merchants were, in many cases, reluctant to accept a single-storey building as was proposed, with no living accommodation or apartments overhead, but were finally convinced that modern community planning required the separation of residential and business sections and eventually agreed to the single-storey building.

In the case of Iroquois and Morrisburg, the move was not too upsetting to the merchants, as the communities remained intact and the merchants retained their old customers. However, in Ingleside and Long Sault, which were composed of several small villages combined into two new towns, the situation was different, in that the merchants were faced with a changed clientele, and as each of these small villages had a general store, we were faced with the problem of creating a shopping centre with five general stores. Merchants, therefore, in these communities were encouraged to change their line of business to create a more balanced shopping centre. Some switched from general stores to hardware stores, and others to appliance stores, and still others into modern supermarket grocerias.

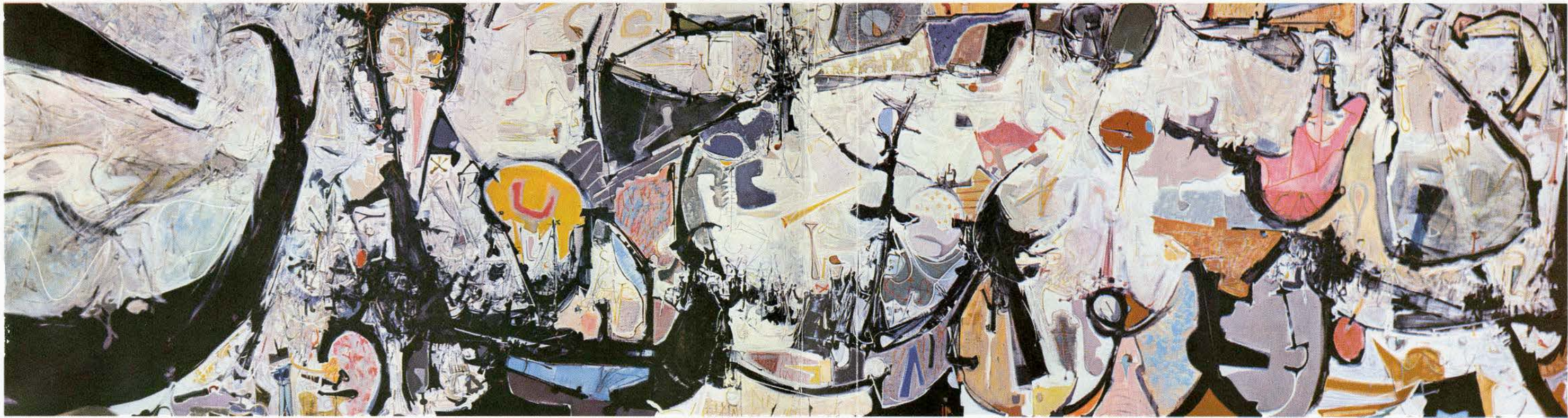
The four shopping centres, consisting of a total of ninety shops, were designed on a very flexible basis to accommodate various types of businesses in self-contained shops, each having its own plumbing, heating and electrical facilities. This was essential because many of the merchants own their shops outright by reason of their previous accommodation, and the remainder are tenants who may in time also be owners.

The buildings are 80'-0" in depth with few exceptions and are on one floor with no basement. They are constructed with an exposed steel frame on a module of 20'-0" with a clear span of 40'-0" allowing for the installation of various widths and depths of shops. The puller stores, or generators as they are called, were strategically located for the benefit of all the merchants. Surrounding the shopping centres are parking areas of ample size with landscaped areas provided on the perimeter and in the malls.

Eighteen cemeteries were located in the flooded area, three of which were raised in their present locations, and the remainder were relocated.

One whole island and part of another were developed as cottage sites to provide for the relocation of 250 summer cottages located in the flooded area. Many other types of buildings were also constructed as replacement for existing facilities, such as town halls, lodge buildings, curling club, Legion hall, and skating arenas.

The actual rehabilitation program began in June 1955 with the award of the first major contract for construction of municipal services in the Village of Iroquois. By July 1, 1958, the flooding date, the main rehabilitation program was complete.



The Canadian mural in the penthouse observation lobby of the administration building at the Robert H. Saunders-St Lawrence Generating Station is a symbolic work of art covering all aspects of the Power Project. The artist, Harold Town, describes it in these words: "The left side of the mural represents the dangerous and uncontrolled force of nature. This thrust is checked by forms representing the dam and the creative control it exerts. Flowing from this interdiction, in gay yet orderly patterns, are shapes and more forms that symbolize the life and vitality of electric power, and the good, the order and the wonders that it creates and enhances. A sense of plan in the right side commemorates the destruction of the old towns and the creation of new, designed communities."

Mr Town says he chose an expressionistic form of painting because:

"I felt strongly that the intricacies, as well as the over-all grandeur of the project, could best be symbolized and complemented in this way. I also wanted to do a mural in the spirit and the style of this day, so that, in the years ahead, it will age, with the dam, in a manner that will give a true picture of the creative character of our time."

In terms of physical dimension alone, the mural is one of the most spectacular art projects ever undertaken in Canada. It measures approximately 37 by 10 feet — all painted on a single piece of fine canvas.

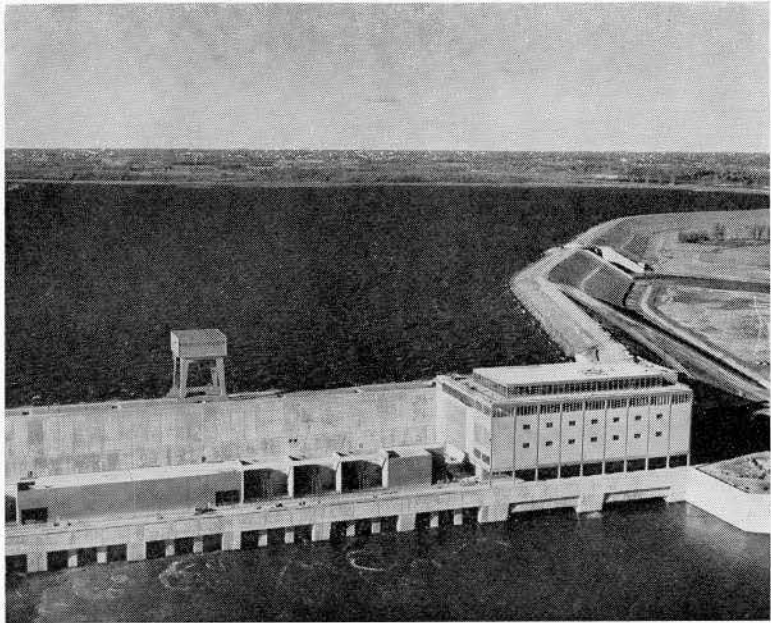
Mr Town began the work in May, 1958, in one of the galleries at the Canadian Exhibition Grounds, Toronto, where the canvas was stretched across a wooden frame. The completed canvas was moved to the power project three months later and affixed to its wall with a special adhesive.



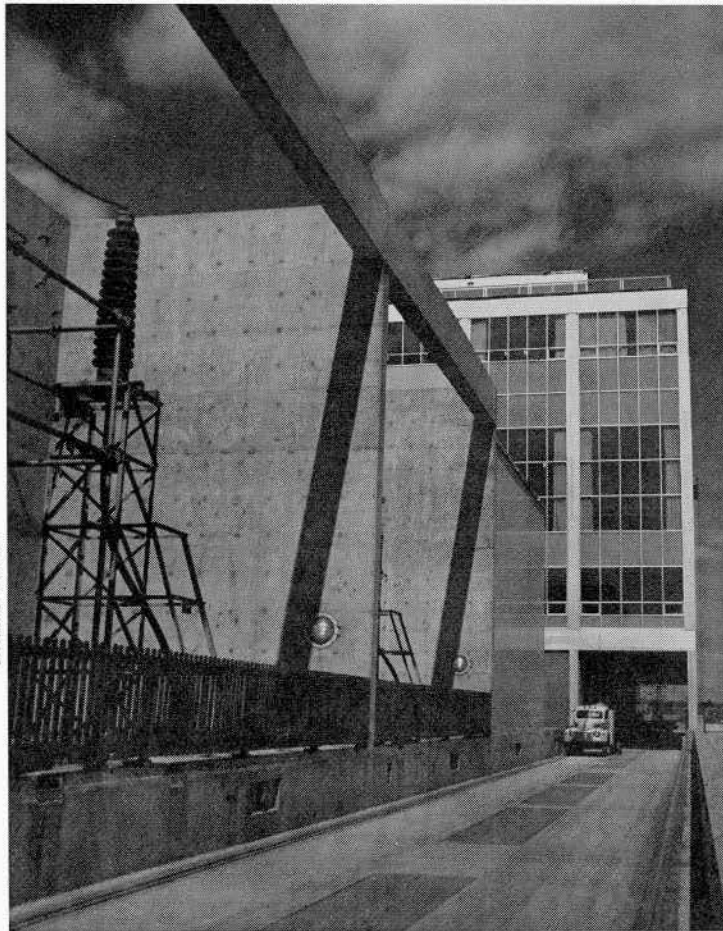
At the left, Harold Town, 34-year-old native of Toronto, has already earned an international reputation as an artist. He has won coveted awards at such famous art festivals as the Sao Paulo Biennale Brazil, the International Exhibition at Lugano, Switzerland, and the International Graphic Exhibition at Ljubljana, Yugoslavia.

In Canada, he won two of the 10 awards at the Second Canadian Biennial Exhibition in Ottawa last year, and his works hang in the National Gallery of Canada, the Toronto Art Gallery, the London (Ontario) Art Gallery and the Norman Mackenzie Memorial Gallery, Regina.

NEW
ARCHITECTURE
IN
THE
VALLEY



ONTARIO HYDRO



ONTARIO HYDRO

Administration building from tailrace deck. Switchgear building at left is still partly concealed by temporary fencing.

Aerial view of main dam, and power house on the Canadian side, with administration building at right.

Architects, Architectural and Building Department of Ontario Hydro. Kenneth H. Candy, Chief Architect

Penthouse observation lobby in administration building
Mural at left



ONTARIO HYDRO

Railway Station, Morrisburg

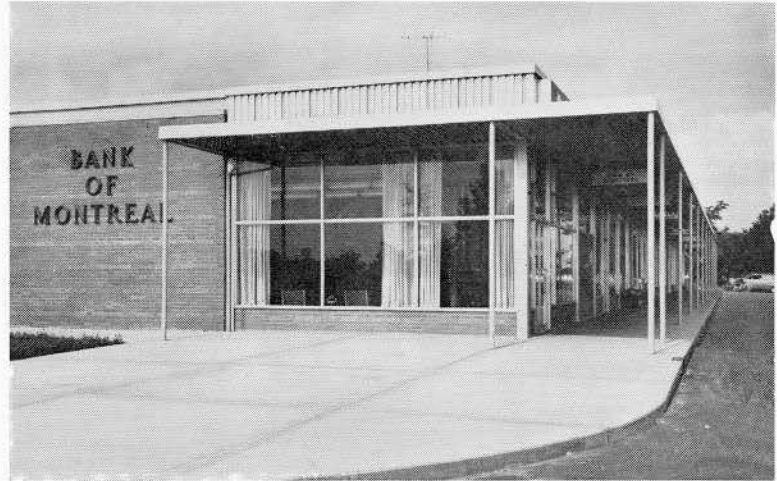
Architects, Canadian National Railways Staff
G. F. Drummond, Chief Architect



CANADIAN NATIONAL RAILWAYS

Morrisburg Shopping Centre

Architects, Architectural and Building Department of Ontario Hydro
Kenneth H. Candy, Chief Architect



ONTARIO HYDRO

Iroquois, situated at the extreme western limit of the flooded area with a population of 1,100 people, was relocated in its entirety approximately one-half mile north of its original location. However, the original shoreline was retained and the area filled to provide a well landscaped park in front of the town.

