

# JOURNAL

ROYAL ARCHITECTURAL  
INSTITUTE OF CANADA



VOL. 18 TORONTO, DECEMBER, 1941 NO. 12

**MERRY**



**MAS**

**CANADIAN TUBE & STEEL  
PRODUCTS LIMITED MONTREAL**





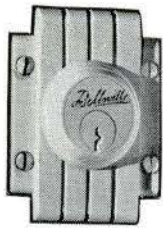
Though war and its problems are all around us, there are some things war cannot change. The wishes that Christmas inspires are still the same. We hope that this Christmas will bring you happy memories and a measure of reassurance . . . that the future will bring you peace.

CANADIAN JOHNS-MANVILLE CO., LIMITED

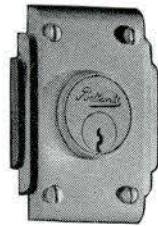


# Belleville

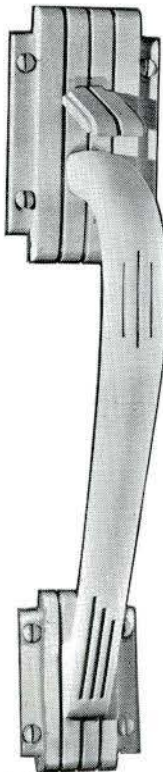
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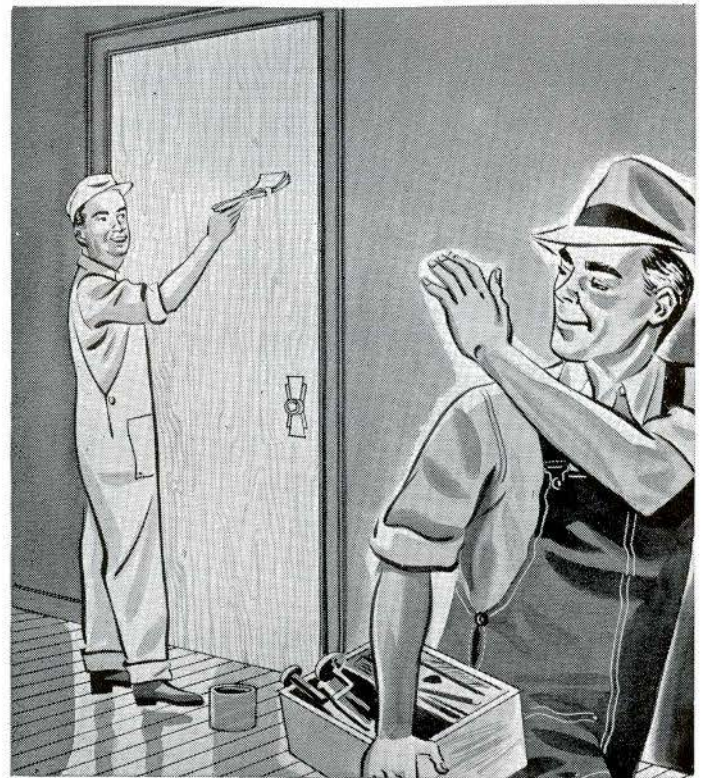
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LIMITED**  
BELLEVILLE, ONTARIO

*"Hardware of Distinction"*



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**SPEEDS UP THE JOB!**  
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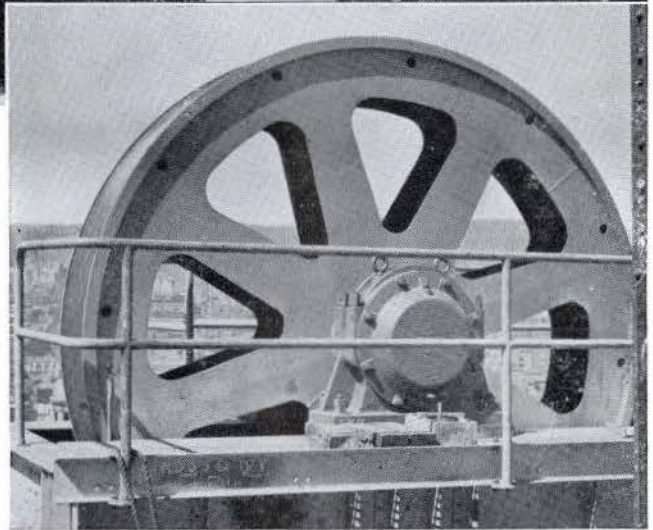
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Quebec Agents: H. R. MacMillan Export (Quebec) Limited,  
308 Coristine Building, Montreal



# LACHINE CANAL LIFT BRIDGE

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The sheaves measure 12' in diameter, are built of steel plate welded together and stress-relieved before machining and are the largest all-welded sheaves in use in Canada.



Complete engineering, plant and erection facilities located across Canada enable Dominion Bridge and associate companies to play an important part in the effort of Canadian industry and transportation to meet peace or wartime requirements.

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STANDARD IRON WORKS LTD., EDMONTON, ALTA.

## A MAP EXPLAINS THE "Cork Situation"



★ Glance at this map and you will quickly understand why there is a "CORK SITUATION". Most of the world's cork supply comes from the forests indicated by the white dots on this map. It is obvious that present world conditions make the transportation of anything from this area a hazardous undertaking.

In spite of this difficulty, cork is still coming in. The future, however, is another matter. The result is that a good percentage of the imports are being set aside against the eventuality of the supply route being stopped.

Some day in the not too distant future, defence needs will slacken off . . . the supply of corkboard will again be plentiful to take its place in *all* of the vital insulation problems of modern building and industry.

Meanwhile, in order to expedite the delivery of orders, we would appreciate knowing of your requirements as far in advance as possible. Please write, or phone for information on any insulation problem . . . Our technical department is at your service.

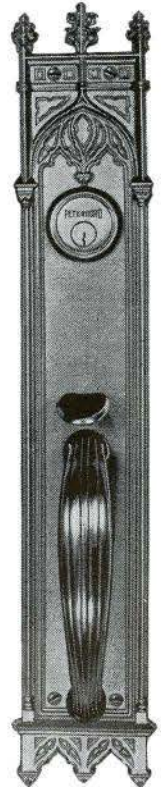
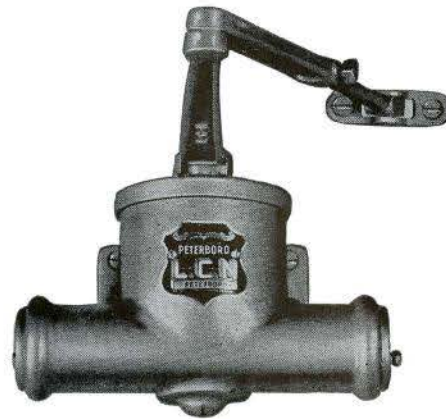


## ARMSTRONG CORK & INSULATION

COMPANY LIMITED

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:**HARDWARE**:  
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LOCK MANUFACTURING COMPANY, LIMITED  
PETERBORO, CANADA

# New . . . A TRULY EFFICIENT COMMERCIAL FLUORESCENT FIXTURE!

Patented Diamond Reflectors in  
Silvray's Silvrescent Luminaires

mean

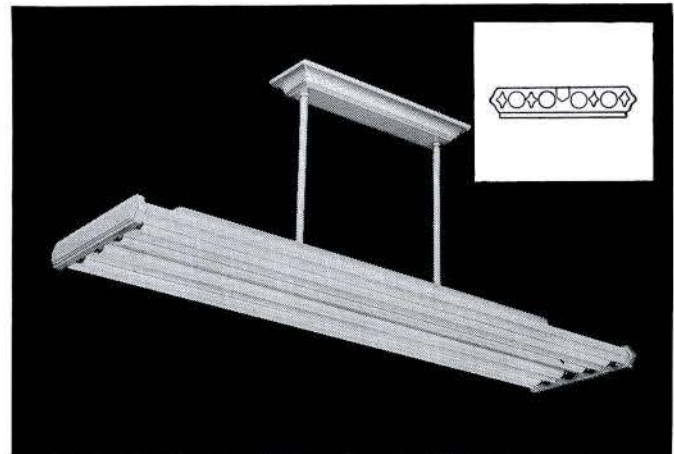
- EFFICIENCY   ● COMPACT STYLING
- RUGGEDNESS   ● EASY MAINTENANCE

● Patented diamond reflectors in Silvrescent luminaires solve fluorescent lighting for stores and offices. *Have more, better and cooler light!* Highly efficient diamond-shaped reflectors between the fluorescent tubes eliminate light absorption from lamp to lamp. Horizontal light is deflected up or down, providing a combination of downward and indirect light. Lighted ceilings mean "balanced brightness" to relieve contrasts between fixtures and their background.

