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CONTENTS

Editorial, by Harold Lawson	140
Architectural Appreciation, by Clough Williams-Ellis, F.R.I.B.A.	141
Survey and Replanning of Montreal, by Anthony Clyde Lewis	146
Hotel Tadoussac, Tadoussac, Quebec, by David Shennan	152
Memorandum to the Cabinet of the Province of Quebec from the P.Q.A.A.	159
Provincial Page	161

PLATES

Hotel Tadoussac, Tadoussac, Quebec	153
Holt, Renfrew and Company Limited, Winnipeg, Manitoba	158

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MOST readers of the *Journal*, we hope, will be interested in Mr. Anthony Lewis' "Survey and Replanning of Montreal", which appears in this issue. Mr. Lewis, in his approach to the problem, seems to have succeeded in the very beginning to keep clear of petty details and confusions, and with clearness of vision, imagination and utmost simplicity of method worked out a thesis that deserves study by us all.

AN official Master Plan of Montreal and the Metropolitan Region has yet to be produced. As Montreal has a Town Planning Commission with a number of sub-committees, a City Planning Department since May, 1941, a Director and staff, and legal powers for local planning, it will be agreed that the machinery is all there.

OUR confreres, Messrs. Percy E. Nobbs and Marcel Parizeau, acting for the City Planning Department, have made extensive surveys and produced a "Report on the Application of City-owned Land to General and Housing Purposes". The Main Items of the Report will give a clue to its scope: General Considerations, Arteries, Streets and Roads, Replanning for General Residential Purposes, Housing Estates. The authors deserve great credit for so fine a report, which, in addition to furnishing definite recommendations for specific areas and functions, should be useful in providing background material for a Master Plan.

THE Master Plan for Montreal seems slow in getting under way, but there are encouraging signs of action elsewhere. Toronto, mostly through the untiring energy of a group of architects and others, has reached the first stage of a Master Plan and done a lot of good work besides in the interests of town planning. The story of the Toronto Plan, which appeared in the June *Journal*, is now familiar to you.

SCORES of cities and towns in Ontario are showing an interest in town planning and reconstruction. The recent creation of a Provincial Planning and Development Department should, incidentally, help to promote further local planning.

TOWN planning interest is keen in the Maritimes. There are active Planning Commissions in both Halifax and Saint John, and in these two cities consultants are busy studying local problems, surveying, compiling data and beginning preliminary studies for Master Plans. Fredericton, New Brunswick, and Yarmouth, Nova Scotia, have Planning Committees and, we understand, a consultant has recently been engaged for the latter.

VANCOUVER has long had a City Planning Commission which has not only been active in the formulation of a city plan, zoning and local improvements, but has also prepared a brief advocating the creation of a Provincial Planning and Development Department similar to that in Ontario.

THERE may be some town planning gestation under way in Quebec and the Prairie Provinces, but it has not yet manifested itself publicly. We feel, however, that it will not be long before every important city in the Dominion, and many towns as well, will feel the urgency of reviewing their assets and planning such changes in the physical structure as will more nearly accord with the social and economic developments of the past quarter century, as well as for the further changes that may be expected when this war ends.

Harold Lawson.

ARCHITECTURAL APPRECIATION

A "talk at large" at the opening of the R.I.B.A. Conference on the Teaching of Architectural Appreciation in Schools on 6 January, 1944,

By CLOUGH WILLIAMS-ELLIS, F.R.I.B.A.

I saw in one of the preliminary announcements of this Conference the statement that a paper would be read by me. There is no paper—I do not read papers; I do not know how to—but, if you will suffer me, I will talk at large for a time on this subject, about which I feel very strongly. As Mr. Sullivan said, one of the directives of this whole idea of teaching the appreciation of architecture was that speeches, addresses, lectures and so on should always be followed by general discussion. I assume that general discussion is the chief object of this gathering, and that just what to do (after I and others have talked at large), will be objective of that discussion. That is the only way of doing what we want to do, for otherwise this would not be a "conference" at all. In the last war I had a very talkative Corps Commander who loved addressing the troops, of whom I was one, and he held perpetual conferences at which he talked almost exclusively, so that the message always came down to us in the form—"At 11.30 a.m. to-morrow the Corps Commander will deliver a conference." I am not going to try to "deliver a conference." A recent schoolboy howler has its meaning for us. Asked what the Four Freedoms were, he replied, "Freedom from fear, Freedom from want, Freedom from religion and Freedom from speech." Some of us, after a series of conferences—begin to see his point!