Morrisburg, located ten miles downstream from Iroquois with a population of 2,000, remained partly in its original location, but all of the commercial section and about one-third of the residential area had to be relocated. The major portion of the low lying land was reclaimed by cutting back the shoreline and using the fill to provide a landscaped park along the river.

ONTARIO HYDRO

Aerial view of Morrisburg from south east. Original commercial district in foreground has been razed and partly flooded. This part of the town has been relocated to the right.





Morrisburg from the north east, with new shopping centre in foreground.

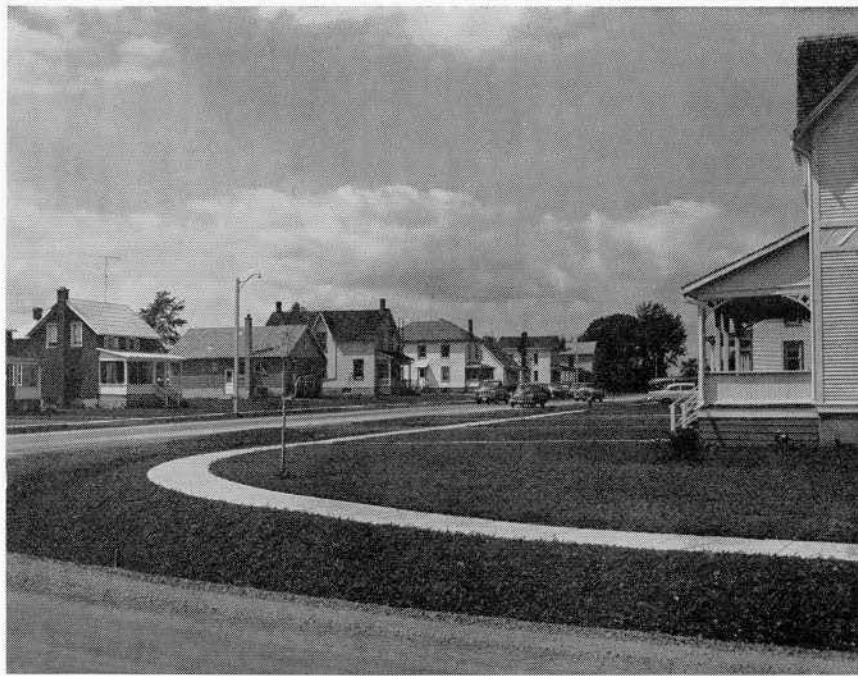
Morrisburg Shopping Centre



Longue Sault public school

Architects, Burgess and McLean





ONTARIO HYDRO

New residential street in Iroquois. Houses have been moved from their original sites.



ONTARIO HYDRO

A large number of the people affected by the flooding were tenants either living in rented houses or in flats and apartments over the business section, which in Morrisburg amounted to forty per cent of the people affected. Where an owner of a rented house took a cash settlement for his house, this left Hydro with the responsibility of the tenant.

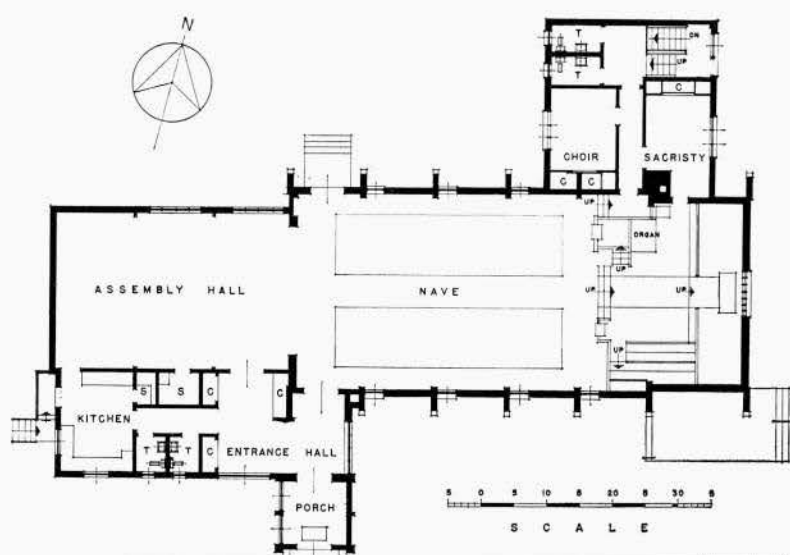
This situation was solved by moving a large number of the purchased homes, which were acceptable, into the new towns and dividing some of the larger ones into two- or three-family dwellings, thereby providing considerable rental accommodation. Twelve units of row housing were also constructed in Iroquois, and eighty-four units in Morrisburg. These were two-storey buildings with four or six units per building. In addition, twelve smaller semi-detached units were also built in Morrisburg to accommodate older tenants and smaller families.



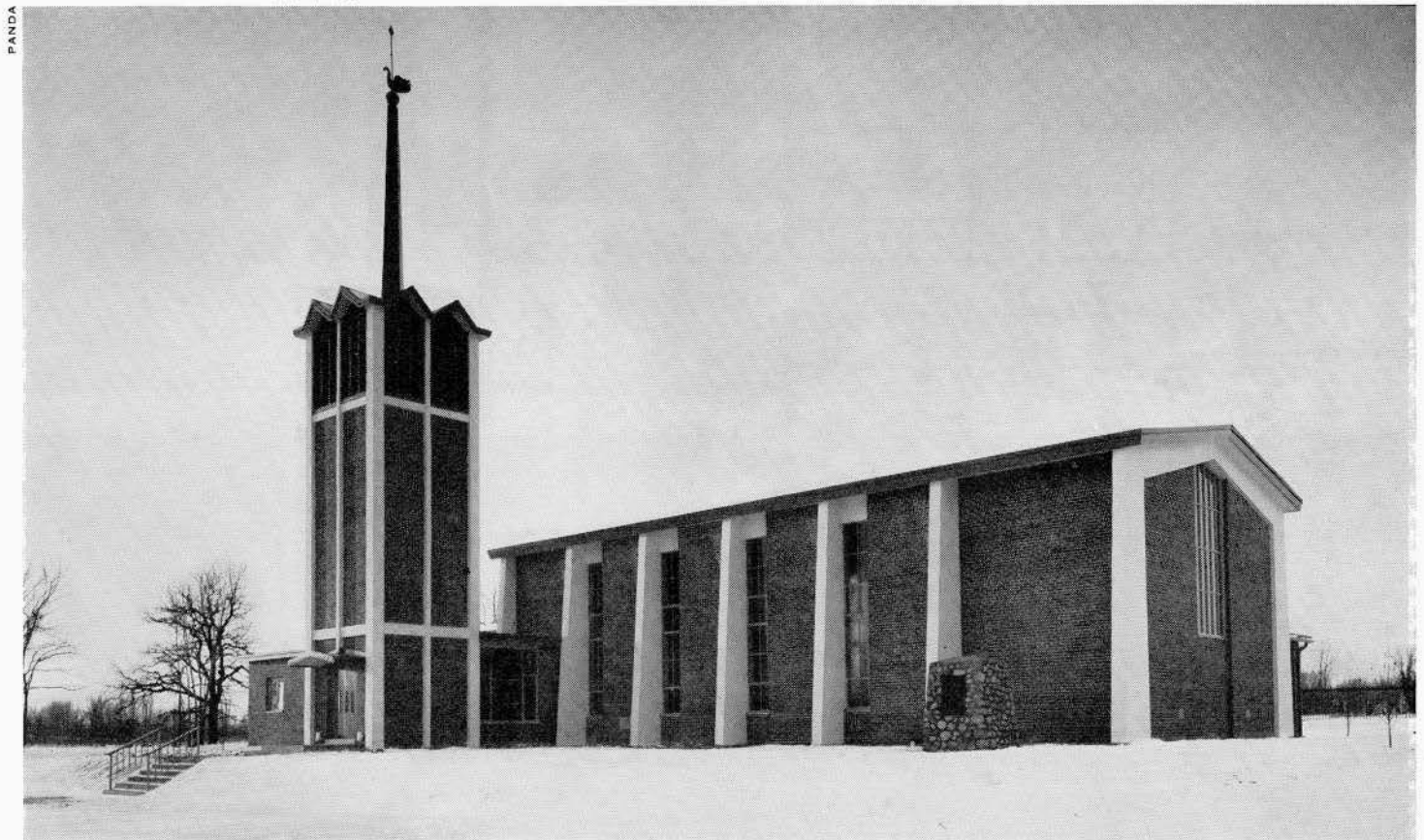
ONTARIO HYDRO

Semi-detached and row houses in Morrisburg.

Architects, Architectural and Building Department of Ontario Hydro. Kenneth H. Candy, Chief Architect



St John's Lutheran Church, East Riverside, Ontario
Architects, W. L. Somerville, McMurrich & Oxley