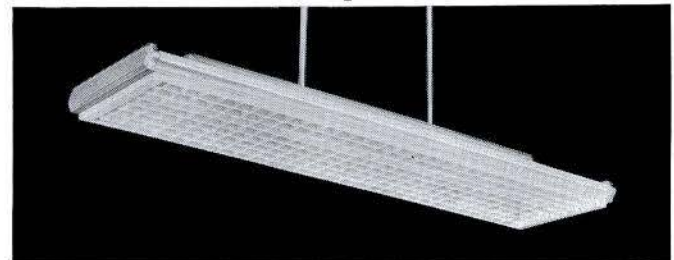
These same reflectors permit COMPACT STYLING. Imagine FOUR 40-watt lamps in a luminaire only 13" wide by 2" deep! Yet they are substantially shielded. Auxiliary "egg-crate" shields may be added at any time, and are recommended for most office and school installations. They are only ½" deep, and furnish effective shielding and added attractiveness.

Two types of luminaires provide for ceiling or suspension mounting. Suspension mountings are adaptable for continuous end-to-end installation. All parts are die-formed for uniformity, and are interchangeable. Simple, rugged construction assures easy maintenance and cleaning. These units are available for both 25 and 60 cycle systems. Ask any branch of Amalgamated Electric Corporation for complete information on Silvrescent luminaires.

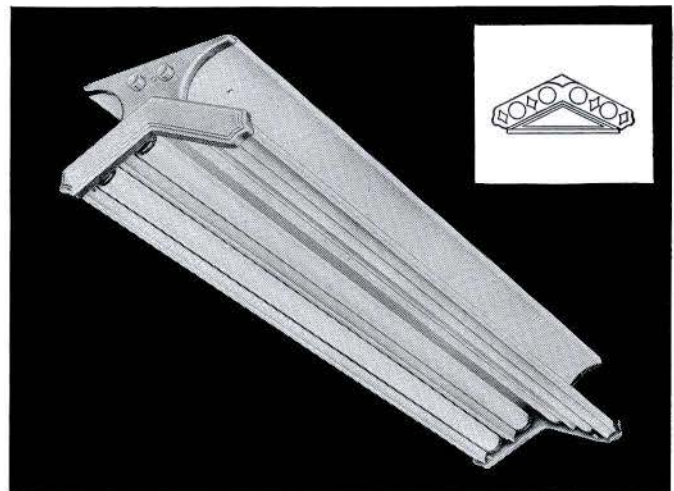
Amalgamated Electric Corporation Limited, Toronto and Montreal. *Western Divisions:* Langley Electric Manufacturing Co. Ltd., Winnipeg; Langley Electrical Co. Ltd., Calgary; Langley Manufacturing Co. Ltd., Vancouver.



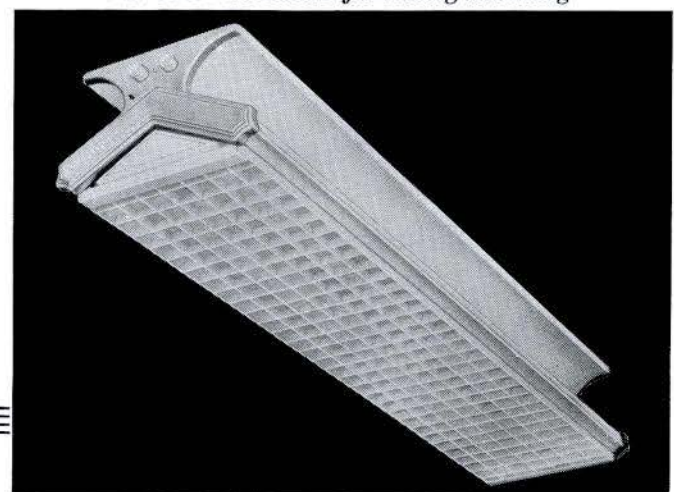
No. 604 F.S. Suspension Fixture



No. 604 F.S. Fixture with shield attached



No. 504 F.C. Fixture for ceiling mounting



No. 504 F.C. Fixture with shield attached

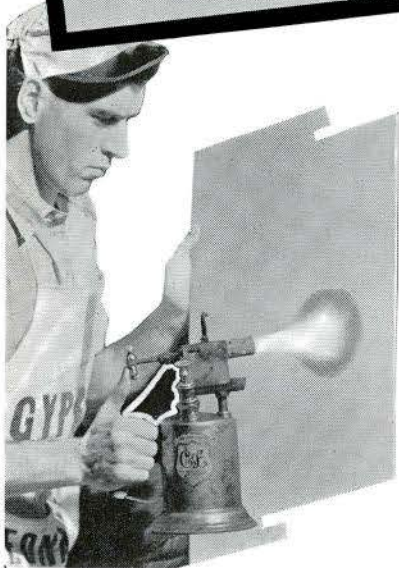


## AMALGAMATED

ELECTRIC CORPORATION LIMITED

Amalgamated Electric Corporation Limited is proud to be extensively occupied with its part in supplying Canada's war requirements.

**THERE'S NO EXTRA  
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FIRE PROTECTION**



Gyproc Fireproof Wallboard costs no more (and in many instances actually costs less) than other wallboards. Yet no other wallboard can offer all the features of Gyproc.

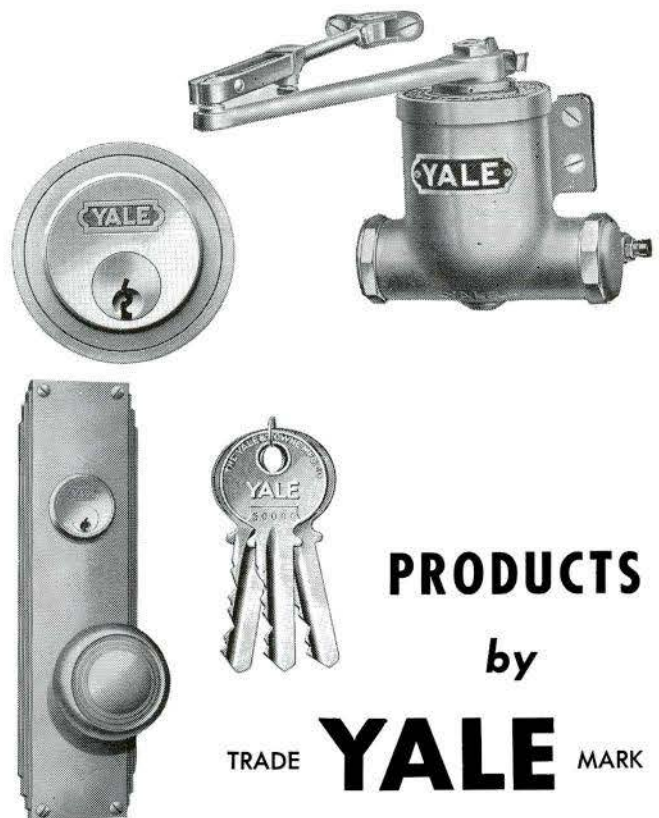
- **SAFETY** — Gyproc is pre-cast gypsum plaster in sheet form. It is fire protective; a retardent to the passage of destructive heat.
- **PERMANENCE**—Gyproc is not affected by atmospheric changes. It will not warp, shrink or swell.
- **ECONOMY** — Gyproc saves time in construction and reduces waste.
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AT ITS  
FINEST**



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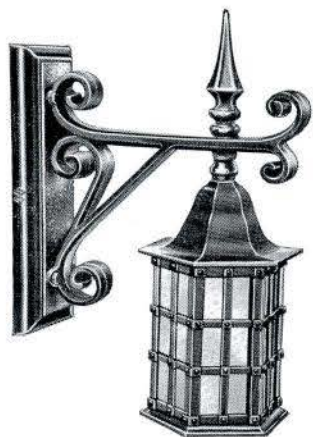
Finishing hardware is beautifully wrought to blend with any architectural period—locks are sturdy and secure—door closers are efficient and dependable.