Cake, Jam and Caviare—and the Early Curly Style

I feel that in all honesty I must be very scrupulous—or try to be, which is rather a different thing—to discount my own private enthusiasms, which I realize may be excessive; for architecture is not only my bread and butter but my cake and jam and caviare and all the rest of it as well; it is my diversion and pleasure and hobby and everything else, as well as my work. In fact, the first book that I ever wrote about architecture was called *The Pleasures of Architecture*, and was an attempt to make the ordinary layman realize what architecture could yield in the way of really tremendous pleasure, even to the very young.

Being thus determined to understate my really terrific case, as I feel it to be, I will proceed to say this. I cannot pretend (having undertaken to be scrupulous in this way), that it is absolutely *fatal* to be taught just nothing at all about architecture at school. It is not *fatal*—that is too strong a word—but it is a sorry deprivation, a very real handicap. Anyone who learns nothing about architecture at school leaves definitely crippled as a civilized being. I know, because although (about fifty years ago) I was sent to what was then deemed to be the most up-and-coming progressive school of the time, all fizzing with new and forward-looking notions; and although I stayed there for six or seven years, by no means unprofitably on the whole, architecture in all that time was mentioned only once, and then unofficially, when a very ancient clergyman gave a lecture on ancient church porches. That was my architectural pabulum at the most formative time of my life—just like that, completely *in vacuo*, quite unrelated to history, life or anything else, and even unrelated, as far as we poor children could make out, to the complete structure; the porches which he showed us were not even related to the churches to which presumably they were attached. They were just abstract antiquities shown on the screen, with the disembodied voice of the unseen

lecturer droning away with a commentary of this kind—"This feature you will observe, is in the Early Curly style, and this other is in the Late Straight, indicating a lapse of possibly 140 years between their several executions. Next slide, please."

That is not very inspiring, and I may say that that was at the not unintelligent school at Oundle, under the justly celebrated Sanderson, who had, unfortunately, a blind spot, not exactly for the humanities, but certainly for all the arts. We were never so much as introduced to architecture in the whole of my time there. We got on as well as we could, but the shameful fact is that to this day I simply cannot make my mind bite properly on dates and details and chronology and names and styles and all the stuff which is supposed to constitute architectural scholarship. I attribute that to having had the subject first presented to me in this arid and entirely abstract indigestible and debilitating fashion; and that I may say, also goes for all the textbooks to which at that time I was able to get access. Of course, the popularization of architecture had hardly been attempted at that time, and everything was as dry as dust. That is no longer true, though we want new and better books, and it is only the parlous condition of the publishing trade, due to lack of paper, which has prevented us having some more by now.

Naturally I will say that the lack of the attributes of scholarship of which I have just complained does not matter at all, because I take the line of the tail-less fox; but often I do feel, even as a practising architect, that there is a great deal that I do not know, simply because I have this complex induced by the bad teaching of architecture, or the unsuitable *attempt* at teaching architecture, when I was young. I was absolutely ready to receive it, but because it was presented in this impossible fashion not only did I not receive it but, in the way that humanity does (and children in particular), I "took agin it,"—all the history stuff—and it has never been able to get through to me since. That shows how careful we must be, because if it is done badly it is worse than useless and had better not be done at all.

If privately I had not been a very tiger for buildings, a congenital mason-bee with mortar in my very blood, the little that I was told or was able to read about architecture in those formative years might very well have stifled my interest altogether. Indeed, it would certainly have done so, and I should then have missed most of the pleasure in what has been, on the whole, a very happy life, which has depended for nine-tenths of its happiness on architecture and the allied arts. As Mr. Sullivan said, one of the real merits of architecture as a part of life is that you cannot go very far in it without getting involved in all the other arts, the applied and the fine arts—as indeed is obvious.

Education—Inoculation Against Aesthetic Infection

All of this is merely to make the point that we are now out for something quite different, and in an utterly different way. We are out for far bigger and more important educational game, approached—stalked, indeed—in a more realistic and exciting fashion; at least, I am, and I think that it is certainly true of most of those architects, as well as others, who are concerning themselves with the architectural enlightenment

of the layman, the common man and his common children, if we can so call them.

It is now fairly generally accepted that unless we begin to exercise a civilizing influence in the school, and even in the nursery, we are definitely beginning too late; hence my particular and personal interest in securing an acceptable range of toys, models and very junior books to illustrate, extend and generally subserve our educational propaganda. I may say more about that later, if there is time; but obviously and notoriously children have homes and parents as well as schools and teachers. It is a fact of nature greatly lamented by most school masters and mistresses, but there it is, a crude fact of nature, which we sometimes tend to overlook, possibly because it is often so upsetting to our beautiful plans for New Deals and for Child Uplift. I think it was Thomas Huxley who lamented that there was no sadder spectacle in all the world than to see a beautiful hypothesis killed by a brutal fact. I feel that this fact is something that we have to keep in mind, though it is a very saddening one, or may be. As a parent myself, I think that sometimes parents can be quite useful in the upbringing of children, though sometimes they are not.