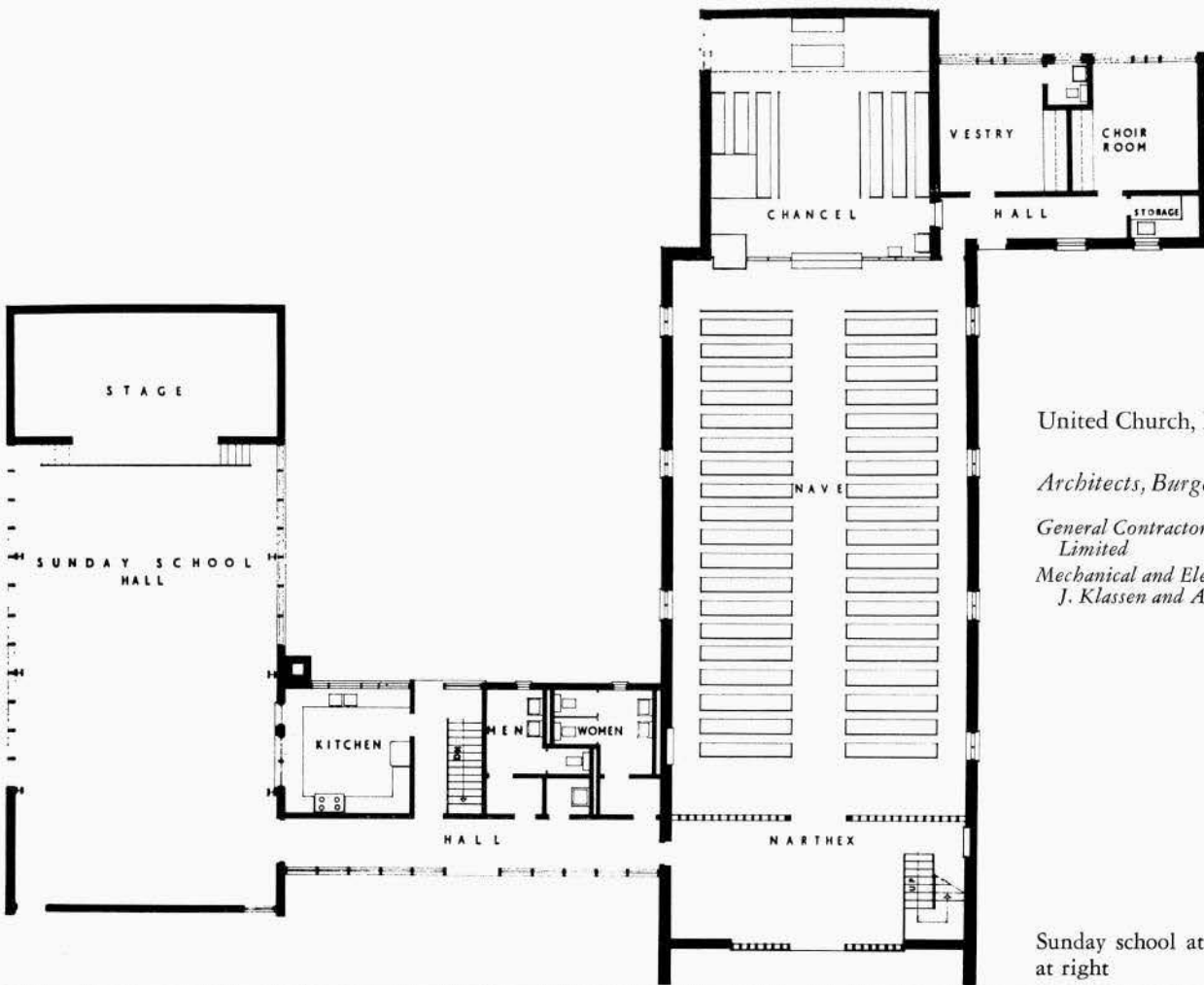
View from south east

Nave and chancel

This is a concrete arch construction with pre-cast concrete slabs; ceiling slabs are exposed and painted; finishes inside are plaster and stained birch; chancel woodwork is oak.

The architects incorporated into the new building from the old the copper swan on the top of the flèche and certain glass windows which had a strong historical meaning. The glass of these windows was shipped to Toronto and repaired, re-cut, and made to fit the new metal sash.





United Church, Long Sault, Ontario

Architects, Burgess McLean and MacPhadyen

General Contractors, John Entwistle Construction Limited

Mechanical and Electrical Engineers, J. Klassen and Associates

Sunday school at left, narthex to main church at right



PANDA



Chancel

Sunday school



May 1959

Narthex with stair to gallery

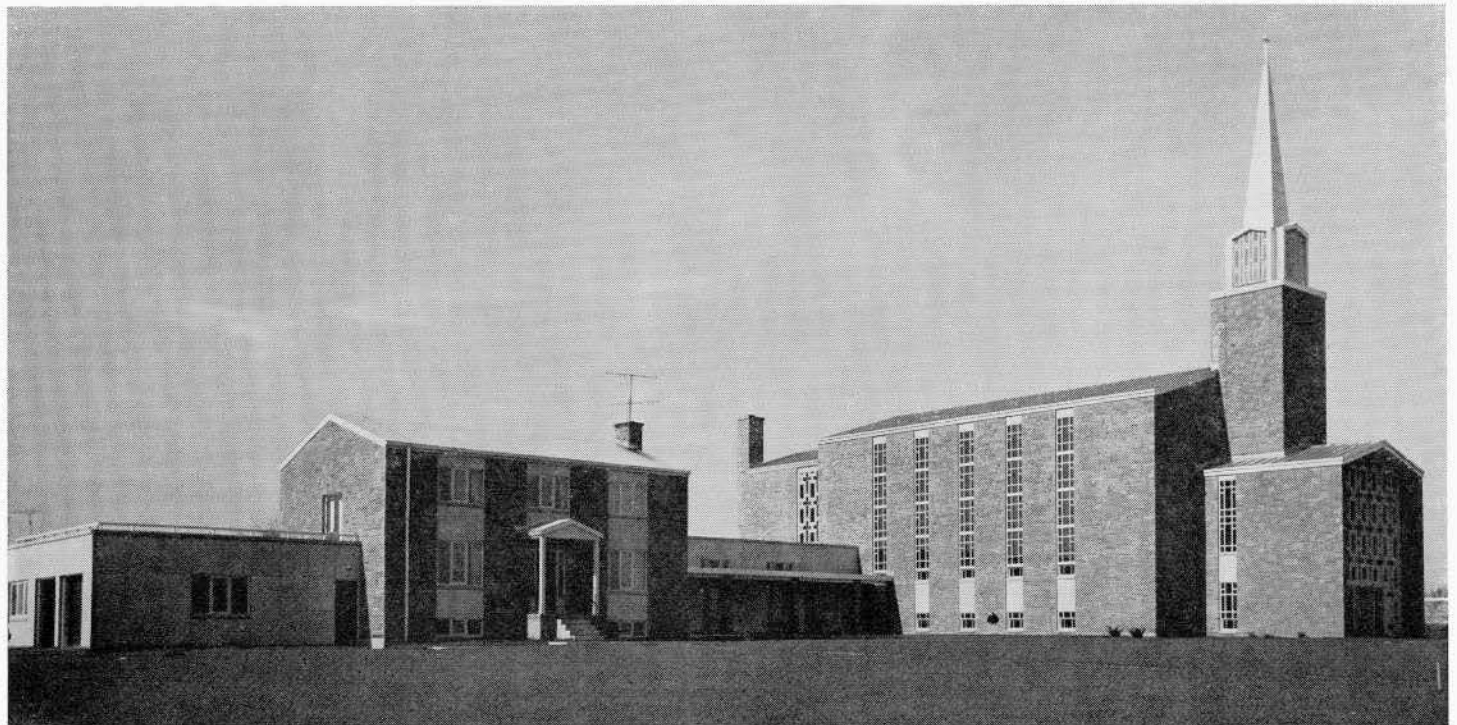




ONTARIO HYDRO

Roman Catholic Church of Our Lady of Grace, Ingleside
Architect, Harold L. Hicks

Iroquois United Church, Iroquois
Architect, Philip Carter Johnson



ONTARIO HYDRO



Mr Johnson writes: "The design of this church group was influenced by three considerations.

In the first place, it is a comparatively large church in a small town. The spire of the former Iroquois church, as the highest point in town, had a signal light mounted on it to guide shipping in the St Lawrence River. It seemed appropriate that the new church have a spire reaching above the silhouette of the new town, both because of its importance to the town, and to give character to the silhouette of the town.

In the second place, this part of the country impressed me as rather conservative, traditional in outlook, and this point of view should not be disregarded in the new church—so the church group is rather traditional in form, reminiscent of many older Ontario churches with the central tower at the entrance, yet with some fresh aspects.

Thirdly, the old church and parsonage were built of stone, and the congregation wished to use stone in this new church group. This meant simple forms in order that the colour and texture of the stonework should come through properly."

Preservation of the Heritage of the Past

BY ANTHONY ADAMSON

The Ontario-St Lawrence Development Commission

The greatest physical impact of the St Lawrence Seaway and Power projects has been felt along the north shore of the St Lawrence River on the Canadian side between the towns of Cornwall and Iroquois. Here land was flooded to form a power pond and in so doing submerged the old villages of Mille Roches, Moulinette, Aultsville, Dickinson's Landing, Farran's Point and Wales, besides the greater part of the town of Iroquois and the business section of Morrisburg. The whole Cornwall canal system of 1843-6 with its operating locks, a system which in its day was quite the equal of the canal system of 1958, was also submerged intact.

The front concessions along the river which were thus flooded, were perhaps the earliest settled areas of Upper Canada which in course of time became Canada West and then the Province of Ontario. The flooded area was first settled in 1784-6 by Loyalists, mostly discharged officers and men from the first battalion King's Royal Regiment of New York, with some from the Loyal Rangers (Jessups Corps), the King's Rangers (Rogers Corps), and the 84th Regiment of Foot (Royal Highland Emigrants). Their settlement and the subsequent development of the St Lawrence River counties and the events that took place here are covered in other articles of this issue.

The Government of Ontario, largely at the instigation of Prime Minister the Honourable Leslie Frost, a man keenly interested in history, decided that as a policy the heritage of the past should be recorded and preserved and that the river front along the power pond should be available for all time to the people of Canada. An Ontario commission was therefore set up in 1954 by an Act of the Legislature. It was called the Ontario-St Lawrence Development Commission, George H. Challies, Chairman. It was entrusted with the development of certain recreational facilities and historic sites from the Quebec border to Adolphustown beyond Kingston.

The historic sites taken over from other agencies are the famous Fort Henry at Kingston, the citadel of Upper Canada, and the Loyalist Cemetery at Adolphustown. The battlefield of Crysler's Farm fought in November 1813 in the Township of Williamsburg was submerged along with the buildings and farms of the earliest settlers.

In 1955 the Commission decided to develop a park commemorating the Battle of Crysler's Farm, and to preserve therein certain old buildings. This park known by the unwieldy name of Crysler's Farm Battlefield Memorial Park was therefore designed. Besides recreational facilities described elsewhere, it will contain when completed a Battle Memorial Mall and Mound, a Battle Memorial Building, a Loyalist Regiments Memorial, a Pioneer Memorial Cemetery and Upper Canada Village.

Memorial to the Battle of Crysler's Farm

The memorial to the battle which was largely instrumental in preventing the U.S. capture of Montreal, could not be erected on the battlefield itself as this, with the unbound bodies of the fallen, now lies beneath the St Lawrence. The river shore at this point is flat and in order to improve the shore line in front of the park, a great quantity of earth had to be moved to prevent the formation of mud flats and marshes. Much of this earth comes from the soil of the battlefield.

The memorial to the battle is therefore composed of a six-sided mount 50' high and 600' wide having a flat terrace on top. Three steep sides front toward the river and a gentle incline merges into a mall 600' wide on the north side. This mall is bounded by trees and runs to the park entrance on No. 2 Highway. In the centre of the upper terrace will stand

the stone monument erected in 1913 which once stood on the old shore of the river. This terrace commands an excellent view of the river as it is the only height for many miles. At the foot of the gentle incline to the north will stand a memorial building chiefly to house a mural by Sheriff Scott, R.C.A. of Montreal.

Loyalist Woods

To the east and west of the Mall lie new plantings which will eventually form thick tree masses. To the west on flat ground a wood entirely composed of maples will be planted. From the air this will be seen to be in the shape of a crown 1,500' by 1,000' in extent. This will be known as the Loyalist Woods and may hold one maple for every Loyalist who came to Canada. To the east of the Mall lies Upper Canada Village, and memorials to the Pioneers and to the Loyalist American Regiments which were disbanded and took land in the flooded area.

Upper Canada Village

Upper Canada Village is a replica of a village of the days of Upper Canada and Canada West. It is composed of early buildings selected from the area which has been flooded and from other sections of the Eastern District of Upper Canada. Its layout and composition is not identical to any of the villages submerged, but it is typical of the hamlets that straggled along the old River Road and were served by the great Cornwall Canal System of the 1840's. Some 28 buildings and over 15 outbuildings stand on approximately 80 acres. Each building stands on a lot, small holding, or on farm land all surrounded by fences, gardens, yards, fields, and corduroy, plank and other roads.