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*To the*  
ARCHITECTS  
*of*  
CANADA

# GREETINGS

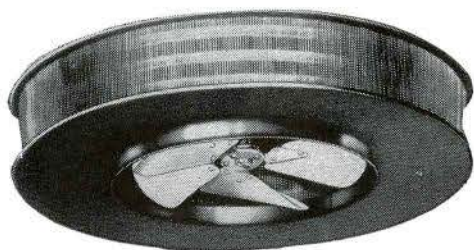
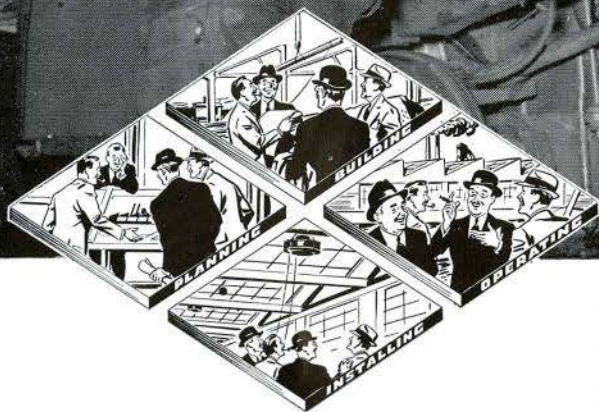
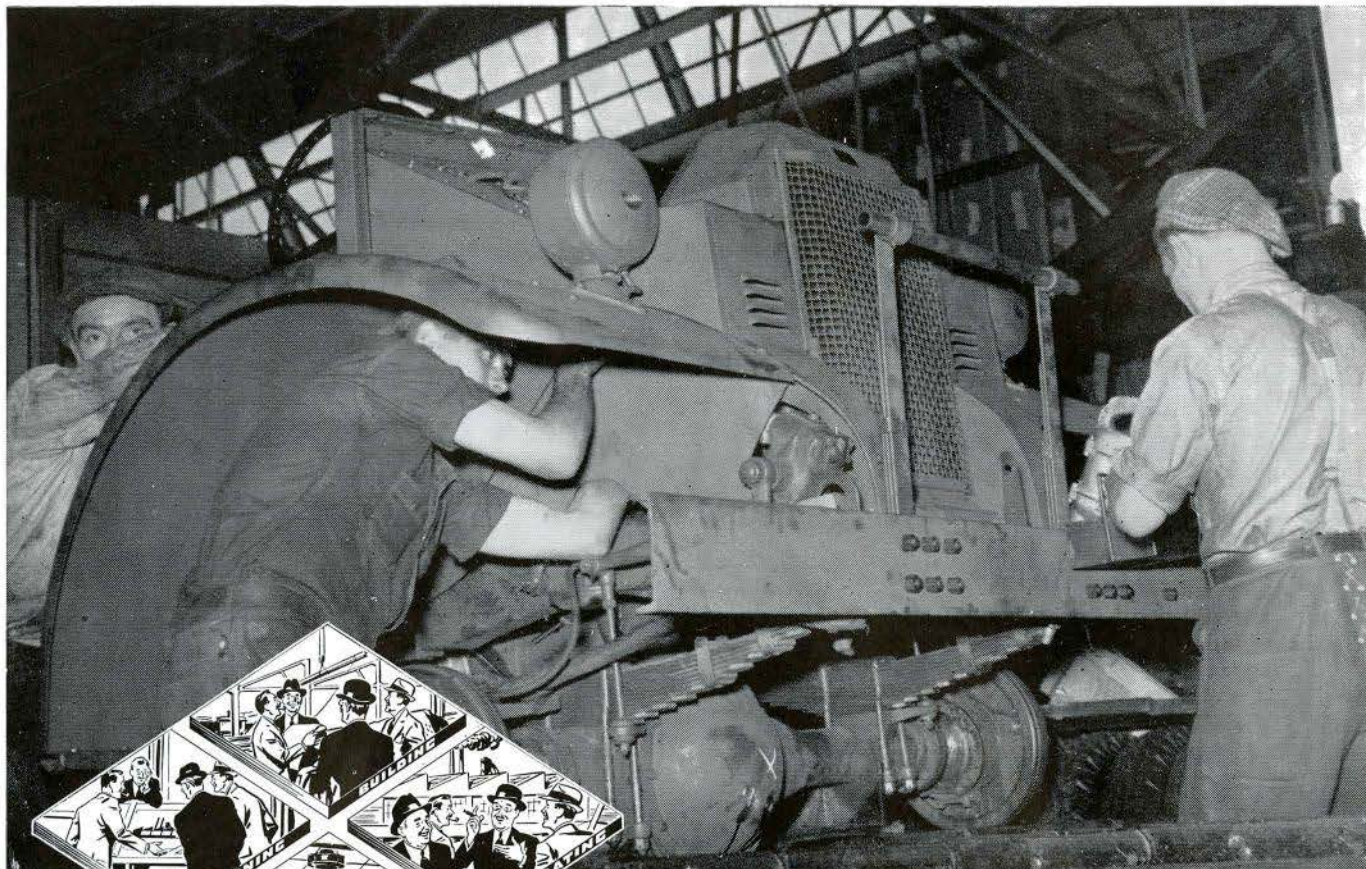
It is not our wish that the festive season be overclouded by the serious issues confronting our nation. Let us rather keep in mind that a united, co-operative front maintained throughout the crises will assure for the coming years the happiness and good fellowship of which Christmas in our land has ever been the symbol.



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# JOURNAL

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**A**S CHRISTMAS approaches we are once again reminded of the speedy passage of time and the approach of a new year in which we hope to accomplish greater things than we have in the past.

The Architectural profession has probably been affected to a greater degree because of the war than any other profession. Many of our Members as will be seen elsewhere in this issue are serving with the active services in the army, the navy and the air force and many of these are in positions where their architectural training and ability is of prime importance. There are many others who are serving as architects and architectural draughtsmen in various Government construction departments and in Government financed companies doing war work, and these are serving for a minimum of financial return. Those of our Members still carrying on in private practice are of necessity doing, in the main, buildings directly or indirectly connected with the war effort and many of these men are working long hours under great strain to produce buildings in the shortest possible time. A shortage of architectural draughtsmen makes production even more difficult, so much so that it can be said that because of the system under which the Government is producing many of its war buildings the war effort is actually being retarded for lack of architectural assistance. It is now realized that this condition would have been avoided had our suggestions made to the Government at the outbreak of war through the National Construction Council been followed. To overcome this deficiency your Executive, working with the Wartime Bureau of Technical Personnel, is making a very serious effort to marshal the forces of the architectural profession and all branches of engineering, but it is only with the co-operation of every Architect in completing and returning the questionnaire that success can be attained.

Much thought is being given to the coming post war period and what contribution we can make, along with other organizations to the period of rehabilitation for which practical plans must be prepared and carried out or serious hardships will result. Because of our wide spread organization it is important that all Members give this matter their serious consideration particularly with respect to local conditions and express any constructive ideas they may have to the Council and come to the Annual Meeting in February prepared to discuss this problem in which the construction industry can play such an important part.

At our Annual Dinner this year in Montreal where the Institute will be the guests of the Province of Quebec Association of Architects we will be honored by the presence of His Excellency the Governor-General of Canada, who will receive his honorary Fellowship degree at the hands of Chancellor H. L. Fetherstonhaugh, of the College of Fellows, after which His Excellency will present the Fellowship certificates to the newly elected Fellows of the Institute.

We are all gratified by the splendid strong condition which our Journal has been able to maintain through this difficult period. It is probably more broadly and completely read and with greater interest these months than previously as our common problems bring us closer together, and our advertisers are sure to profit by their continued support when profits are again permitted.

On behalf of the Council I extend the Season's Greetings to all our Members both at home and abroad.

BURWELL R. COON.

# MEMBERS ON ACTIVE SERVICE

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Sub-Lieut. James A. Woollven, R.C.N.  
Died on active service: Capt. G. K. Crowe, R.C.E.  
Killed on active service: Flying Officer George Auld, R.C.A.F.

## Saskatchewan

Flying Officer F. J. Martin, R.C.A.F.

*This list has been prepared by Provincial Associations. The "Journal" will be glad to correct any errors or omissions which may have occurred.*

THE title to this article in the *Journal* might be taken as all comprehensive, but this is hardly possible in a one or two page disquisition on the subject. The effort therefore will be to give an outline of the main considerations which apply to planning in the hope that they will not only be of interest to the reader, but lead to intelligent inquiry on the problems involved.

We will assume that we have under consideration the planning of a City Hotel as distinguished from that of a Country Hotel or a Roadside Inn, although the latter in some respects must have regard to certain features that are common to all.

The planning of an Hotel today has to be considered from many and varied angles. In the first place the building should be located upon or immediately accessible to main thoroughfares, and with some regard to motor highways which lead into and out of the City.