I feel that sometimes we have tended too much to accept the Jesuit view—"Give us a child until it is seven, and it is ours for ever." That might be true if we were working *in vacuo*, but we are not. Of course, they are right up to a point, good psychologists as they generally are, but obviously no child can be kept permanently *in vacuo*; it continues to have constant contacts with the outside, grown-up world at large, as well as in its own home and with its own parents and relations and so forth and with their views and its environment and their habits of mind. If that environment and those habits of mind are strikingly different from those to which it is being trained and conditioned (as far as that is possible) at school, that will naturally cause confusion and doubt in the mind of the wretched child, and undo a large part of the missionary work on which we are so hopefully engaged.

I think that the astonishing efficacy of education has been terribly exemplified by the thorough transformation of perfectly good children into completely beastly Nazis, and I think that anybody who has had anything to do with education is started to find how efficacious, after all, education can be. One assumes that that is true not only in that direction but in others, and that it can surely be used with equal effect in the opposite direction. That is one of the reasons why in the last five or ten years my own attention has been turned more and more to education and to what can be done *through* education.

You may well think that I am wandering, but you must see the point I wish to make, which is that we need to do everything we can to improve and to civilize the child's background—its parents and other grown-up contemporaries, as well as its environment—step by step with what we do for the child itself. In my early days I and many like me applied ourselves almost entirely to the grown-ups in talks and lectures and books and so on, and then I at any rate rather despaired of my own generation, and said, "This is no good, it is too late," and switched over entirely (apart from talks to the Forces during the war) to the child; but I now feel that that again was too extreme, and that in throwing ourselves into this work we must not forget the other part of it, or our work cannot be effective. It is very difficult to know where to start, because an all-round effort is required; otherwise our good work will be largely undone by the disillusioning contacts and experiences outside the school, where real life will seem to deride, neglect, and make nonsense of, all the standards and values which we have so striven to get accepted by our new young.

I confess that in the past I have despaired of my own generation and of grown-ups generally and have thought that the children were our only hope, but, being now I think wiser, I will

quite definitely affirm that even the children, with all we may do for them or to them in the way of conditioning, are a poor hope so long as they go out into a world where they are, as it were, exposed to aesthetic infection and reinfection on every side. A child must be very strongly fortified to survive that, and only a proportion of the whole child population is of such a kind that it will meet you fully half way and accept this and be grateful for it; with the others you will have to be very skilful and it really will mean patient propaganda to "get it over." But once it is there, it becomes a permanent asset, and makes the child (potentially) a far more valuable citizen than it could be without it.

High Ideals and Nasty Realities

One of the troubles about post-war reconstruction and planning is that while we democratically say that we will give people what they want, the poor dears do not know what they want, and how can they? They do not know the first thing about planning or building or amenities or anything else; they are in the dark. That is why many of us even at this late hour are doing what we can to enlighten those who have votes for local government bodies and for Parliament, to show them what the choices are, what is possible and what is not possible, and what we think is desirable, of course, without forcing it down their throats. If what we are trying to do now had been started a decade or so ago—there is no question about it—the resulting set-up at the end of this war would be far better than in fact it is going to be, because of the lack of intelligent demand. That does not mean that less should be done for the children; God forbid! We are not doing nearly enough as it is, nor shall we be. It simply means that it is all partly labour lost unless and until we do a great deal more for the world at large as well.

In concentrating first on the schools, we are, I feel, starting at the right spot, because they are obviously the beginning and end of every circle, whether vicious or virtuous; but we, or others equally vigorous, need to be working away at that circle right the way round its long circumference—children, teachers, Board of Education, publishers, toy-makers, parents, builders, even architects, and the public at large; which means the general environment, human and otherwise.

As an illustration of that very point, I was talking not long ago to Mr. Bassett-Lowke, whom probably most of you know through the catalogues that your children used to receive before the war, a maker of models of engines, houses and many other things. I was pleading with him for less conservatism in the way of new lines after the war, and asking whether we could not have something a little less romantic and Tudoresque and nonsensical than the current doll's house, for instance. He said, "Of course I could make them, and I should like to do so"—he lives in a very charming modern house himself—"but we have tried that sort of thing, and it is no good; the children will take only what they consider representative of the real thing. If that thing is a house, the closer that it can approximate to the nasty little villa in which they live, with sham half-timbering and inglenooks and so on, the better; otherwise they will not look at it. I brought out," he added, "a model of a new streamlined engine, looking more like a silver sausage than anything to which we are accustomed as a locomotive, and the latest thing, but it was not accepted at all, because it was like nothing they had yet seen in the world outside."