The plan of Upper Canada Village consists first of a canal and lock. The lock is a replica of the 1816 lock at Coteau du Lac built to bypass the rapids which lay to the south of a low promontory. The Coteau promontory is portrayed in the plan and has on it the typical buildings connected with the river transportation of the day, a small guard house, a gun emplacement, a "telegraph" of coloured balls and ropes, a lighthouse, a public bateau storage building, and another small government building.

The storage building will serve as a museum of transportation. A full size replica of a bateau dredged up in Kingston harbour, typical of the bateaux on which immigrants, cargoes and the armed forces passed up and down the St Lawrence, has already been built for actual operation in the river and canal. Consideration is being given to the construction of the gunboat allowed to Canada under the Rush Bagot treaty.

North of the promontory is a farm. The main building is the stone house of a Loyalist family erected in the 1850's with an earlier stone building which had been adapted as a kitchen wing. This whole building was moved in intact. There will be on the farm also a log house and a reconstructed log shanty standing in a field of stumps, besides some fine early barns. From the 1785 type shanty to the 1850's farm house the story of the evolution of the domestic buildings may be seen.

To the west of the farm lies the main section of the village with houses, inns, a church, stores, a school, and at least two mills. These either front onto the river road or onto townsite roads off it. Between the river road and the canal lies an open space referred to as the military reserve. Most of the buildings have been moved in intact and restored. A brick mansion with a white portico, which proved too large to transport, has been carefully reconstructed from original materials for use as a museum of early settlement.

Besides these restored village buildings there will be the necessary public lavatories and an old house on the promontory overlooking the village across the water will serve as an operating restaurant. At the fringes of the village will be an entrance building, staff and other service buildings.

It is hoped to complete Upper Canada Village in 1961 when it will be opened to the public for a fee.

Ontario-St Lawrence Parks

BY MACKLIN L. HANCOCK AND DONALD W. PETTIT

The purpose of the village is educational. It is hoped with it to make history live, to make Canadians proud of their heritage and Americans conscious of our past. Each building will be furnished and equipped up to a specific terminal date thus illustrating the tastes and techniques of the early 19th century Canadian. The methods of cooking, lighting, heating, spinning, weaving, candle and soap making, milling, transportation and farming will be shown in operation. The evolution of architecture, furnishings and the house plan itself will be evident. Boats will ply on the canal, horse drawn vehicles will bump over corduroy roads, oxen will plough in the fields, herbs and flowers will grow in the gardens, blankets and lumber will, it is hoped, come from the mills, even certain drinks will pass over the inn counters.

The "folk museum" idea originated in Europe, and in its American form has become very popular in the United States. Over 200,000 persons visited Sturbridge in Massachusetts in 1958. Upper Canada Village is the first important folk museum in Canada. It is planned to be more complete in all its details than any in the world. The St Lawrence Development Commission hopes to make it a fit civil partner to Old Fort Henry at Kingston which, in 1958, told some 225,000 people of Canada's military heritage.

Pioneer Memorial Cemetery

To the west of the single village entrance, where lie the parking lots, is the Pioneer Memorial Cemetery. This consists of four enclosed spaces opening into each other. Three are surrounded by brick and the central one with stone walls. The plan is cruciform. Into the walls are set a selection of early headstones from the submerged cemeteries. The bricks, stones and timber used come from the destroyed houses of the early settlers themselves. On the walls of the central enclosure are carved the names of the villages which have disappeared under the river.

Loyalist Regiments Memorial

Axially with the west opening of the cemetery, at a distance of 300', will stand a memorial "to the Loyalist American regiments 1775-86". A nine foot bronze figure of a settler clad in a tattered uniform, feet apart, head up, and carrying in his hand an axe, will commemorate those gallant first who gave much to the spirit of a nation which has led the world in an understanding that there is something greater for a nation than independence - interdependence.

Crysler's Farm Battlefield Memorial Park, the Loyalist cemetery and Upper Canada Village, were designed by Mr Anthony Adamson, MRAIC, Toronto and the late Mr Norman Dryden, landscape architect of Kitchener. They were assisted in historical authenticity by an Advisory Committee. Mr Adamson was associated architecturally with the firm of Elken and Becksted, Toronto. Miss Jacobine Jones, Milton, is the sculptor for the figure of the disbanded Loyalist soldier. On the death of Mr Dryden, Project Planning Associates, Toronto, became the landscape architects. The resident architect at Upper Canada Village is Mr Peter Stokes, MRAIC. Mrs Jeanne Minhinick is in charge of decoration and furniture. The director of historic sites and buildings for the Commission is Mr Ronald Way.



AREAS ALONG THE UPPER ST LAWRENCE RIVER have long been of tremendous recreational value to the people of Ontario and the Northern United States. The Thousand Islands area between Brockville and Gananoque, at the outlet of Lake Ontario, is one of the most beautiful and attractive northern playgrounds in the world. The islands have become the sites of summer homes for the wealthy, with the construction of extensive lodges and estates. The development of an international high-level suspension bridge at Ivy Lea has permitted the further travel through the area of millions of American and Canadian automobile travellers and vacationers who have been able to make use of boat tours to travel through this scenic wonderland. It is however, a fact, that private ownership is almost 100% complete, with the public ownership of lands for park purposes almost non-existent. Thus, the increasing number of automobile vacationers has been largely prevented from enjoying the use of the river to any great extent.

A tremendous change is now taking place in the Upper St Lawrence area between the Quebec border and the Thousand Islands scenic wonderland. The development of a vast new deep waterway and power system has caused the building of an immense dam and lock installations at Cornwall and Iroquois. Here a 40-mile lake has been created with myriad islands and hundreds of miles of actual shoreline. But this time the people of the Province of Ontario, due to the setting up of the Ontario-St Lawrence Development Commission, have public ownership of most of the lands bordering this tremendous lake.

The Ontario-St Lawrence Development Commission has been created by the government of the province with its prime purpose, the creation of a parks and recreational system throughout the length and breadth of the Upper St Lawrence River Valley. Initially, it acquired all the lands that had been purchased by Ontario Hydro to permit the flooding of the so-called Power Pool area above the dam at Cornwall. Some 6,000 acres have been set aside for development over a ten to fifteen-year period, with beaches, playgrounds, picnic areas, camp grounds, historic sites, marine installations, scenic highways and tourist areas being constructed. Thus, hitherto unexploited areas, from a point of view of tourist, vacation and recreational interest, will now be opened up. Already, though developments are hardly advanced, large numbers of people are coming to the area to visit the power house and dam installations and to see the progress of development of the historic Upper Canada Village and Chrysler Battle Field Memorial, located east of Morrisburg within view of the parade of international ships.

Almost the whole of the Lake St Francis shoreline east of Cornwall has been taken up by a ribbon development of small cottage sites and spotty commercial interests, leaving most of the shoreline unfit for large scale land assembly for a total parks and recreation program. West of the Power Pool is a long stretch of river between Iroquois and Brockville, where almost all riverfront lands are held privately and where few islands and points of interest exist.

Increased pressure for tourist development is now being felt in the area between Cornwall and Iroquois, along the Power Pool Sector, where most of the waterfront lands are held by the Ontario-St Lawrence Development Commission adjoining key recreational locations. This pressure is being further augmented by the installation of a new high-level bridge now under construction to the east of Prescott at Port Johnstown.



A flood of tourists and vacationers will be expected over the ensuing years, and, as facilities in the area improve, a new and enhanced future for the area can be expected.

In the Power Pool Sector of the Commission's holdings is located Crysler Memorial Park commemorating the Battle of Crysler's Farm in the war of 1812 where a large historic site is under construction. The architectural and historic aspects of this portion of the park are described elsewhere in this *Journal*.

The site development of the historic area is being undertaken with a great deal of planning and design, concentrating on the development of special relationships and scenic views through the moulding of land forms, introduction of water and stream elements and the careful planting of trees, hedge rows and fences to provide an authentic setting for the buildings. Research is being conducted to ensure that plant forms, fences, paths, roads and other landscape details are in harmony with the total.

To the west of the Mall and Upper Canada Village is Crysler Beach with its proposed related amusement park and lagoons. This adjoins the Crysler Marina area which is proposed to be the vacation and tourist hub of the entire Power Pool Sector. It will when completed, comprise marine basin, docks, seaplane anchorage, shops, restaurant facilities, tourist accommodation and motel development, golf club, professional shop and beautiful nine-hole golf course overlooking the St Lawrence.

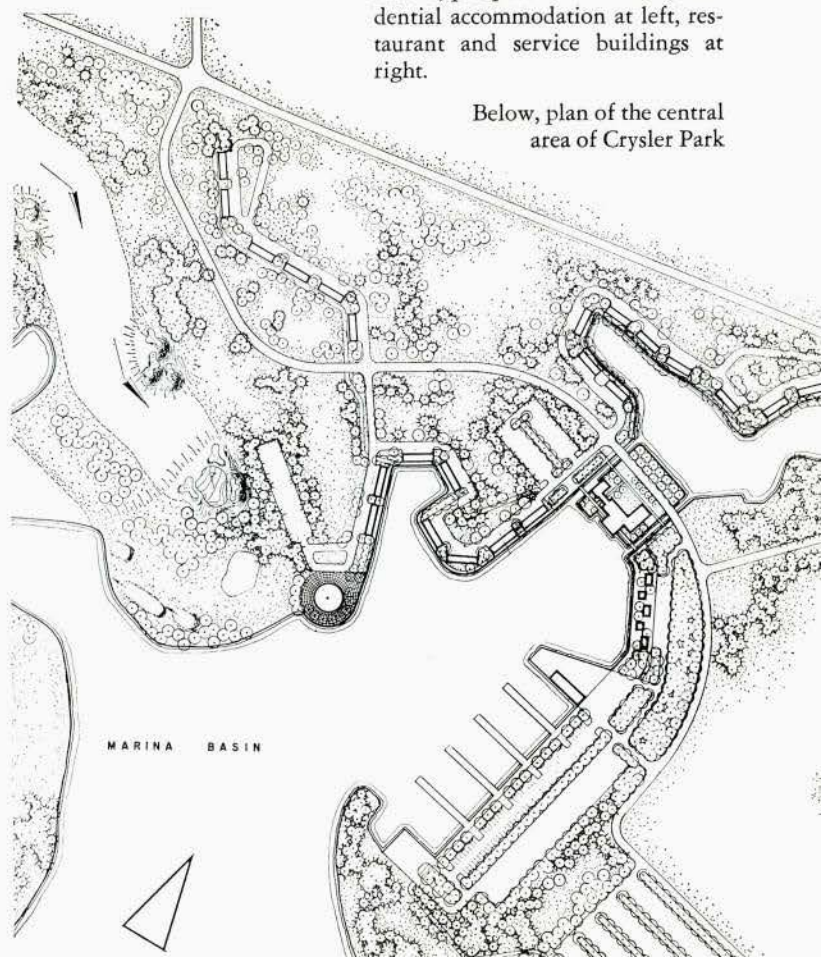
North of Highway No. 2 there will be a trailer park, and camp grounds, and, to the east of this area the maintenance headquarters for the whole of the parks system. East of Crysler Memorial Park lines an extended chain of islands created by the rising waters of the Power Pool on which the Commission has built a scenic parkway known as the Long Sault Parkway. Beaches, camp grounds and overlooks are being constructed on this chain for the use of the people in the immediate area and the holidaying public in general.