The surroundings should be attractive and not subject to such depreciation as would lead to the Hotel becoming second-rate in its attraction to the travelling public. The possibility here is that adjacent land areas may be built upon by ambitious persons who would benefit by their proximity to the Hotel, but whose structures in design, construction and purpose would be detrimental. A location therefore that is governed by municipal regulation in this regard is therefore desirable.

#### *The Guest:*

The main consideration, (with some assurance to the owner that he will enjoy financial benefit from his undertaking) is the comfort of the guest. It happens unfortunately that guests are not all cast from a perfect mould. There is the desirable and the undesirable, the man of affluence and the other of slender means, the tourists of all types, the travelling salesman with his samples, the guest who desires privacy and the other who craves publicity, and they arrive with their varied demands and expectations of hotel service.

There is also the resident guest whose accommodation must include a sitting room and one or two bedrooms, and an elaborate suite or suites, for the distinguished visitor and his entourage.

For the accommodation of guests attending a convention, the hotel administration should be able to set aside a floor or portion of a floor apart from the rooms on other floors provided for individual guests; this, however, need not in any way differ in arrangement from the general room layouts.

For ladies travelling alone, similar provision is usually made for their exclusive accommodation.

As such a considerable area in floor space for bedrooms is required in relation to the whole, it is important in the economy of planning to determine the maximum and minimum dimensions per room and the minimum width of corridors. It has been found that maximum dimensions of 16'0" x 12'0" and minimum dimensions of 14'0" x 10'0" will accommodate one or two guests per room, together with all the necessary furniture therein to meet requirements. The width of corridors should not be less than 6'0".

For the bedroom floors it has been found economical in planning the disposition of space to use either the E or the H form of layout.

Bedrooms of various sizes and rates are usually provided, and to be up-to-date, they must now have a bathroom with

all its appointments for each room. These appointments should include lavatory, toilet, bath tub with shower, shower curtain and rod, grip handle and soap receptacle, wall cabinet with mirror over the lavatory, towel rod, paper holder and miscellaneous hooks.

If possible, the building should be planned so that in its fenestration there will be no windows opening to enclosed courts, and have a maximum amount of light and air to each room. It is in some cases desirable to have "double" communicating doors between bedrooms for the convenience of guests forming one party.

Each bedroom now requires electrical items, which beyond general lighting, are considered a necessity and in total are quite an expensive factor as regards cost, among these are the following:—telephone, provision for radio, dresser lighting, bed table lamp, plugs in several locations for reading lamps, and door switch lighting for clothes closets.

Although all guests are not informed of the security afforded by an elaborate keying system for their protection, this feature is now provided in door locks as follows:—

A guest's key to his room which is not duplicated in any other room in the hotel. A maid's floor key which will only open all the room doors on the floor upon which the maid is employed. The housekeeper's or grand-master-key, which will open all the doors on bedroom floors. It would be of interest to the guest to know, if not already informed, that while the guest's key will lock his clothes closet, it cannot be opened by any of the above mentioned master-keys, but if necessary, can be opened by the manager's emergency key. The security above described is not applicable except with the use of locks of the cylinder type.

The elevator service to bedroom floors consists of passenger elevators to each floor, and a service elevator, the latter receiving and delivering into a service room on each floor.

In planning floor layouts, there are spaces which cannot be provided with outside light, and in these locations it is usual to provide storage rooms on each floor, for linen and other furnishings, also a housemaid's closet with sink.

Mechanical ventilation is necessary for the above mentioned rooms and for all bathrooms.

#### *Convention Accommodation, Etc.*

In a city which for various reasons is attractive as a convention centre, arrangements should be made and adequate space provided on or immediately above the main floor for large gatherings, conference rooms or such as would be suitable for the regular meetings of service clubs, private and public functions, private dining rooms, and in connection therewith the necessary rooms for kitchen service. Mechanical ventilation and air conditioning is desirable for these areas.

#### *Dining Rooms, Etc.*

This accommodation must be proportioned in space and in kitchen equipment to meet the requirements of the hotel guests, and in addition for public functions, and for outside patronage. In small hotels one dining room may be sufficient, but there is a growing demand for such additional accommodation as a cafeteria can furnish not only for dining facilities, but for small orders at lower meal prices. These accommodations should be located if possible on the first or

main floor, although the cafeteria and its cooking requirements can be placed in a basement if space permits.

*Miscellaneous Appointments:*

The following are considered essential: a barber shop, beauty parlor, beverage rooms (separate for men and women), a concession for the sale of souvenirs, tobacco, etc., newspapers, magazines, books and postage stamps, public stenographer's office, pay telephone booths, parcel and check rooms and a lounge, all on or close to the main floor.

From the standpoint of increased revenue to the hotel, where location would justify it, it has been found profitable to plan for a certain number of small shops, which would attract guests and also the public. A branch bank, a drug store, an office of air transportation information, a tourist bureau, shops for the display and sale of men's and women's clothing, china and art goods, are suggestive.

For the accommodation of staff and for the execution of their several duties, locker rooms and toilet rooms are required, and rooms also for linen and furniture repairs. These are usually placed in a basement with separate entry and exit to the building.

*Mechanical and Electrical Equipment:*

This branch of hotel service includes a boiler plant with fuel storage for steam for heating, cooking, laundry and hot water heating.

For the storage and preparation of foods, requiring refrigeration with varying temperatures for meat, fish, vegetables, fruit, ice cream and dairy products, serious consideration must be given to the layout and disposition of space.

For the larger hotels, a bake shop for the making of bread, rolls and cakes, etc., creates a necessity in the allocation of space.

*Administration:*

The hotel office for the registration of guests, offices for the hotel management, locations for a telegraph office and for the head porter, must be placed on the main or lobby floor, and arranged so that there will exist complete control and observation of the movements of incoming and outgoing guests, and to enable the management to be of adequate service to them.

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## EDWARD LANGLEY SCHOLARSHIPS, 1942

THE American Institute of Architects from January 1st to March 1st, 1942, will receive proposals of candidates for Edward Langley Scholarships for the year 1942.

Awards will be announced about June 1st, 1942.

Awards may be made to residents of the United States or Canada.

These scholarships are awarded annually for advanced work in architecture, for study, travel, or research, as the holder of the scholarship elects. Awards to undergraduates are precluded, but awards may be made to architectural draftsmen who desire to do undergraduate work or take special courses in architectural schools. An award in a succeeding year to a holder of a scholarship is not precluded.

Competitive examinations will not be used as a method of selection.

The scholarships are open to all persons engaged in the profession of architecture. To facilitate making the awards, such persons are grouped as follows:

Group 1.

(a) Architects in active practice.

(b) Architectural draftsmen employed by architects, whether the draftsmen are engaged in drafting, writing specifications, supervising or acting as executives, and whether or not they are college graduates.

Group 2.

(a) Teachers in schools of architecture.

(b) Students about to graduate from such schools.

(c) Graduate students of such schools who are engaged in post-graduate work either in college or in travel.

The awards will be made and the grants determined by the Committee on Awards and Scholarships of The Institute. In making awards, all candidates from both groups will be considered as a single group by the committee, and scholarships will be awarded to those who, in the judgment of the

committee, are best qualified therefor by reason of character, ability, purpose, and need, regardless of place of residence or whether they are Group 1 or Group 2 candidates. The amount of grant with each scholarship will be determined in accordance with the need and purpose of the candidate and the funds that are available. Only a very limited number of awards can be made in any year, so, to avoid unnecessary disappointment, a candidate should not be proposed unless his qualifications are outstanding and it is evident the profession will be benefited by an award to him.