That illustrates my point beautifully. It is no use providing something in the school which seems quite separate and quite different from reality outside. We have to do it to some extent, of course, because we have to start *somewhere*; but it is going to have very much less effect than it would otherwise have unless at the same time the children can see some evidence outside of what they are shown as new and good in school. If

they do not see it outside, they will wonder whether it really is true or new or good and they will not readily accept it.

The Potency of Nurture

I believe in the potency of nurture as against mere nature, that people are made what they are rather than so predestined by birth. Of course, eugenics are important, but they are merely a foundation, and as yet, I feel, pretty debatable as regards the human animal, who, after all, is so very much more than an animal.

"If the eggs of an idiot hen
Are perfectly sensible, then
What the hell is the use
Or eugenics' excuse,
And why should we try it on men?"

That is just a beautiful and bewildering stanza without much excuse, except to maintain a sort of confused doubt in your mind, or in the minds of the cocksure!

I think that I should, as my time is disappearing quickly, switch to this. My conviction—and I think that it is the conviction of many of my contemporaries—is that the State can be both glorified and enriched by its artists. That, though an old notion, is being gradually received again, though perhaps more cautiously in England than anywhere else. Lord Keynes, who contributed to my book, *Britain and the Beast*, wrote a section on *Art and the State*, and I think put it magnificently. I only hope that his economic preoccupations will not prevent him, when the time comes, from returning to that thesis. What is the use of artists doing beautiful things unless they have an appreciative audience behind them? Without that audience they would cease even to do them. That audience will, we hope, be provided by the schools.

It is through the schools alone that we can break into the vicious circle of which I spoke, the vicious circle of shoddy education and debased public taste. You may remember that Bernard Shaw once said that if any picture were ever admired by as much as 10 per cent. of the population, then it should be most certainly burnt. That is indeed a desperate saying, and I think it is our job to make it also a silly one. The trouble is that I am not sure that he is not right; that is what hurts! We have to try, however, to make him wrong, but it will take some doing!

We who are here know the high place of art consciousness is making existence worth while and joyous, and we are convinced of its almost limitless powers in that direction. There is no question about that. In my own case, if I had not those resources I would much sooner be dead, even if there were no rationing! Art, I feel, is indeed (as Rebecca West described it), "that strange necessity," and I do not mean only the fine arts, but the applied arts, of which architecture is the mother, permeating the whole of civilized living.—If it does not permeate it, it is not civilized living. Lacking "that strange necessity," life, it seems to me, can be but a very poor, maimed thing, whether we are aware of that grave deficiency or not. Those who well serve the arts are assuredly the salt of the earth, without whom its finest savour would be wanting.

Don Marquis's Confidence

Don Marquis, an American philosopher to whom I am devoted—I believe that I am the only man in England who knows anything about him, which is very sad;—though they are letting me broadcast some of his stuff—in his book, *The Almost Perfect State*, he challengingly says this:

"The purpose of the universe is play. The artists know that, and they know that play and art and creation are

different names for the same thing, a thing which is sweats and agonies and ecstasies. The artists, who know more than anyone else about play, which is art, which is creation, must be the leaders and the guides, and this earth must submit itself humbly and receptively to the creative spirit. The people of this earth must learn to listen to their artists and make them their guides and governors in all things, and come to realize that to give heed to anyone but the artist on any subject whatsoever, is damned nonsense."

I am provoked into quoting that magnificently reckless passage by a feeling that we have so far modestly underplayed our so obviously winning hand of the humanities and the arts, and we want to be braver about it and speak more as Don Marquis does. Is it an over-statement? Perhaps; but I am not sure. Seeing what we have lately made of our world, one simply cannot help wondering whether some such change of management might not be worth while, and personally I am for risking it! I am for calling in the poets as well as the plumbers to set things right; I think that we have attempted to do things too much with only the latter.

Speaking here to-day, I suppose that I do so partly as representing the Council for Education in the Appreciation of Physical Environment. You may possibly know, or like to know, what we are doing, and why we think that you may take an interest in our doings. Apart from the good of the child itself, I think it always sounds more convincing if you can produce a good economic argument, if you can make things sound not just plain selfish, but pertaining perhaps to "the higher selfishness"; and then people will believe you. What I should say, speaking this morning at the R.I.B.A., is that what we are really secretly up to is trying to create a demand for the sort of goods—that is, fine architecture—that we here can produce so readily and at the shortest notice. If there is not that intelligent demand, people will not know how good we are. We are trying to educate the future consumer demand for decent design in the physical background and equipment of living—town and country planning, architecture, and all the things of daily use.