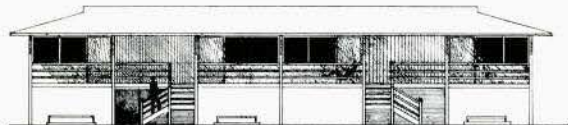
Throughout the Ontario-St Lawrence Parks System the fundamental development considerations include location, natural site amenities, access and circulation, parking and recreational facilities. Through the careful handling of spaces both visual and functional, buildings, land form, guard rails, picnic tables, waste receptacles, fireplaces and signs are being brought together to form an integrated whole.

In January 1958, the Ontario-St Lawrence Development Commission appointed Project Planning Associates Limited of Toronto their consulting landscape architects and professional engineers to assist its management with the design and development of the parks system. The system, when completed, will extend from Adolphustown on the Bay of Quinte to Gleggarry Park near the Ontario-Quebec border and will constitute one of the major recreation and vacation centres on the continent.

Above, perspective of Marina, residential accommodation at left, restaurant and service buildings at right.

Below, plan of the central area of Crysler Park





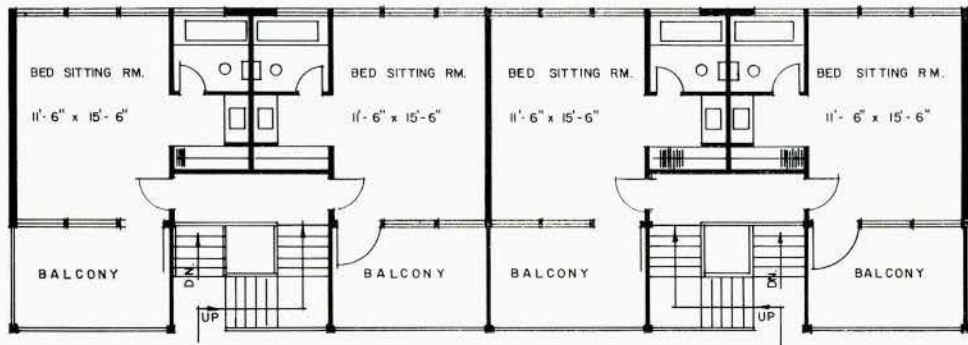
WATER ELEVATION



END ELEVATION



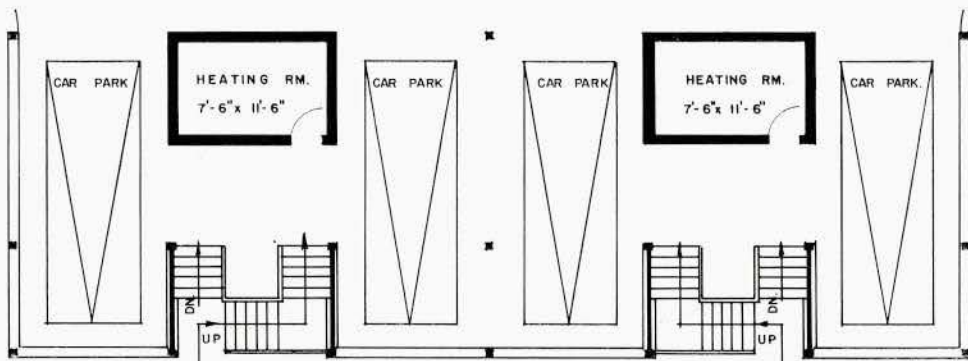
ROAD ELEVATION



Upstairs Plan

A new type of accommodation for tourists is proposed in this project for Chrysler Park. One drives in from the land side and from the opposite side there is direct access to the Marina.

*Project Planning Associates
Chief Architect, Robert G. Calvert*



Ground Floor Plan

Perspective from Marina



The Seaway's Future

From the Gulf to the Lakehead, from Seven Islands to Fort William, industrial projects of many sorts are in the planning stage. All of them are geared to the new shipping possibilities brought about by the Seaway. New industrial projects in turn can be expected to generate new demands for goods and services and all of this physical development will require architectural expression.

No doubt there will be shifts in industries and populations all around our new South Coast. Because of its accessibility to the oceans of the world this area will attract development and that will induce changes. It is still difficult to estimate what those changes will be.

We quote below from two authorities on what may be expected from this opening up of the whole Great Lakes Basin, and on what we may have to look out for in the communities affected, as the impact of the new situation becomes felt.

The St Lawrence Seaway and Its Economic Prospects

A Paper given by Mr B. J. Roberts to the 52nd Meeting of the Canada-United States Committee, October 20th, 1958.

The traffic through the new Seaway facilities is expected to be of the same general character as that which has been passing through the old St Lawrence canals and the Welland canal. It is estimated that ten to twelve per cent will be general cargo and the balance bulk cargo, largely made up of iron ore, grain, coal, petroleum products and forest products.

It has been estimated that on the opening of the new Seaway facilities, the cargo tonnage will be some 25,000,000 tons a year, or about double that now passing through the old St Lawrence canals, the increase being primarily due to anticipated greater volumes of iron ore and grain, including U.S. grain, and other bulk products. Subsequent increases in traffic are expected to bring the total to 50,000,000 tons a year by the end of a ten-year period. Similarly, for the Welland canal, the traffic is expected to rise from the current 23,000,000 tons yearly to 40,000,000 tons with the opening of the Seaway, and reach its maximum capacity of 60,000,000 tons after ten years.

The new deeper channels with fewer but larger locks will provide a basis for the further growth and development of the St Lawrence and Great Lakes hinterland. The major ports of Canada and the United States are investing many millions of dollars in development of water approaches and port facilities to accommodate larger vessels in domestic and foreign trade.

The grain trade of Canada and the United States will undergo revolutionary changes in the long-established marketing pattern. Nearly all vessels now being built for the bulk trades are of the laker variety, up to 700 feet long, and some smaller vessels are being lengthened to increase their carrying capacity. The former transfer of export grain from larger "upper lakers" to small 250-foot "canallers" as such points as Prescott and Port Colborne will, in the main, be a thing of the past with the opening of the Seaway. Most of these small canallers are quite old and will not be able to compete in the grain trade with the new 700-foot vessels with their attendant economies. Most of them will either be scrapped or transferred to other trades. Under the old system it required seven canallers operating between Prescott and Montreal to keep pace with one large vessel bringing grain from the Lakehead to Prescott. Now with the increased capacity of the Seaway, the same large vessel will be able to carry grain all the way through to Montreal, or even farther down the Lower St Lawrence.

Other bulk cargo should enjoy advantages from the new waterway, and with a general growth of industry this traffic should expand appreciably. Domestic package freight has moved on the lakes above Prescott quite economically in recent years in vessels too large for the old canals. In the years ahead, with the introduction of new efficient vessels, this traffic should show an appreciable growth also.

The Seaway has been developed to meet the needs of the rapidly expanding industry and trade of the interior of Canada and the United States. All signs point to its exploitation to the full. This does not mean that its potentialities will be realized as soon as some may expect, or that relatively small harbours on the lakes will rapidly blossom into great ports. It has been said that the Seaway has been oversold. Time will give the answer and without doubt justify the vision which has finally brought about this great international undertaking.

Effect of the Seaway and Hydro Power Development on Cornwall and Its Surrounding Territory

A paper given by Mr George S. Mooney, to the Round Table on Man and Industry, October 22nd, 1956.

The Cornwall milieu is undergoing a transition not only in terms of the growth and development and bi-cultural nature of the community, but also in the ideas and attitudes of the people. Their judgement about the importance of things is changing. Money for instance, for its own sake, has become of major importance. The policy of Hydro with respect to expropriation prices paid for land and houses has created problems. Families, who, for generations, have lived happily side by side with their neighbours have become suddenly resentful and unhappy because of the possibility that their neighbours are getting a "better deal" than they are. This change in value attitudes is also reflected somewhat dramatically in the difference in the point of view between generations. The older generation seems, by and large, to want things to carry on much as they have in the past. They would like to see their children grow up and settle down in their own community, content to carry on in much the same way as their parents did. Many young people, however, have no such idea. They feel that if the community is going to remain the same as it was before, they want to get away from it. They are interested in getting ahead, which means they want more money, more material things, more comforts, and a better opportunity for advancement; educationally, socially, occupationally, and in every other way. If this is true elsewhere, it seems to be manifest in dramatic relief in the St Lawrence-Cornwall area.

It may be that this situation arises from a dislocation of the financial structure of the area, from the impact of the Seaway-Hydro construction projects which have been employing thousands of people at high wages. By contrast, at the same time, other thousands of people have continued their work at the local factories at wages that have reflected very little, if any, of the tendency to increase. Similarly rents have gone sky high while local taxation has remained relatively unchanged. Another field of continuing enquiry might be with respect to the relationships and co-operation between the municipalities in the area, both urban and rural, regarding such matters as industrial development and promotion of the tourist industry. At present the individual municipal corporations are pursuing these matters separately and in a competitive, rather than in a co-operative, spirit. And even then with the exception of the City of Cornwall, which is promoting aggressively its advantages as an industrial centre, the effort is very feeble. There are many things that the municipalities in the area could do for their mutual advantage if the mechanism were provided for an approach to the common needs and requirements of the area.

While the hope is that new industrial property will bring additional tax revenues besides providing additional jobs in the community and thus attract a larger population, the realities may prove to be not so much bonanzas as liabilities. The expectation that increased industrialization of the area will provide all the benefits which are presently being anticipated may not, in fact, materialize. The fact is that the benefits that thereby will accrue will be accompanied by corresponding liabilities which the local community must assume but which it presently does not foresee. A more detailed study of this whole problem of industrial growth and development in the area would have great value.

VIEWPOINT

Now that the Massey Medal has become an accepted symbol of recognition of outstanding architectural merit in buildings in Canada:

- (a) *Should judgment be based on drawings and photographs alone, or should the jury visit the building, interview its owners, and study the architectural problem that has been solved to truly appreciate the value of the solution?*
- (b) *Should the field of selection be limited to submissions made to a jury, or should current architecture be examined regularly for buildings meriting consideration, and nominations made to a jury?*

(a) In my opinion the jury should visit the buildings being considered for an award. This might involve considerable expense due to Canada's geography – but possibly this problem could be partially solved by a two stage judgment – with the first stage controlled on a regional level by local RAIC Chapters. These visits would not dispense with the necessity for drawings and photographs but they would put the photograph in a truer perspective, rather than the overly important role it plays under the present regulations.

(b) I believe that a system of regular nominations to a jury would be more satisfactory than the present system. This could also be organized on the basis of local RAIC Chapters. It should not, of course, prevent any architect from presenting his own work, at least at a local level, even if it were not chosen by those responsible for the selection. Ideally a system should be devised that would have the merits of regular objective survey and selection, but guards against the danger of any vested interest or special point of view controlling the choice of submission.

In summary, I would say that the two proposals made, if well administered, would improve the coverage and scope of the Massey Awards program. This would, however, be only a relative improvement in the excellent job that is already being done for the quality and standards of Canadian architecture by the Awards program.

Raymond T. Affleck, Montreal

(a) When juries are architects accustomed to visualizing buildings, drawings and photographs should permit them to make reliable assessments. And if one considers the object is to select and reward buildings having unusually delightful appearances, their commodity and strength being assumed, good pictures seem fair enough. Moreover, pictures provide the possibility of directly comparing one building with another which can be a useful technique in a selection of this sort.