*How to Propose Candidates*

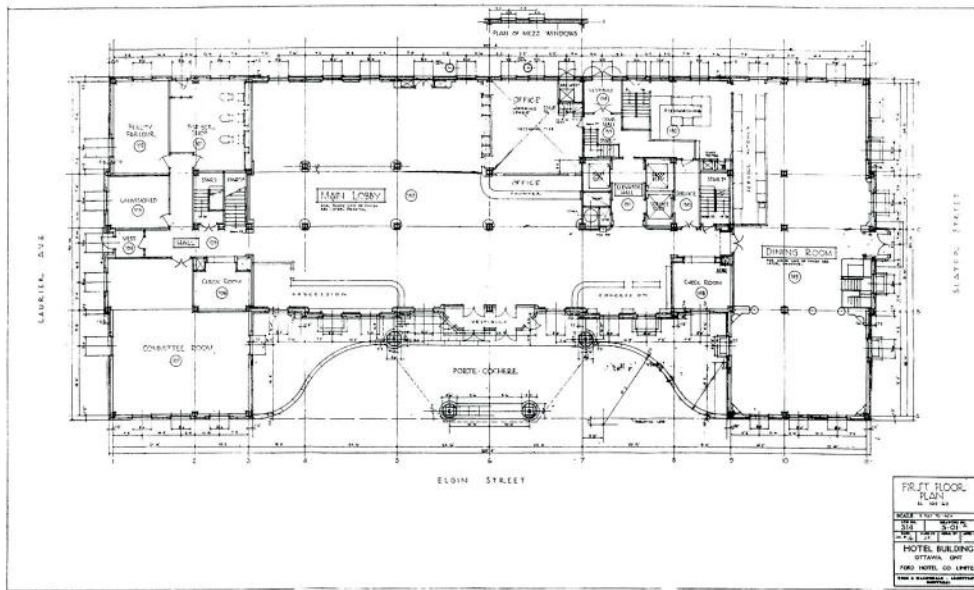
*Proposers of Group 1 Candidates.* Any architect in the United States or Canada may propose any other architect or architectural draftsman residing in the same country as a candidate for an award in Group 1.

*Proposers of Group 2 Candidates.* The faculty or head of any architectural school in the United States or Canada whose standing is satisfactory to the committee, may propose any teacher in such school, any student about to be graduated from the school, or any graduate student engaged in post-graduate work in the school or in travel, as a candidate for an award in Group 2.

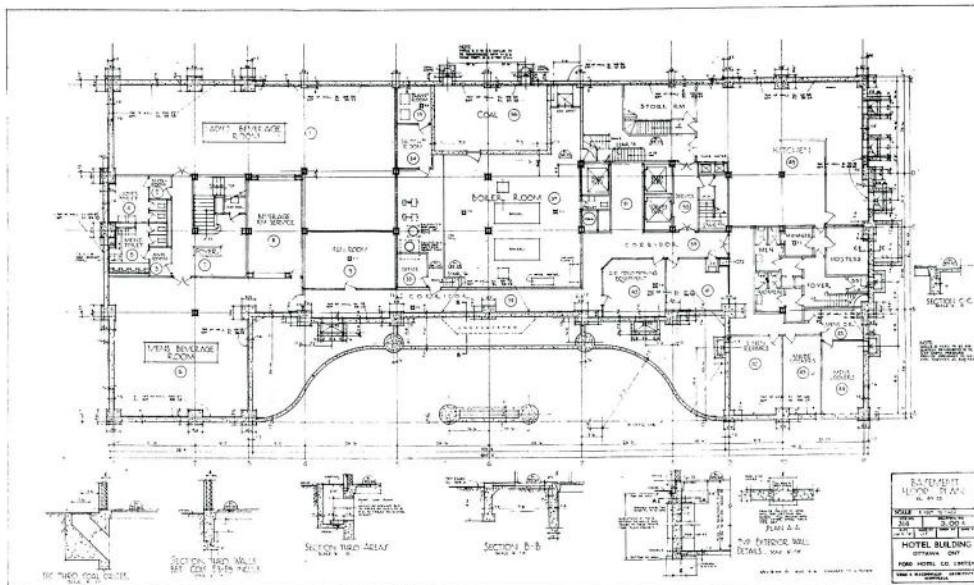
*Form of Proposal.* Every proposal of a candidate of either group shall be made *in duplicate* on A.I.A. Form S70, which may be obtained from The American Institute of Architects, 1741 New York Avenue, Washington, D.C.

*Filing Proposals.* All information and data required shall be filled in on the proposal form, and both the original and duplicate proposal shall be sent to The Secretary, The American Institute of Architects, at the address given herein, *so as to reach there not later than March 1st, 1942.* Proposals received after that date cannot be considered.

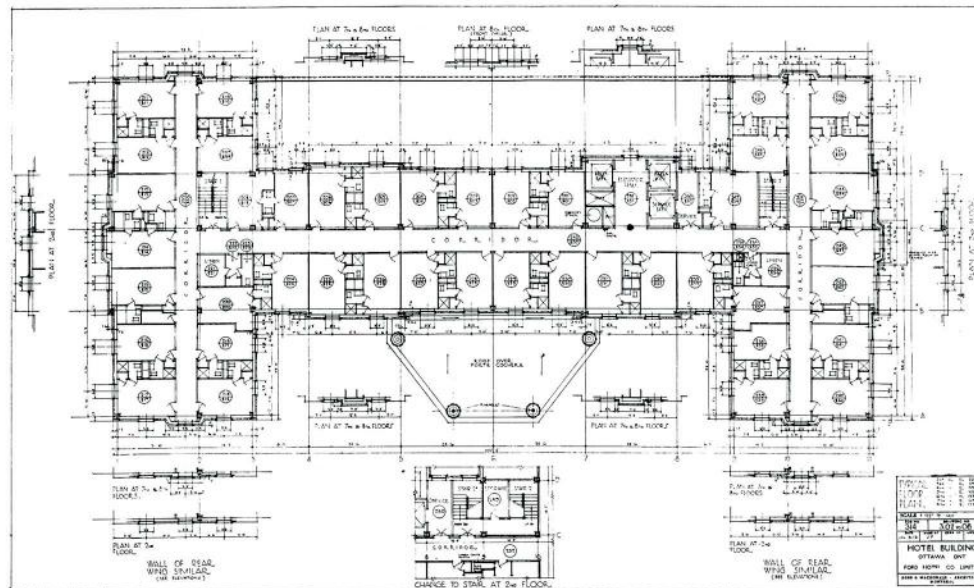
A proposed candidate may be requested to submit examples of his work and to appear before a representative of the committee.