For some time I was President of the Design and Industries Association, which goes on merrily to this day, and that is primarily concerned with the smaller things—the equipment of the house, the pots and pans, fabrics and furniture and so on. We have to tackle all these things, because it is quite fruitless to direct a child's attention to good architecture alone, to good houses perhaps badly placed for lack of proper town planning, or to good houses which are subsequently stultified by being furnished and equipped with the sort of muck which I hope we shall never see again—tho' we probably shall, because the old models survive, and it is easier to fish them out and use them again than to think up new, clean, efficient things. Architecture as such comes in the middle; and on one side you have town and country and national and international planning, which carries you into everything, and on the other side you have the details—your equipment, your furniture and the minutiae of living, which all have to be dealt with if the result is not to be a muddle and incoherent.

We aim at producing discriminating customers who will know and demand competent designing and who will no longer love the lowest when they see it. We want to create an appreciative and encouraging audience for the good artist and technician and to ensure rotten eggs and derisive boos for the bad. As things are the charlatan being unhampered by a conscience, often prospers more than the honest producer, because he can concoct the flashy, meretricious, exciting-looking things that will not work or last, much more easily than the good craftsman can turn out an honest job, and we want to put an end to that. I feel that any school which is doing anything in this direction is very definitely the handmaid of the planner and of all those who are trying to produce a civilized background.

Amenity Vitamins

You have been told how, with the cordial backing of the President of the Board of Education, we have already infiltrated into the State schools by way of lecture courses to existing staffs, who in turn colour and vivify their normal lessons in history, geography, English, art or whatever it may be with what may be called the amenity vitamins which we hope we have given them. And of course we have done what we can to produce lists of available books, and we are having a smaller number specially written. Professor Reilly is writing one of them, which I think should be very good, and I have contributed another, which is only held up for lack of paper. Of course, we envisage an exhibition at no distant date, because no movement to-day is complete without an exhibition of some sort, and we are not going to be left behind. It should be an exciting one.

I will leave that part of the Council's work there, and come back to what I feel that we are up against and what we must not forget in our attempts to civilize the British young.

The British Taste for Objets d'Art

We have probably to accept the fact that the genius of Britain lies definitely in directions other than those of the visual arts. I am quite clear about that in my own part of the country, Wales. As regards buildings and the visual or plastic arts generally we do seem as a whole to be stone deaf. I cannot get through to people; they do not understand what I am talking about. To quote Don Marquis again, I feel screaming at them:

"Your gods are made of putty,
And mine are made of clay,
And so I think you're nutty,
And so you think I'm fey."

As a people, we seem to mistrust and dislike any artistic attempt in anything not specifically an *objet d'art*. We dislike life and use and art being interwoven and mixed up; we find it confusing and a little shocking. We do not readily recognize art unless we segregate it in museums, galleries and art schools, and keep it obviously and comfortably apart with a capital "A." Wherever we detect or suspect its presence free and at large in the workaday world we resent it as a frivolous intrusion.

On the other hand, we who take another view are interested in all forms of design, from the planning of towns and buildings to the making of pots and pans. We hold that mass production need not mean ugliness or poor workmanship, and that, rightly directed, it can achieve a beauty equal to, though different from, the work of the individual craftsman. That that is *not* so is not, I think, an error into which we are likely to fall now—decrying things just because they are machine-made. That is an outworn philosophy to-day; it simply is not true. Such beauty is not, of course, to be sought for in added ornament or in any faking of materials, but in the logical excellence of design and in perfect fitness for purpose.

In the more civilized future which the architect must be especially active in bringing to birth, architects will be looked on, I trust, not merely as designers and builders but as the chief directors of a new general movement towards visual beauty, of which some of us think that we already detect the first beginnings. In England any such movement will necessarily be very slow, and the final results probably disappointing to anyone but ourselves, who are used to ugliness and who do not expect beauty as anything but a rather exceptional treat. If we are not yet doing much to create beauty we are at least increasingly aware of and impatient with needless ugliness. I shall not pursue that, because that leads to preservation, which, though you must take it into your school purview, comes much later. I think that the child is much more, and quite rightly, interested

in new construction, in the things that are actually going on or are going to go on.