Visits to the buildings in addition would certainly help juries to be sure of their selection, but in my opinion, interviews with the owners would be irrelevant, and the idea of a true evaluation of the building as a solution to a problem would require such a parade of evidence, it is impossible to contemplate and far beyond any normal appreciation of architecture. If time and expenses could be afforded perhaps juries should make their selections and then fly about the country to see them at first hand, with the object of finding the most delightful of their choices for the top award and at the same time providing a chance to correct a misjudgment. However, this suggestion greatly extends the idea of the Massey Medals which I understand is the encouragement of architecture by an exhibition at which awards are made for buildings in various categories. And not as it seems to be considered here, an exhibition of awards that are made somehow prior to the show.

(b) As it is always possible to contend that a building rejected by a preliminary jury might well be selected by a final one, I think the present system is more satisfactory in that it permits any architect having a pleasant building, to place it in the exhibition and hope the jury will notice it without respect to what some intermediate group may think of it.

No matter how a jury is selected, its opinion is unique, neither predictable nor really explicable. But it is of its time, less prejudiced than the opinion of an individual and far sharper than the average judgment of a wide group would be. Juries have the scent of academies because of their nature but their alternatives appear to be either too autocratic or too democratic to be taken seriously.

John Bland, McGill University

(a) It would be preferable that the jury base their judgment not only on drawings and photographs, but also visit the buildings, interview its owners and study the architectural problem that has been solved to truly appreciate the value of the solution.

(b) I feel it would also be preferable that the selections of submissions be extended to current architectural achievements being brought forward as meriting consideration by a nomination committee to this effect.

This procedure would help recognition of outstanding architectural merit in buildings in Canada, but it would necessitate a very great amount of time and work for the jury though the selection committee could be recruited among each of our provincial associations.

Paul G. Brassard, Montreal 26

The Massey Medal Award is a beauty competition. As in all beauty competitions, the least the public can expect is that the winning design should be photogenic, and as attractive from the front as from the rear.

An architect who submits his own designs is probably less immodest than one who coyly persuades his friends to submit them for him.

The most reliable judges will be academic, since these are the only architects trained to admire other people's designs.

Peter Collins, McGill University

(a) In my opinion, judgment should not be based solely upon photographs and drawings if it is fine architecture that we seek to encourage and reward. I would have thought that the artful deceits of the camera were so widely recognized now when it is relatively easy to make comparisons between beguiling photographs and the sobering realities of so much modern building, that this point would not be disputed. Photographs and drawings might well be used as a basis for arriving at a short list, but each building under serious consideration for an award should be visited by a competent jury, however few in number.

Although in certain cases it may be necessary to interview owners and study the architectural problems involved, such cases would probably be exceptional. One would hope that the architectural qualities of any building considered for a Massey Award would be so clearly manifest in the drawings and in the structure itself, that no interview with the owner would be necessary except, perhaps, to confirm its general excellence. I would like to feel that such an interview could be complementary to, rather than essential to the final assessment – unless there were a tie.

Similarly one would expect the jury or juries to be so experienced in reading drawings and in the problems of design that only in exceptional cases would it be necessary for them to study the architectural problem that has been solved – if by "study" we mean to work carefully through the original program, analyse the problem, and its solution.

(b) The questions regarding selection are not easy to answer, but there would seem to be no valid objection to the present system of submission by an architect of his own work. Since the virtue of modesty has not yet been totally eliminated from our society and profession, nominations by architects of another man's work might be invited in addition to submissions. In this regard it might be noted that the preliminary submissions for AIA Honour Awards are made by individual architects and are limited to unmounted 8 x 10 photographs. The RIBA, on the other hand, seems to prefer the system

of nomination and, in the case of Bronze Medal Awards made through local or regional Societies (e.g. the Manchester Society of Architects which is the parent body of several local chapters covering the major part of North West England) a jury elected by the parent body visits and assesses the buildings nominated. The sheer physical size of Canada complicates this problem of course, but it would seem that for some considerable time, potential subjects for Massey Awards will be drawn from the major centres of population (although I understand that our recent Medallists are now undertaking a project in Baffin Land!) and a local or regional jury system might be practical.

The second part of question (b) would need clarification before a direct answer could be given. It is not easy to see how "current architecture" could be "examined regularly for buildings inviting consideration". Who would be the examiners? How would they operate? (through the picture pages of our journals?). What criteria would they employ in their choice of subject?

To sum up I would recommend the following:

- (i) Initial selection by submission and nomination (drawings and photographs)
- (ii) Short-listing if necessary: grouping into regions
- (iii) Election of regional juries – 3-5 members in each major centre – to visit and report on buildings listed in their area. It would be advantageous if one member of each regional jury could be a member of the "grand jury" making the final selection in Ottawa.
- (iv) Consideration by "grand jury" of reports of regional juries along with visual evidence in the form of photographs submitted by candidates and nominees.

Since the Massey Medal and certificates of merit are receiving wide recognition by the general public and press, it is essential that only the highest standard of achievement be rewarded if we are to maintain and, indeed, enhance our professional status. To this end I would strongly recommend the introduction of the regional jury system.

Thomas Howarth, University of Toronto

Toute association professionnelle qui a autorité sur l'admission à la pratique et sur la qualité de cette pratique, et c'est je crois le cas pour chacune des associations canadiennes, a discrétion pour établir les conditions qui qualifieront le candidat. Soucieuse de sa responsabilité, elle doit se tenir en éveil et maintenir, pour le plus grand bien de la profession, un intérêt actif à la formation du futur architecte.

En conséquence, l'enseignement dans les écoles d'architecture se trouve relativement assujéti à ces conditions et doit tendre pour le moins à rencontrer les exigences de l'association.

Il ne faut pas conclure par cela que la liberté académique est violée, car chaque école, et ceci est essentiel, doit déterminer elle-même la forme et les moyens par lesquels sera dispensé un enseignement architectural avec ses particularités distinctives.

Lucien Mainguy, Quebec

Speaking more as a trustee of the Massey Foundation than as an architect, I feel that there is an important point to be made here.

One of the prime functions of this competition in the view of its initiators, is to bring an awareness of good architecture to laymen throughout the country. It seemed that this purpose could best be served by bringing the entries together in one travelling exhibition to focus the attention of the public. It is certainly true that buildings can best be judged only on the site and that there is often an element of deceit in a purely photographic presentation. On the other hand the problems, (and expense) of keeping a jury of distinguished architects together for the time "on the site" judging would take in Canada, are considerable if not insoluble. I feel, therefore, that the plan and photograph method, while not ideal, is a reasonable alternative for judging purposes and essential for exhibition purposes.

Now that the Massey Medals have been in existence for several years, the time has probably come to assess the degree to which the desired objectives are being achieved.

Some modifications and possibly even major changes may be necessary. What these will be it is too early to say but there can be nothing of greater use to those concerned than professional comment such as that stimulated by this Viewpoint.

Hart Massey, Ottawa

Practical and economic reasons limit to some extent the ideals on which the Massey Medal could be awarded. Nevertheless, if this Medal is to remain an "accepted" symbol of outstanding architectural merit, a step forward could be accomplished. The two questions (a) and (b) being interdependent I would suggest, considering the overall aspects or factors involved in a work of architecture, that the team architect, owner and builder, agree to submit to a jury of two local architects, drawings and photographs of the selected building(s) for their approval and nomination to the official jury. This pre-judgment could include a visit to the building and an interview with the owner, in order to truly appreciate, in the interest of the owner, the public and the profession, the value of the solution.

Pierre Morency, Ecole des Beaux-Arts de Montreal

Have the Massey Medals actually become "an accepted symbol of recognition of outstanding architectural merit" to all architects? Is there a danger of devaluating what could be meant by "architectural" merit? Many architects have the impression that recognition is in fact largely given to the presentation material which is submitted for the award. This material could make it difficult to evaluate truly, and without a distorted impression, the actual architectural quality of the building, its aesthetic, functional and structural performance.

A Canadian building has received international recognition as an outstanding building of its kind. It is, in fact, a very distinguished and inspired architectural statement of obvious merit when viewed and experienced. It was expected that recognition in Canada would be through the receipt of a Massey Medal. That the building received no more than a Mention in a category which did not have a Medal winner, is a disturbing commentary upon either the judgment of the many critics and architects who hold this building in highest esteem, or on the methods of arriving at a judgment in making the awards.

Therefore, to further allay adverse criticism of these awards, I am of the opinion that buildings should be visited, studied, and experienced before their architectural merit is determined. Further, to simplify the task of the jury, buildings to be judged should be nominated. This could be done through the Provincial Associations, perhaps by a system of local awards, "Buildings of the Year", or other device which would bring worthy buildings to the attention of a regional jury. British Columbia is in the process of setting up such a local award; an annual plaque for the best building and the best house erected in the Province. Viewing of the building is a condition of award.

These proposals for adjudicating the Massey awards would obviously result in an increase in the time and cost spent on the judging. However, if something is not done, then it would seem appropriate to re-define the "merit" for which the award is being made.

F. Lasserre, University of B.C.

(a) I would venture to express the opinion that the great majority would concur in the suggestion that a building be judged "on the spot" rather than on the basis of drawings and photographs alone. However, it would seem that the problem of expense and jury members' time would be insurmountable. At least, no one has, as yet, proposed a scheme that would appear workable.

(b) I believe many buildings deserving of consideration for Medal awards never appear for consideration because of the customary preoccupation of many architects with their clients' design and building problems, to the exclusion of time and energy being directed to entering a prestige competition, important as such a competition is. There is merit therefore in the suggestion that buildings be selected and proposed by other than their respective architects. On a voluntary basis, perhaps, regional committees appointed as impartial local juries of selection, could be organized by the councils of the Provincial Associations. This would go part way, at least, in meeting the desirable personal observation and experiencing of a building, as proposed by (a).

I should perhaps add that the Massey Medals Committee has not met since the 1958 awards were made. It plans to do so at the Annual Assembly and will welcome for consideration the comments submitted in this Viewpoint discussion. These will be considered along with the most helpful observations of the Jury and the series of points raised recently in the *Journal* by the Executive Director of the Institute.

John A. Russell, University of Manitoba

FROM THE EXECUTIVE DIRECTOR'S DESK

Potentially the most significant event of the architectural year in Canada is the decision by the Royal Institute to establish a special inquiry to examine the entire subject of design in the building of the residential environment.

The proposal was discussed and approved at the Annual Assembly in Windsor this past week.

An announcement is expected very shortly by the President concerning the appointment of well qualified senior members of the Institute, broadly representative of the profession, to serve on the Committee of Inquiry.

It is anticipated that the probe will have the full support and co-operation of Central Mortgage and Housing Corporation in terms of advice and manpower for research, and the possibility exists that, under Part V of the National Housing Act, financial assistance will be made available for the study.

This action by the Institute stems directly from a suggestion made by the President of Central Mortgage at the 1958 Assembly in Montreal. At that time Mr Bates invited the Institute to make a comprehensive study of the whole fabric of suburban growth in order to find a basis for a fuller and more effective participation by architects in the building of residential areas.

A previous proposal by Mr Bates in 1957, respecting the desirability of greater participation by architects in housing design, had led to the formation that autumn of the Special RAIC-CMHC Committee under the chairmanship of James Murray.