FIRST FLOOR PLAN



BASEMENT FLOOR PLAN



TYPICAL FLOOR PLAN





**LORD ELGIN HOTEL, OTTAWA, ONTARIO**

**ROSS AND MACDONALD, ARCHITECTS  
W. C. BEATTIE, ASSOCIATE ARCHITECT**



LOBBY, FIRST FLOOR

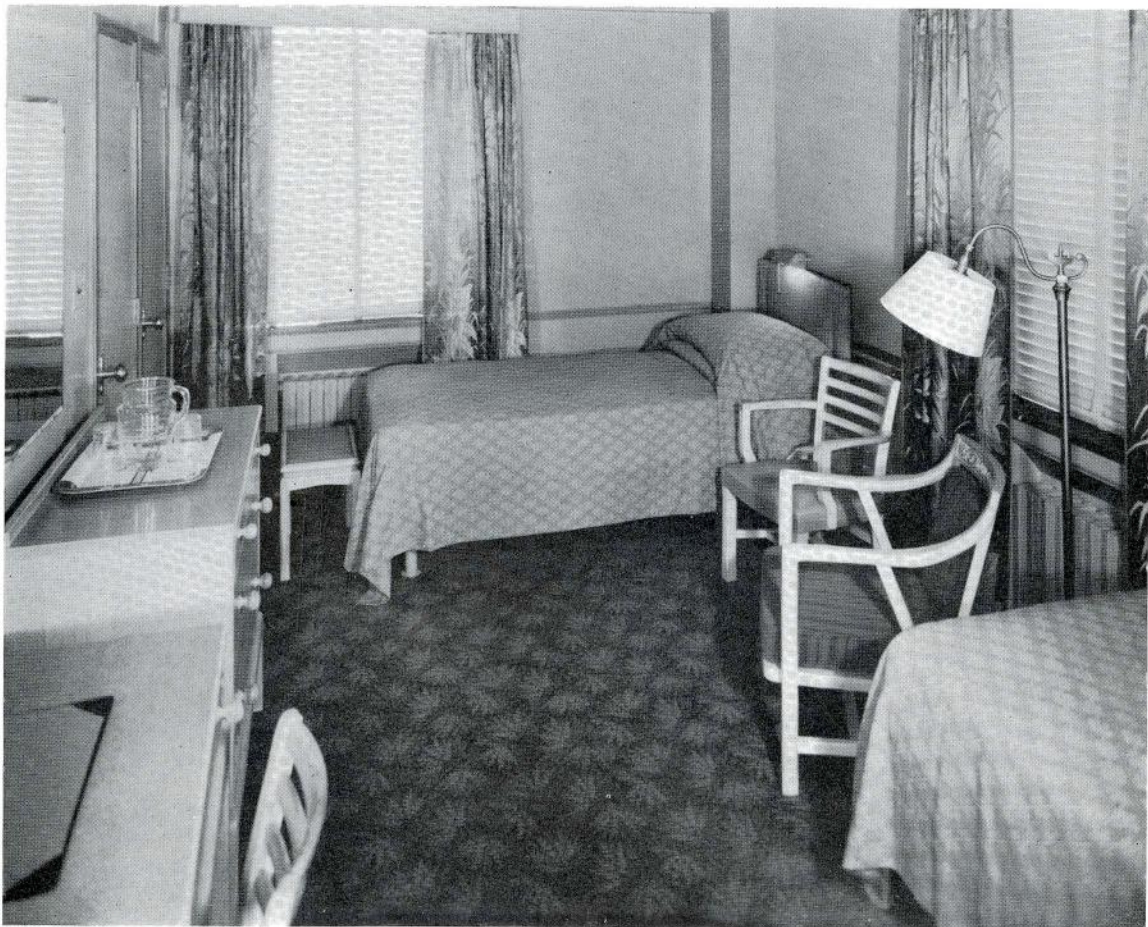
CONCESSION, FIRST FLOOR





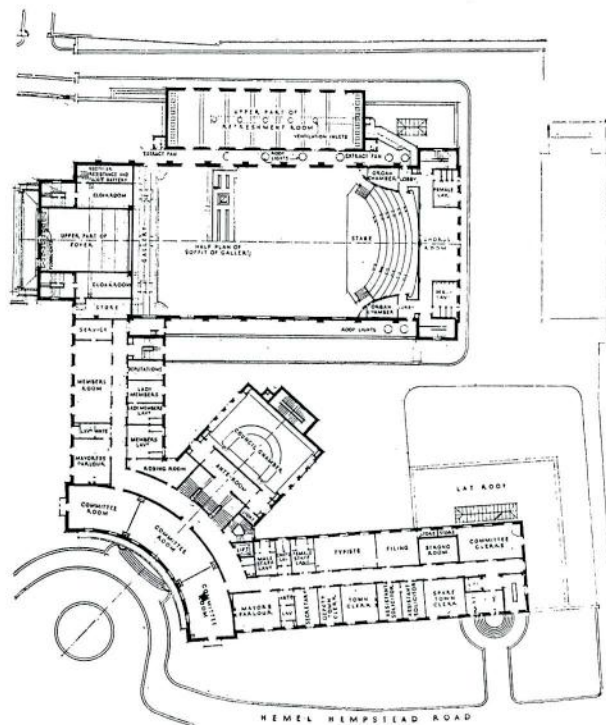
**LOUNGE, LOUNGE FLOOR**

**TYPICAL BEDROOM**





WATFORD TOWN HALL, ENGLAND  
 CHARLES COWLES-VOYSEY, ARCHITECT



FIRST FLOOR PLAN



MAIN ENTRANCE



MAIN STAIRCASE



COUNCIL CHAMBER

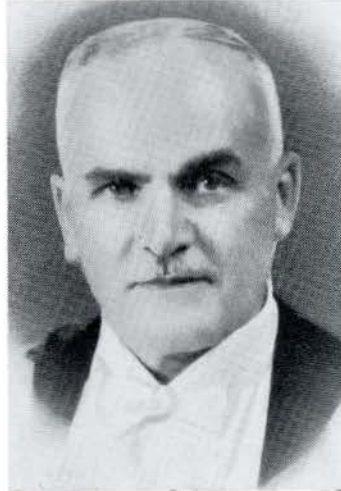
## JOHN MARTLAND

*President, Alberta Association of Architects*

**M**R. JOHN MARTLAND was born at Moss Lane, Lathom, Lancashire, England, on March 27th, 1878. He was educated at St. John's School, Burscough, the Grammar School at Ormskirk, and the College of Technology affiliated with the University of Manchester. He commenced his business career in 1892 with a well-known firm of Solicitors with whom he remained 5 years. He then became articled to Mr. John Riding, M.S.A., Architect and Surveyor at Ormskirk.

In 1905 he moved to Liverpool and practised his profession as Architect and Surveyor. In December of that year he qualified for and was admitted as Associate of the Royal Sanitary Institute of London, England, and in 1909 was elected a member of the Institution of Municipal Engineers.

Coming to Canada in 1910 he went



direct to Edmonton where he has since resided. Within a short time after his arrival he entered the services of the City of Edmonton in the Department of Inspector of Buildings and as a further qualification in his profession, took an LL.B. course in Chicago, graduating with honours.

In 1919 he was elected a member of the Alberta Association of Architects. He is City Architect and Inspector of Buildings for the City of Edmonton and has been instrumental in the furthering of town planning and zoning in the City of Edmonton.

Several of the buildings of which he has been Architect for the City of Edmonton include the Main Telephone Exchange, Isolation Hospital, addition to the Royal Alexandra Hospital, three Airport Hangars, Police Station, Incinerator Building and numerous other departmental buildings.

## THE ANNUAL MEETING OF THE SASKATCHEWAN ASSOCIATION OF ARCHITECTS

**T**HE annual meeting of the Saskatchewan Association of Architects was held in Regina at the Hotel Saskatchewan on November 3rd. Mr. Stan E. Storey, of Regina, was elected president for the coming year. F. H. Portnall and W. G. Van Egmond, both of Regina, were chosen first and second vice-presidents and E. J. Gilbert, of Saskatoon, Secretary-Treasurer. These officials, together with Professor R. A. Spencer, University of Saskatchewan, G. J. Stephenson, of Saskatoon, and David Webster, of Regina, will form the 1941-42 Council.

Mr. H. K. Black, of Regina, was received into the Association as a new member, and the Association warmly welcomes him and wishes him every success.

Discussion of post-war community development was the major topic of the morning session. It was pointed out that the architects could secure and provide a great deal of valua-

able data, which could be used in conjunction with other agencies interested in these matters, particularly the National Construction Council.

The majority of the afternoon session was taken with details for the proposed revision to the Association's By-Laws.

Following the meeting, an excellent banquet was provided, to which provincial and civic officials were invited, as well as representatives of the various contracting firms. Sub-Lt. R. Bolton, Montreal Architect, in Regina on official business for the naval department, was the Association's guest of honour at the banquet. A most interesting sketch was given by Mr. J. H. Puntin, recording his trip and experiences as a representative of this Association to the R.A.I.C. Convention at Toronto in the early part of the year.

The next annual meeting will be held in Saskatoon.

# PROVINCIAL PAGE

## ALBERTA

The Alberta "Town Planning Act" was passed in March, 1929, and before the end of that year the city of Edmonton undertook to make use of the powers which the act confers under the required conditions. The city council appointed a Town Planning Commission which has been continuously active since that time. An organization was set up and a definite line of procedure was instituted under the very able advice and direction of the late John D. Tanqueray who had been previously engaged on the Plan for the City of Vancouver under Harland Bartholomew and Associates.

The procedure that was adopted contemplated no immediate revolutionary changes to be imposed upon the city but rather the acceptance of the general natural lines and tendencies of growth, at the same time establishing a control and direction of these towards a more regular and efficient development with elimination of such troubles and evils as had shown themselves in the past or threatened to arise in the future. This scheme therefore takes the form of an extension of such customary civic regulations as the building by-laws but with a widened scope and with more positive and beneficial purposes. Each step of the procedure involved considerable work, care and thought on the part of the Commission.

As an analytic survey of existing conditions, a number of plans of the city were made on which were shown the residential distribution of the population, the street car services, the density of traffic (based on actual counts), the distribution of parks, schools, etc. The water supply and sewerage systems were ascertained to be adequate for the present and expandable for the future.

A prospective Civic Centre, comprising four contiguous blocks had, some years before, been ear-marked by the city. This was respected and regulations were made to ensure that this land, which was owned in large part but not in its entirety by the city, should not be allowed to become involved in enterprises creating high vested interests or farther alienated.

A Major Streets Plan was prepared with a view to relieving and avoiding traffic congestion. This showed streets or parts of streets requiring widening, new streets recommended and other desirable improvements such as by-pass streets and under-passes at railways. Some of these suggestions have been carried out; all remain on record for execution as time and means shall permit. This plan was adopted by the city council who stand loyally by it.

Parks were the next consideration. The city is fortunate in having a very large extent of natural park along the low flats and wooded banks of the river valley as well as others in scattered situations. These were defined on the map and secured by regulations from undesirable uses. Smaller neighbourhood parks and playgrounds were carefully considered and provided in relation to residential districts.