There it seems to me that your approach ought to be easy. There are so many good approaches to architecture. You can use the collecting mania, which is so prevalent an epidemic amongst the young. There is almost nothing I can think of that some child or other has not collected or started to collect, and with photography and local surveys and gathering together illustrations and so on, you can "stalk" architecture in that way very effectively.

Do not be too particular about the first approach. They may approach it—I think it is absolutely wrong ultimately, but anything for a beginning—entirely in the spirit of attaching to buildings nothing but a rarity value. But better than that nothing—as a beginning. Do not sit on them too heavily in regard to what they first like and get excited about, which may possibly be the rather loud vulgarities of the past. There is a lot of Elizabethan architecture with which I fell madly in love in my 'teens; I thought that nothing could be more desirable and more moving than the rather coarse strapwork and arabesques in Elizabethan gables and so on, and I collected pictures of nothing else—for about a fortnight—and then I began to grow up and to see that it was not the only thing, and that just because it was weather-worn and of respectable antiquity and of the Elizabethan age, made no difference at all to the fact that it was really rather vulgar tripe. Probably, however, if I had been authoritatively told by somebody I respected, that would have so undermined my confidence in my own taste or perceptivity that I should have just given up. One wants to be very careful not to snub children who have shown an interest in something, just because they show that interest in a rather superficial or wrong or dull aspect of that thing.

It is time that I stopped. After all, this is a conference, and with the Chairman's permission I will cease speaking and stand by ready to be provoked into jets of speech again by anything that any delegate may have to say to me in the way of question, retort, denial or anything else.

The Chairman: I am sure that we have all found that a most exhilarating speech. Although our discussion proper is to take place this afternoon, I am sure that if you like to ask Mr. Clough Williams-Ellis questions, further to illuminate what he has said, he will be most happy to answer them.

Mr. Clough Williams-Ellis: If this business of questions is a two-way traffic, I should like to ask you something. Some of you, I take it, are directly concerned in teaching, and not merely—well, I will leave it unsaid! Do any of you remember a book which was published about twelve years ago, called *An Outline for Boys and Girls and their Parents?* (Cries of "Yes.") It was published by Victor Gollancz and edited by Naomi Mitcheson. Because it was then considered rather too "Left" in flavour I understood that it had been rather a "flop," but the other day, when I tried to get some further copies, I was told that it had been out of print for some time. I suppose that to-day, any book, good, bad or indifferent, can be sold. Anyway, I did the section in it on architecture for children.

I assure you that it is extremely good. I am sure that it is, because I tried to do a new one without harking back to that. I know, of course, that my powers are rapidly declining, but the new one was not nearly as good, and I should like to bring that one up to date and have it re-illustrated, because I do not think that the pictures are suitable.

A Catechism

Mr. Sullivan referred to a catechism for buildings. Here I had a rather more direct catechism, addressed to the building itself, which I gather has gone well where it has been used in

schools. I shall be very glad of your criticism of this, if you think that it is suitable and applicable. I say: "Here is a sort of catechism for buildings, and according to how they"—that is, the buildings—"answer your questions, which you will find that they do fast enough as soon as you get good at asking them"—this is addressed to the child—"you will be able to make up your mind about them and decide whether they are good or bad." This is the catechism:

"(1) Are you practical? That is, are you an efficient house, shop, school, factory or church? Can a family be brought up in you or cheese be sold or children taught or boots made or services held in you with convenience?

"(2) Are you well and truly built, solid, safe and sound?"

"(3) If you are new, are you going to look shabby or still raw in ten years' time, or have your materials been so wisely chosen and used that the years will pleasantly mature and mellow you?

"(4) Are you beautiful, or at any rate to me, or did you seem so to those who built you; and if so, why?

"(5) Is there any special idea about you? Are you vigorous, or restful, long-strung-out (horizontal) or all-up-and-down (vertical), quiet or gay; in short, have you any special character, and, if so, of what kind?

"(6) Are you a good neighbour? Do you love the Tudor inn next door, the Regency chemist's shop opposite, the pol-larded elm trees or the church across the way, as yourself? Do you 'do-as-you-would-be-done-by'? Do the other buildings and the trees and surroundings near you generally gain or lose by your presence? In short, have you civilized manners?"

Questions such as these will naturally lead on to more detailed and technical ones—for example, What is the relation or proportion between wall surface and windows? What are the proportions of the windows themselves, and even of their



panes? Is the pattern a pleasant one, or is the general effect rather blank and sad or too cut up and fussy?