The action by this Institute to appoint a Committee of Inquiry results from a recommendation by the Murray committee to the Executive Committee of Council in April. Mr Murray and his colleagues reported that there has been widespread dissatisfaction with the character of suburban growth during the last decade. The Committee stated categorically: "The architectural profession has not played a major part in the design of residential areas".

It is clear that the above opinion is not shared alone by architects. In the March issue of the *National Builder* the editor charged: "... the majority of well designed houses in Canada are being designed by builders, not architects . . . Architects are simply not interested in designing or building houses because they cannot make a living at it . . . As soon as they start getting commercial and industrial commissions they drop housing . . ."

These statements are not new but the profession has been vulnerable to external criticism when comparatively few architect-house designers participate in the annual Canadian Design Council Competition, as was the case this year.

However, it should be of considerable interest to the Canadian housing industry as a whole that the Institute is "now prepared to firmly embrace its full national responsibility for that branch of architecture which most closely touches the lives of our citizens".

Robbins Elliott

CALENDAR OF EVENTS

The Institute has announced that the 53rd Annual Assembly will be held at the Fort Garry Hotel, Winnipeg, Manitoba, June 1-4 inclusive, 1960.

The Massey Medals for Architecture 1958 Exhibition, having been displayed in Ottawa, Vancouver, Winnipeg, Toronto, and Montreal, will be shown in two western cities during June and July: Calgary, June 3-13; Regina, June 16-July 3. In September the Exhibition will move to Edmonton, and in October to Halifax.

L'événement marquant de l'année en architecture pourrait bien être l'enquête spéciale que l'Institut Royal a décidé d'instituer, portant sur tout le problème de l'aménagement et de la construction des quartiers résidentiels.

La proposition relative à cette enquête a été étudiée et approuvée lors de l'Assemblée annuelle qui a eu lieu à Windsor au cours de la semaine qui vient de s'écouler.

On s'attend à une déclaration prochaine du Président au sujet de la nomination, à la Commission d'enquête, de membres de l'Institut qui possèdent la haute compétence et la longue carrière voulues et qui représenteront la profession dans son ensemble.

On prévoit que l'enquête aura l'appui entier et la collaboration de la Société centrale d'hypothèques et de logement qui fournira les conseils ainsi que la main-d'oeuvre nécessaires à la recherche, et il est même possible qu'aux termes de la Partie V de la Loi nationale sur l'habitation, l'enquête bénéficie d'une aide financière.

Cette initiative de l'Institut s'inspire directement d'un vœu exprimé par le président de la Société centrale lors de l'Assemblée de 1958, à Montréal. M. Bates avait, à cette occasion, invité l'Institut à entreprendre une étude complète de tous les problèmes que pose l'expansion des villes vers la banlieue, afin d'exposer les bases d'une participation plus active et plus efficace des architectes à l'aménagement des quartiers résidentiels.

M. Bates avait déjà formulé une proposition en 1957 selon laquelle il estimait opportun que les architectes participent davantage à la réalisation des maisons d'habitation; à la suite de cette proposition, une commission spéciale de l'IRAC et de la SCHL a été formée à l'automne de la même année sous la présidence de M. James Murray.

La décision prise par l'Institut d'instituer une commission d'enquête donne suite à une recommandation soumise en avril par la commission Murray au Comité exécutif du Conseil. M. Murray et ses collègues ont signalé dans leur rapport qu'il y a mécontentement général au sujet de la façon dont les banlieues se sont développées au cours des dix dernières années. La commission a déclaré sans ambages: "Les architectes ont joué un rôle bien accessoire dans l'aménagement des quartiers résidentiels."

Il est certain que cette opinion est partagée par beaucoup de personnes qui ne sont pas architectes. Dans le numéro de mars de la revue *National Builder*, le rédacteur a déclaré: "... la plupart des maisons canadiennes bien conçues le sont par des constructeurs et non par des architectes . . . Les architectes ne sont tout simplement pas intéressés à dresser des plans de maisons d'habitation ou à en construire parce qu'ils ne peuvent en faire leur gagne-pain . . . Dès qu'ils commencent à obtenir des contrats de construction à des fins commerciales et industrielles, ils abandonnent l'habitation."

Ces déclarations n'ont rien de neuf mais notre profession prête le flanc à la critique lorsque, par exemple, si peu d'architectes dessinateurs de maisons prennent part au concours annuel du Conseil national d'esthétiques industrielle comme cela s'est produit cette année.

L'industrie canadienne de l'habitation devrait donc être fort intéressée d'apprendre que l'Institut "est maintenant disposé à assumer avec vigueur toutes les responsabilités qui lui incombent en notre pays dans ce domaine de l'architecture qui touche de plus près la vie de nos concitoyens."

FUTURE ISSUES

June	Campus Planning
July	RAIC Annual Assembly
August	General

CONTRIBUTORS TO THE ISSUE

Anthony Adamson is a contributor of longstanding to the *Journal's* pages. In addition to his already wide range of interests and professional skills, he has become a power to be reckoned with in the architecture of Eastern Ontario. During the past two years he has spent a good deal of time rescuing buildings from demolition on behalf of the Ontario St Lawrence Development Commission, in the areas about to be flooded for the new Seaway, and in arranging their disposition in Upper Canada Village. He has also recently been appointed Vice Chairman of the National Capital Commission, the successor to the National Capital Commission, where we hope that his taste and learning will be effective.

The *Journal* is particularly indebted to Professor Adamson at this time for his great help in assembling material for this issue.

Kenneth H. Candy is Chief Architect of the Hydro Electric Power Commission of Ontario. He is in charge of design for all buildings owned by Hydro which may be designed either in the Architectural and Building Department of Hydro or commissioned from private firms. As his article explains, he played a key role in the rebuilding of the flooded areas in the Seaway Valley.

Macklin L. Hancock and **Donald W. Pettit** both hold BSA degrees from the University of Toronto and studied in the Graduate School of Design at Harvard. Mr Hancock was for four years the Director of Planning for Don Mills Development Co. and Mr Pettit for three years was its Senior Landscape Planner during the period when the important decisions were made about the basic form of Don Mills. Mr Hancock is now President, and Mr Pettit a Director of Project Planning Associates, the firm which they set up two years ago. They are engaged in projects of town planning, industrial development, shopping centres and landscape architecture.

Marion Bell MacRae was born in Glengarry County, Ontario. She studied at the Ontario College of Art and the University of Illinois and is presently employed as an instructor in Museum Research at the Ontario College of Art. Miss MacRae is secretary of the Architectural Conservancy of Ontario and a member of the Advisory Committee on Design for Upper Canada Village.

Richard A. Preston was born and educated in England and after receiving his MA from Leeds University came to Yale as a Commonwealth Fellow and took his Ph.D. there in 1936. For the past ten years he has been Professor of History at the Royal Military College in Kingston, where in addition to his major field of American Colonial History, he has become an authority on the history of Kingston and of the Upper St Lawrence Valley.

POSITION WANTED

Young British Architect seeks interesting and responsible position in an office where additional qualifications and experience in city planning and landscape architecture would be an asset. Experience includes 4 years in United States and own private work. For further details please write indicating prospects and salary to **Robert Nicholls**, C/O DICKSON, 7 VAN CORTLAND AVENUE, STATEN ISLAND, NEW YORK.

INSTITUTE BRIEF TO FEDERAL WORKS MINISTER

Climaxing many months of preparation, the RAIC, on Thursday, April 30, presented to the Honourable Howard C. Green, Federal Minister of Public Works, a written brief on the subject of the inadequate schedule of fees now being paid to private architects engaged by the department.

The delegation, who met with the Minister and the Deputy Minister of Public Works, Major-General H. A. Young, consisted of Maurice Payette, President; A. J. C. Paine, Past President (1955-56); Harland Steele, Honorary Treasurer, and Robbins Elliott, Executive Director.

The points raised in the brief and during subsequent discussions were given courteous consideration by the Minister, who agreed to have his officers undertake an immediate review of all factors bearing on the remuneration of private architects by the Department of Public Works. Further discussions are taking place between the Institute and Departmental officials.

1959 ANNUAL REPORT TAKES NEW FORMAT

Favourable comment followed the distribution recently of the 1959 RAIC Annual Report in a new and revolutionary format. In smaller, more compact form, the report is made more readable through introduction of numerous illustrations. Photos of the principal officers and chairmen of all standing committees, special committees and the Institute College of Fellows accompany the individual reports.

ONTARIO

Young Canada is in a transition period. From the pioneer start to a mature, settled stage is a process of centuries. We are still far from any synthesis of the full grown. Yet various symptoms of maturation are noticeable.

The one symptom we like to mention is a growing interest in our ancestors' achievements. Lately quite a number of historical societies and local museums were being started in Ontario. There is an increasing desire to preserve the best of those fine houses of previous generations. Some buildings were moved all together to quiet locations, such as pioneer villages, where their undisturbed song will draw the public's attention. Upper Canada Village on the St. Lawrence River is a splendid example.

These places will attract architects too. The modern architect can not believe in form-tradition, but he realizes the value of one, the most important tradition. He knows that all genuine architecture once was contemporary: it expresses the tendencies and ideals of its time. This tradition will feed his own, similar intention.

The old houses, however, will teach him more than that. He will observe how they were created with superb craftsmanship, in a spirit of devotion and humility.

Did not we lose a great deal? Good craftsmanship hardly exists any more; humbleness got scarce, devotion one-sided.

Too many of our new buildings demonstrate how interesting, how daring an architect can be and how important the owner looks in his shiny palace. Here the dignity and aristocracy of fine taste made place for direct and cheap effect.

Perhaps we cannot expect too much in this boisterous world of ours. However, besides a collection of either dull or jazzy specimens, some really fine buildings testify that, at least somewhere on this earth, a mature, strong mind is to be found.

Would devotion not frustrate imagination, and humbleness even choke the pregnant creative mind? In many cases it would: particularly in the young artist's. Not in the full grown, balanced mind though: a certain humility and a sincere devotion will ennoble its fruit, enrich its song.

Wise men brag nor shout. See what those ancestors left behind! We certainly can learn something.

Jan H. Albarda, Thistletown

REPORT FROM THE HAMILTON CHAPTER

Architecture is a proud profession but we as architects are sadly lacking in the pride required to uphold this rewarding occupation. The reward is not in monetary returns only, unfortunately necessary, but rather by influence in our country as we create individual projects outstanding only by sheer contrast with the vast expanse of terrible architecture.

Travel across our Dominion from the Atlantic to the Pacific and you will see a pandemonium of junky unkempt stores, shops, speakeasies, a monotonous grid pattern of contractor developer, inhuman surveys of just habitable homes. Motels, hotels, and hostels along the roadside and in the cities, provide beds, not always comfortable, and very little more. Eating places abound in the manner of hot-dog stands, greasy spoons and mediocre attempts at individual character. Offices where the city dweller spends his many waking hours might well be four painted walls of a prison creating a desire to rush through the workday week to the freedom of a week-end.

A lifetime is hardly adequate for all the work we have before us as architects. With our training we can influence the survey developer to purchase contoured land, leave all the stately old trees, forget that a rectangle is so easy to draw, vary the plots of land, gradually change the standard of present day houses, and make the neighborhood proud of its development. Don Mills development is a start. Surely many of us must be closely associated with these developers, contractors, survey schemes. Surely we can convince these people that so much more can be done for the same amount of money if trained planning is applied. We, as architects, must convince builders and owners that there is much room for improving the appearance and surroundings in buildings so that motels add to our roadscape, hotels show off views and vistas, and welcome a visitor's attendance rather than drive him away as is the case today. We have an opportunity today with the vast building program to influence all the population with our solutions to human habitation at places of work. We know how to design accommodation for office personnel so that the employees can enjoy their working hours and in fact regret their absence from work.