The next step was the comprehensive zoning of the whole city into districts allocated for special uses. This was a lengthy and laborious operation involving visiting, inspecting and considering every part of the city. It was completed with relative map and by-laws in 1932, when it was laid before the city council and advertised to the public, so that criticism could be made and objections raised and considered. It continued under this consideration for more than a year during which time many discussions took place, but it came through the ordeal practically unscathed. Approval of city council was given in October, 1933, and it has since been operative.

One of the major troubles of the city has been the excessive extent amounting to about forty-two square miles comprised within the city boundaries as a legacy of its earlier highly ambitious days. To alleviate the troubles arising from this factor, considerable areas of land on the outskirts of the city, a large proportion of which was city owned, was zoned as "Agricultural District", with the view of establishing it as greenbelt. Since even within this belt there is more than ample land for general city purposes, the corporation now sells no land in this outer zone in less than one acre blocks and further restrictions are placed upon its use.

The general effect of the work of the Town Planning Commission has not been any spectacular transformation in the appearance of the city, but there is no doubt that its regulations are being appreciated, especially in the residential districts where good results are most apparent and where owners feel a satisfactory insurance against the incursions of undesirable uses. In recent years the business parts of the city have, indeed, become more solidly built up, but this would have happened in any case. It is fair, however, to claim that the town planning regulations are operating in favour of improvement in architecture and all other civic amenities and in checking processes of degradation. That this is becoming more and more recognised by the public is one of the most encouraging features of the scheme.

The Commission is by no means complacent in regard to its work which naturally revealed many undesirable existing conditions. But this very revelation has made clearer what the problems are which have got to be faced and it is to be hoped that these problems also as they take clearer form will in time yield to the consideration that they evoke.

—Cecil S. Burgess.

## MANITOBA

There is something dramatic in the act of building in winter. It is an accomplishment in which the dramatis personae includes the architect, the contractor, the craftsman and the labourer, both skilled and unskilled. The fortitude and physical fibre needed to successfully combat the effect of that penetrating frost at thirty below can be felt only by those actively engaged in or closely associated with the work. And yet, as the demand of the occasion arises, the back is stiffened and the winter commission is taken along in the stride. The romance of winter building, with its little known ensemble of workers, is being staged in Winnipeg, at the new Canadian National office building, where a hoarding curtains the face of the building from pavement to parapet and piques the imagination. The drama behind this curtain is somewhat grim. It is the grimness of determination and of the will to accomplish. How little that passer-by, now on his way to welcome the victorious Blue Bombers, is conscious of what is being enacted on that obscured stage.

The Blue Bombers on the grid-iron, competing in the Canadian Rugby Championship at Toronto, were actors in another grim drama which brought distinction to Winnipeg. The City Fathers, brass band and all, awaited them, on their return, at the Canadian National Station and the City, en masse, paid tribute to the champions. The epilogue to the closing act of the play presented an unrehearsed, spontaneous outburst, which revealed the true character of the sportsman. Rising above the mental anguish of disappointment, the vanquished Rough Riders, still stinging with bruises from bodily contact, as a single man, forgot the gruelling conflict but at that moment ended, to grasp the hand of the victor



in congratulation, admiration and envy. In listening to the broadcast, one experienced that peculiar thrill which comes on occasion, a rapturous intuitive awareness that there still lies dormant within us the graciousness and spaciousness which romance and tradition associates with the old time chivalric atmosphere of mediaeval Britain.

Returning from the station, the passer-by again glances at the hoarding and its brown paper lining where concealed from view, a mason carries on his trade. He warms his hands at his salamander and with the thoroughness and painstaking technique of the true craftsman, plumbs and levels up another stone on its bed of heated mortar. A mediaeval craftsman carries on.

—*W. Percy Over.*

## ONTARIO

Town planning for Toronto moved a step nearer to the Honour Roll of Lost Causes when the Board of Trade recommended against the appointment of a Commission under Provincial Statute, and in favour of a purely advisory body. If an organization of this type succeeds in accomplishing anything worth while, the event will probably go down in history as the exception that proves the rule. Since, however, half a loaf is better than none at all, the Council of the Association is giving the proposal its support.

Under the circumstances, there does not seem to be much point in investigating anything; but the process goes on, nevertheless, the latest example being a proposal to appoint a committee to investigate the housing situation in Toronto, with particular reference to the lower income groups. It becomes increasingly evident that conditions are bad at a number of points in the province. The Kingston "Whig-Standard" recently published a page of photographs illustrating the disgraceful state of affairs in that neighbourhood—a lead which we hope will be followed by other responsible journals.

Aside from the immediate problem, (which arises largely on account of concentrations of war-production in certain localities), there is the much larger one with which we shall be faced after the war, *i.e.*, how to use the resources of the construction industry to meet the national requirements to the greatest possible extent and in the most orderly manner that can be devised. Prof. Eric Arthur dealt with it in his usual sparkling manner in a speech before the Royal Canadian Institute early in the month. He outlined some of the measures already taken, or proposed, in Britain, and indicated some of those which he believed would be necessary in Canada. In the meantime we carry on as best we may under very serious restrictions, and these formed the subject of a very interesting address by Mr. C. Blake Jackson, Controller of Civilian Construction, at a dinner of the Toronto Builders Exchange. His audience, which included a number of Toronto architects, were encouraged by his very evident determination to reduce the dislocation of the industry to the absolute minimum, consistent with the effective prosecution of the war.

The November luncheon of the Toronto Chapter attracted a very gratifying turnout. The guest speaker, Mr. J. M. Pigott, entertainingly described the origin and operation of Wartime Housing Ltd., of which he is President and paid warm tribute to his second-in-command, W. L. Somerville, and the many architects who are associated with the organization in one capacity or another.

Two well-known members of the profession are in the news—Col. A. J. Everett, who has been promoted to the post of Director of Mobilization and Recruiting, at Defence Headquarters, Ottawa; and W. S. Morris, of Marani, Lawson & Morris, who has been made responsible for control of prices of construction materials with the title of Deputy Administrator of Construction Products.

—*Gladstone Evans.*

## OBITUARY

### FREDERICK DUMFRIES

Montreal.

Born in Brighton, England, on the 13th September, 1871, Frederick Dumfries was educated in that city, and was articled to one of the leading architects there, later becoming manager of the office.

In 1898 he went to Shanghai where he practised his profession for four years. After a short visit to England he went to Johannesburg, representing a firm of architects, and eventually carried on his own business there for a period of about two years. In 1907 he came to Canada and soon after his arrival in Montreal he became associated with the late A. H. Lapierre, architect. He became a partner of the firm and at the death of Mr. Lapierre carried on under his own name. He was architect for the City and District Savings Bank and was a member of the Province of Quebec Association of Architects.

Mr. Dumfries acquired international fame as a rifle man and, during his sojourn in the east, won outright such coveted trophies as the famous Shanghai Cup and the Gold Cross of the East. At one time Canada's outstanding revolver shot, he held both Dominion and Provincial championships, in addition to winning high ranking honours in various Canadian and United States Pistol and Revolver Associations.

Always interested in matters military, he was a member of the Brighton Volunteer Corps in Brighton, of the Mih-Loong Rifles in Shanghai, and of the Light Horse Artillery in Johannesburg. He saw active service during the Boxer Rising in Shanghai and also in South Africa.

He was a life member of the Montreal Amateur Athletic Association.

### GEORGE W. WOOD

Montreal.

Geo. W. Wood, F.R.A.I.C., was born in Montreal in 1863 and after attending school there started to serve his apprenticeship at the age of fourteen with the firm of Hutchison & Steele, Architects.

Upon the death of Mr. Steele, he joined with A. C. and W. B. Hutchison to form the firm of Hutchison & Wood which was afterwards joined by J. Melville Miller. Mr. Miller retired from the firm in 1919 to carry on an independent practice and the business was continued by W. B. Hutchison, G. W. Wood and his son, A. C. Wood.

In the course of sixty-four years, during which Mr. Wood carried on his profession, he was identified with the design and superintendence of many buildings in Montreal and vicinity.

He saw many changes take place both in practice and in construction and it was under his direction that one of the first fireproof buildings was constructed in Canada.

### RICHARD G. CUNNINGHAM

Toronto

We regret to announce the death in Toronto of Mr. Richard G. Cunningham. Mr. Cunningham was President of the National Cut Stone Limited and there and in his former position with George Oakley and Sons Limited he earned the respect and friendship of all the architects with whom he came in contact. He was born in Gambier, Ohio, in 1880, and was educated at Kenyon College. Mr. Cunningham is survived by his wife and four sons, Kenneth (serving overseas as a Lieutenant in the Forestry Corps), Ronald, Norman and James. To them we offer our deepest sympathy.