Would you agree that that kind of thing could usefully be employed? I feel that perhaps the most difficult thing and the most necessary thing is somehow to extract expressions of opinion from children and get them to commit themselves to *something*. If they are wrong, you can say "Yes, I see what you mean, but on the other hand have you considered this, that, or the other?" This is not like mathematics, where an answer is right or wrong; but you may have an unconsidered answer, based on insufficient data. What we want to do is to give the children the data on which they can make up their minds. That is what our general population so tragically lack; they do not know what they might have and what to ask for, and it is very difficult for them to make any contribution to the vast planning debate which is going on at this moment all over the country.

In every factory, in every military unit and on every ship there is informal, if not actually formal, discussion going on, and discussion groups busily engaged in discussing things that are nearly related to architecture in this wider field, and of course that is a debate which will need to go on as long as civilized life goes on. Although, as I said earlier, we have started too late—ten years, twenty years, a generation, a century too late—too late, that is, for the immediate things—any child who can be given a civilized, informed outlook on these things is going in time to make its influence felt. What we are now launching is going, I hope, to carry on increasingly (possibly with less momentum but with better direction to make up for it), and forever. Unless into that stream we can inject a perpetual recruitment of young who have some contribution to make, we shall do no better than we did in the nineteenth century, in the Industrial Revolution, when our "demi-paradise" was very nearly turned into a demi-dustbin. That's all.

Courtesy of the Journal of the Royal Institute of British Architects.



AN OPEN LETTER to Mr. Robt. F. Duke
from the Chairman of the Editorial Board

July 10th, 1944.

Dear Mr. Duke—

Your letter on the Provincial Page of the June issue was, as usual, an interesting one. Your delightful comparison of the composition of a symphony with the design of a building opened up a vista that I had not appreciated previously. Now it is understood because it was explained clearly by one competent to draw the comparison.

The latter part of your letter however deals with the Journal and I wish I could explain as clearly the situation that confronts it. As one long interested in the Journal I would like you, and others, to know more of the problems that surround its production month after month. In the first place may I point out that the present policy is to maintain the Journal as a professional paper as contrasted with your suggestion that it should become a popular architectural periodical. For twenty years it has been the recognized means of communication between the Institute and the Provincial Associations and the individual members. It is profitable to speculate on how that liaison might have suffered had it not been for that regular contact. For many years it was published at a loss to the Institute financially although at a profit professionally. Of more recent date it has been published at a gain on both counts. However if the present

policy is to continue in force, it must be expected the circulation will be limited to the 950 architects, the students in the four Schools of Architecture, a few libraries, clubs and of course to advertisers and exchanges, about 1,350 copies per month.

Apart altogether from the question of policy, the obstacle against increased circulation is simply an economic one. Our advertisers are with us year in and year out, through good times and bad, through peace and war, for the good and sufficient reason that the Journal is the one medium reaching every architect in Canada, the men who design the buildings and write the specifications and thereby control a tremendous volume of building material. To appraise the extent of that market, one should ponder on the five hundred million to six hundred million annual building programmes. Convincing the 950 architects with the merits of their products is the chief concern of our advertisers. That being the case, advertising rates would not increase proportionately with increased circulation; in other words publishing costs would mount more rapidly than advertising revenue.

The time may come when it will be financially practical to employ a staff photographer but in doing so there would be a certain intangible loss of unity amongst us. With your state-

Continued on page 162

SURVEY AND REPLANNING OF MONTREAL

By ANTHONY CLYDE LEWIS

Submitted in Partial Fulfilment of the Requirements for the Degree of Master of Science in City Planning in the Graduate School of Illinois Institute of Technology, Chicago, Illinois.

INTRODUCTION

The scope of this thesis is limited to a discussion of the problems presented in replanning Montreal and an explanation of the drawings through which a solution was evolved. The solution was determined by techniques based on the principles of city planning of Professor Ludwig Hilberseimer. For these principles and for his penetrative criticism during the development of the drawings, I am deeply indebted to him. To the writings of Lewis Mumford and of Patrick Geddes I owe the clarification of the historical and sociological aspects of city planning. I wish to thank Professor Walter Hendricks, Chairman of the Department of English of Illinois Institute of Technology, for his supervision of the writing of the thesis.