The architects of our country must change the appearance of our cities and countryside, by their work and influence. The work and influence can best be affected in the projects such as housing, apartments, stores, shops, small factories, offices, all of which presently enjoy the reputation of marring our landscape, society and Canadian character.

We, as architects, can influence villages, towns and cities into a realization of how much improvement lies at their disposal. The City of Hamilton Council action in connexion with "Architectural Review Board" is an example of how we can serve our communities. In order to protect the new Civic Square our Mayor, Lloyd D. Jackson, initiated an investigation into how our city could be improved in appearance in the areas surrounding the New City Hall. The architects were asked to submit their recommendations. A committee of architects and civic officials were appointed to study the problem and make recommendations.

The committee known as the "Architectural Review Board" studied the activities in other cities only to find archaic rules governing the appearance of buildings by requirements such as "only stone will be permitted in the first storey of a building", "only certain heights will be permitted", all limiting the design possibilities. All such written restrictions were obviously not desirable to the freedom of design. The committee agreed unanimously that absolute freedom of design must be maintained if good architecture was to be encouraged. Architects of the future must not be influenced by our doctrine of design today. The only stipulation we could recommend for "Architectural Control", was that all buildings must comply with the philosophy of "Good Architecture". To describe "Good Architecture", to the City Council was the committee's next task. Architectural terms such as "proportion, scale, massing,

texture, flexibility, fenestration, materials, contrast and colour", sponsored inspiring oratory in the chambers of City Council. The most serious objection by City Council was the control of building cost and colour.

After many months of meetings, public opinion resolved. A special act in the Provincial Legislature was passed enabling the City Corporation to pass a by-law regulating the appearance of buildings in a 25 block area surrounding the New Civic Square. The by-law is presently in the process of preparation but the Architectural Review Board, is in existence in an advisory capacity, operating as it will after by-law approval.

The results of the Architectural Board work is not visible to date but I am convinced that the same success is possible here as was achieved in the appearance of lower Yonge St. in Toronto. Signs, wire, poles, television aerials are now blotting our city's appearance. Opposition to regulating signs is now experienced by the Architectural Board, and signs today do not add to the downtown appearance. Signs are necessary to the businessman, but surely they serve no purpose if they are hung on walls with wires and vast sheet metal junk blotting out a neighbour's equal attempt. Identification by manner of signs can be effective and stimulating. Architects must lead the way in this field by examples of their improved solution to this problem.

Building and sign projects submitted to the Architectural Review Board has already shown careful attention to the matter of design. A zoning review in this control area has resolved a very careful study of height restrictions. The old Hamilton zoning by-law carried the famous "New York Wedding Cake Building" solution to economy and height restrictions. The Architectural Review Board recommended, a by-law which will not limit height, but will encourage setbacks, light, air, and vistas by floor area bonuses. Good architecture again was the uppermost requirement.

Thus architects in Hamilton can in effect encourage improvements and attention to good planning and design throughout the city. By these means we as architects shall make Good Architecture the leading element in our Canadian culture.

*S. M. Roscoe, Chairman,
House and Property Committee*

OBITUARY

With the sudden passing of **Cecil McDougall** on the 20th of April, 1959, the architectural and engineering professions lost a distinguished member.

Born at Three Rivers, P.Q., in the year 1886, he received his early education at the Montreal High School before entering McGill University to study Engineering.

After completing the B.Sc. course, he became interested in the sister profession of architecture, which led to the degree of B.Arch., and the resulting alliance made a definite impression upon his chosen career as an architect.

In addition to his many-sided professional activities, he found time to take an interest in town planning and served for many years as a representative of his Alma Mater on the City Council of Montreal. He was also a member of the Sir Georges Etienne Cartier Corporation and as the Chairman of its Planning Committee, played a leading part in the creation of a program setting forth the requirements for a new concert hall in the city.

Having practised as an architect and engineer for over forty years it can be well understood that his works were not lacking in variety, ranging from the early beginnings in the domestic field to a more mature period which included the new Montreal General Hospital.

Supplementing this major project, there might be mentioned in brief some others of a like character; The Montreal Children's Hospital, the Royal Edward Laurentian Hospital (Montreal and Ste. Agathe divisions), the Redpath Library, the Physical Sciences Group, an addition to the Engineering Building at McGill University, a school at Ste. Agathe, and a varied assortment of industrial buildings.

He is survived by his wife, formerly Alexandrina McArthur, and a son, Malcolm. He also leaves an extensive group of appreciative friends in all walks of life, including the building industry at large, his former partners, and office associates.

John Roxburgh Smith

THE INDUSTRY

CANADIAN PITTSBURGH INDUSTRIES LIMITED

Available now in Canada is a new semi-gloss fire retardant paint to overcoat flat fire retardant paint, and with the same durability of a tough, industrial semi-gloss finish.

Sole distributors in Canada of Ocean Chemicals Limited, Canadian Pittsburgh Industries Limited state the semi-gloss is a new breakthrough in fire retardant paint since it does not increase the flammability of the undersurface.

Most fire retardant paints are too soft and porous for acceptable durability but the new semi-gloss (No. 700) has been shown in all tests carried out by the Underwriters Laboratories of Canada to have the durability of conventional semi-gloss, combined with exceptional fire retardancy.

At a recent demonstration before architects, fire chiefs and industrial managers, Canadian Pittsburgh officials explained that the paint withstood 23,000 scrub strokes without any film deterioration. It also received an exceptionally good flame spread rating of 40.

Approved by the United States and Canadian governments for the Department of National Defence, CPI officials state the paint is especially useful for schools, hospitals, institutions, warehouses, factories, airplane hangars, penal institutions and cottages. It is particularly effective in that it retards fire spread so that people, equipment and valuables can be evacuated, and also affords additional time for the fire department to arrive and work.

Available in white and 12 other colors, the paint can be applied by brush, roller or spray to any interior surface.

Canadian Pittsburgh explains that when fire strikes, at approximately 300 degrees Fahrenheit, the paint coating immediately puffs into an insulating mat many times the original thickness of the coating. The mat, or puff formed, retards surface fire spread, as well as heat penetration to the surface underneath. Thus the coating is transformed into a protective fire barrier.

NEW SECTION ADDED TO COLOR GALBESTOS LINE

Robertson-Irwin Limited are now offering their Color Galbestos protected metal for sidewalls in this new "Box-Rib" section, in addition to the three established profiles: Corrugated, Mansard and V-Beam. Available in a choice of four colours — red, green, gray and black.

The new section has all the fasteners in the low corrugation which adds to the clean, attractive appearance of the product. It is available in 24 and 22 gauge protective colour coating both sides, supplied in lengths up to 10' 3" with weather coverage of 27". Countersunk for end laps of 4".

Robertson-Irwin report that Color Galbestos makes it possible to specify coloured sidewalls at much lower cost than possible by any other means because its weather and corrosion-resistant features reduce maintenance expense to practically nothing. It is available for single skin or insulated type construction. More details can be obtained by writing to the Company at 411 Parkdale Avenue North, Hamilton, Ontario.

NEW TYPE HANGAR DOORS CREATED BY ELEVATOR COMPANY

Calgary's recently completed aeroplane hangar at McCall Field features a new concept in hangar doors. These custom designed doors can present a clear hangar opening of as much as 200 ft. located or distributed anywhere across the entrance. The system is composed of four five-leaf sandwich sections, each of which may be automatically telescoped to cover some 13 to 63 ft. of the total opening. The electrically driven groups of leaves may be located anywhere across the hangar opening — which, at McCall Field is 252 ft. wide and 30 ft. high. The stacking feature of this new door eliminates the need for wide pockets at the sides or for expensive overhead doors. Yet, it affords great flexibility and economy in handling aircraft.

The system was designed, fabricated and erected by the Hangar Door Division of the Turnbull Elevator Co. Limited specifically for this project.

HART & COOLEY

No. 461 PERIMETER DIFFUSER

A new perimeter diffuser known as the No. 461 is the latest addition to the Hart & Cooley line. The new diffuser is only 18" in length but in all other respects it is the same as the Hart & Cooley No. 46 which was introduced to the trade last year. It is equipped with an Airfoil valve of very low resistance and consequently offers a more centralized air distribution.

Lateral and vertical fins together with the curve of the valve and its high mounting assure minimum resistance with constant air velocity pattern regardless of volume.

Technical data available by writing c/o Hart & Cooley, Fort Erie, Ontario.

STURTEVANT ISSUES NEW BOOKLET

A new booklet on air conditioning, handling, cleaning, heating and ventilating has been issued by the B. F. Sturtevant Company, of Galt, Ontario.

The 32-page book "Sturtevant Puts Air to Work" is split into three sections. The first deals with general air conditioning systems, field assembled system components, air handling components and packaged type units.

The second section discusses unit heaters, distributing units, heating coils, propeller exhaust fans and roof ventilators. The third section on air cleaning, discusses Precipitron units and small package units.

Complete specifications and product illustrations along with rating and performance on specific units make this book a must for consulting engineers and architects. For your copy please write the B. F. Sturtevant Company of Canada Ltd., Galt, Ontario.

PRATT & LAMBERT INC. ARCHITECTURAL SPECIFICATION MANUAL

Pratt and Lambert Inc. have published a new and revised edition, the ninth, of their Architectural Specification Manual. Once again it is a very competent and useful job. In addition to recommended specifications, the manual discusses the firm's products, paints, varnishes and enamels, in terms of various building surfaces to which they may be best applied; it also provides an index of surfaces, listed alphabetically, and an additional breakdown by building types, residences, schools, industrial buildings, etc. Colour is discussed in terms of relative values, degrees of reflection and the firm's "Calibrated Colour Plan", a system of finding a complete colour scheme from a chart, is included.

The manual runs to 260 pages and is well indexed.

NEW SELF-SEALING SHINGLE

ANNOUNCED BY CANADIAN GYPSUM COMPANY

SUPERSEAL Asphalt Shingles that provide maximum resistance against high winds have just been introduced by the Canadian Gypsum Company, Limited.

A new sealing agent developed by the Company is in a series of 12 rectangular spots on the face of each shingle. This sealant is applied along the centre line of the shingle as it is manufactured. When shingles are applied to a roof, and after short exposure to the sun's heat, the sealant spots fuse firmly with the backs of overlapping shingles to provide an over-all, sealed-down roof that withstands strong winds.

Unlike other shingles of this type that seal the full length of each tab, SUPERSEAL Shingles are sealed at intervals. Moisture drains down and out and cannot back up to cause trouble.

Available in eight popular colours, SUPERSEAL Shingles are packed in regular shingle bundles. Roofers can work from bundles, handling SUPERSEAL Shingles in the same manner as regular strip shingles. No labour time is lost handling paper tapes or adjusting work habits for back to back bundling. There is no tape to remove from the specially processed sealing agent before application to the roof.



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Our colleagues in England will welcome the opportunity to meet you. Please contact our Canadian Head Office for complete information . . . and, *bon voyage*.

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Individual or group visits are always welcome at the Pilkington sheet glass manufacturing plant in Toronto. Simply contact our Head Office to make arrangements to take this interesting tour.

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