# JOURNAL

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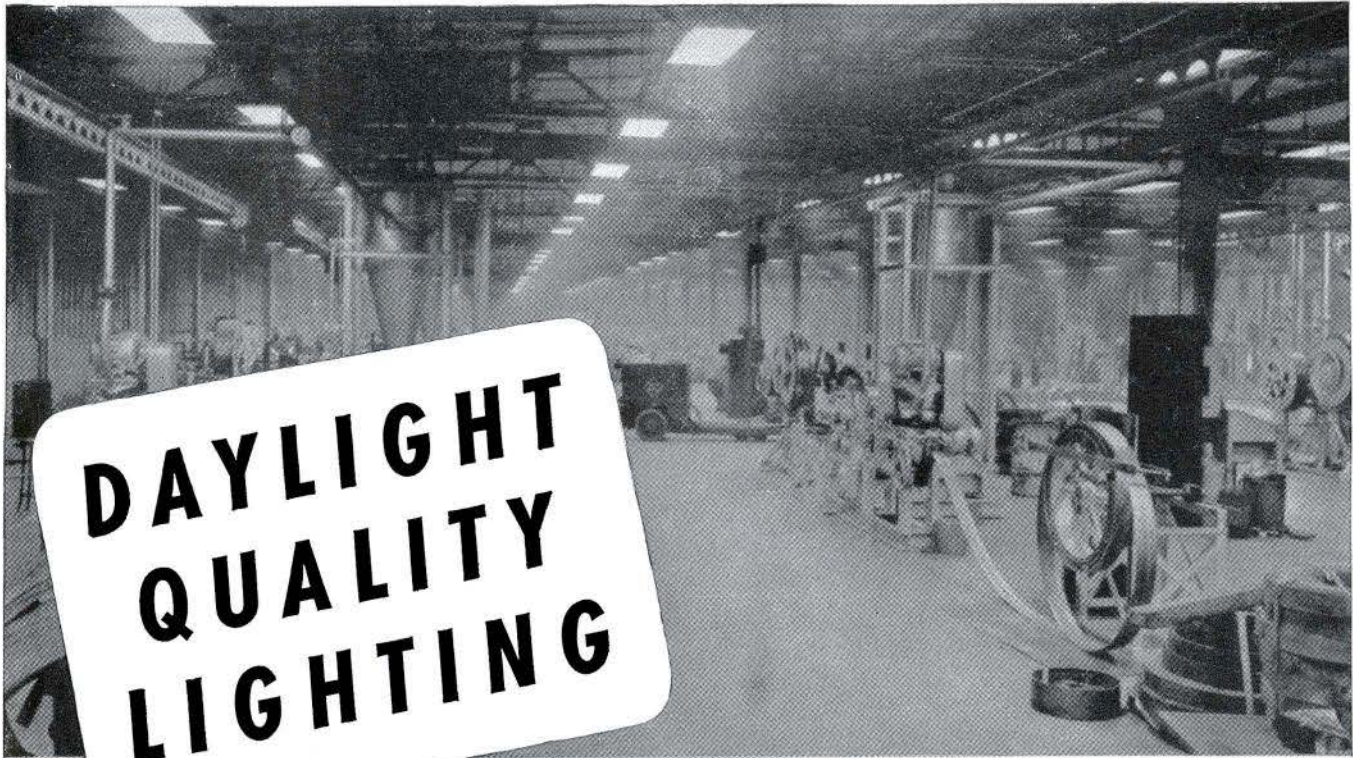
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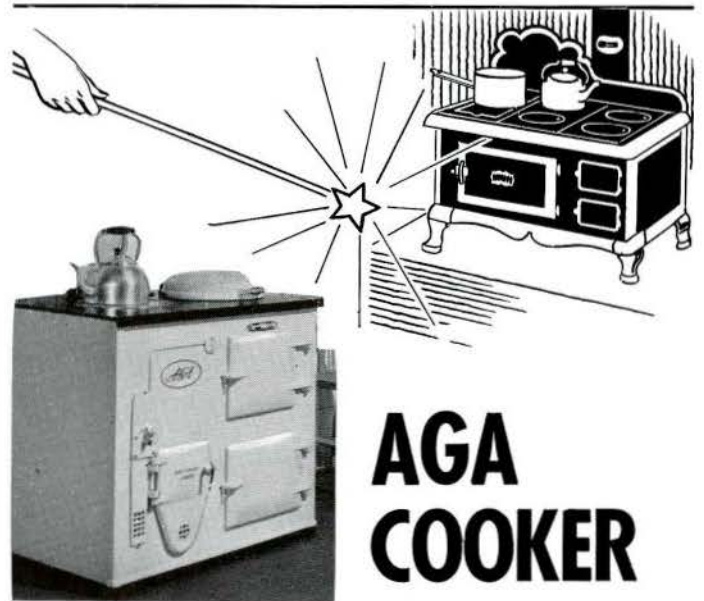
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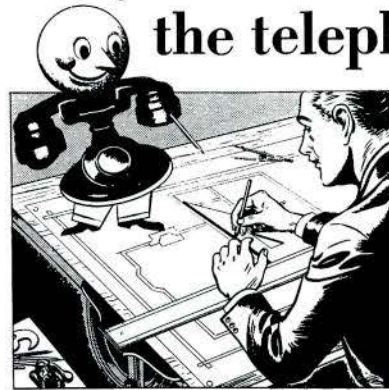
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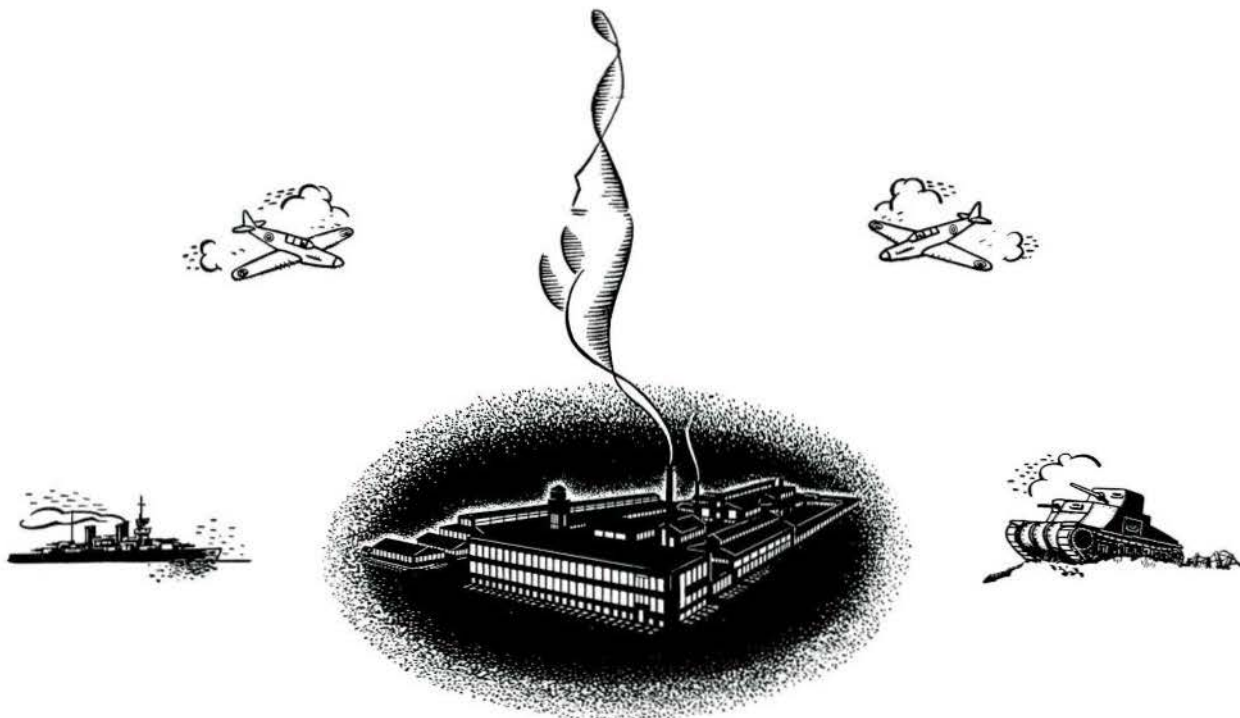
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