HISTORIC DEVELOPMENT OF MONTREAL

The City of Montreal is situated at 45° 30' 17" north latitude and 73° 34' 40" west longitude on the island formed by the St. Lawrence River and the two main branches of the Ottawa River which flow into it. Montreal marks the end of ocean navigation and the beginning of inland navigation by rivers and lakes to the heart of the continent.¹

The strategic location of the site made it a logical choice for the first Indian settlement of Hochelaga. The hill on which it was built, the only one in the vicinity, afforded protection from man and nature, and the inshore waters of the Lachine rapids supplied an abundance of fish. The settlement was made up of 3,500 inhabitants living in a group of fifty "long-houses", fortified by a primitive stockade similar in nature and function to the wall fortifications of the medieval villages.²

The first Europeans to arrive at this site were Jacques Cartier, the French navigator, who ascended the St. Lawrence River to the island in 1535, and Champlain, who began his series of annual trading visits in 1611. No attempt at colonization was made until 1642 when Maisonneuve and his followers set up a fort at Place Royale and opened a port. Under the protection of this fort the first settlement of Montreal developed. For almost a century the Iroquois made ceaseless war on the settlers, and it was not until the Iroquois Peace of 1700 that the town was able to expand freely without regard to its fortifications.

Until 1844 the Lachine rapids made through navigation between the island and the ocean water impossible. In this year a canal was dredged to connect the St. Lawrence River and the inland waters, with a consequent acceleration in trade activities for Montreal. By the middle of the nineteenth century

the population of the city had reached 130,000, and its importance as a transshipment centre was well established. It became the terminal for the Allen Line's overseas steamship service. Ocean ships could proceed as far as the port of Montreal, and from this point transfer could be made to ships of the inland waters through the Lachine canal.

The population of Montreal increased rapidly as the city became the immigration and railway centre of Canada. The integration of railway and overseas transportation led to the development of industries which produced goods of many kinds for Canada and exported paper, wood and grain.

The importance of the city as a great grain shipping port may be attributed to the following factors: (1) Its position with regard to rail and water routes from the prairie plains of Canada and the corn and winter wheat belt of the United States; (2) the facilities for handling grain; (3) the availability of ocean tonnage, and (4) the low freight and insurance costs from the port to the overseas market.

With such favourable trade and industrial conditions and with no regulating principle adequate to control the rapid growth which they fostered, it was inevitable that forces which appeared to be constructive soon became destructive in effect. Developing along a centralized system designed to meet the needs of a small town and pedestrian conditions, the city was unable to meet the problems introduced by new facilities of communication or to regulate the relationships of expanding industrial and commercial elements to residential areas. The resulting congestion and inefficiency have made the need for replanning imperative.

THE PROBLEM AND THE APPROACH TO A SOLUTION

Montreal, like all other cities which grew during the development of industry and trade in the nineteenth and twentieth centuries, is characterized by four typical deficiencies:—

(1) There is no planned relationship between working districts and residential areas from the standpoint of easy communication. The transportation system is consequently unduly large and complex.

(2) The prevailing west wind was not considered in the location of industrial and residential areas, hence industrial smoke and fumes pollute the air over most of the city with ill effects to the health of the community and obvious aesthetic undesirability.

(3) Houses in the residential areas are built too densely and are oriented without regard to sunlight, and are, therefore, predestined to become slums.

(4) Recreational areas are lacking where they are most needed.

The correction of such deficiencies must begin with the separation of city elements according to function and the co-ordination of these elements by a transportation system.

¹ Encyclopaedia Britannica, "Montreal", 14th ed.

² Newton Bosworth, *Hochelaga Depicta*, (Montreal, 1839), pp. 8-10.

Since the industrial life of Montreal grew out of its position as a railway and shipping centre it seemed logical to begin the reorganization of the city by integrating the railroads in a manner which would facilitate their functioning in relationship to the port and highways. The existing railway system was constructed without considering the relationship between the railroads themselves at a time when the problems introduced by the automobile could not be foreseen. The traffic difficulties resulting from this haphazard system increased proportionately with the speed of the automobile and its growing importance as a means of transportation. The first step in the solution of this difficulty is the consolidation of railroads and highways in one parallel system with a central terminal.

The elements of Montreal which must now be related to establish communication lines are the following: the industrial area, the commercial area, and the port, with their respective residential districts. The industrial area will be divided into heavy industry and manufacturing industry, with manufacturing industry subdivided into those which produce nuisances such as smoke, fumes, and noise, and those not producing nuisances.

Figure 2 illustrates four solutions for the arrangement of the above mentioned elements in relation to a railroad running from west to northeast along the St. Lawrence River. In each solution the port remains in its present location, since its placement is the result of natural conditions.

In Figure 2 (A) the heavy and nuisance producing industry is placed on the northeast part of the island along the railroad in such a way that the residential area for workers is out of the "wind shadow". To the west we have the manufacturing industry without nuisances, such as smoke and fumes. The commercial area is based on a density of twenty persons to the acre. This low density necessitated the subdivision of this district into two sections to secure needed space. One element is placed on the west side of the main island and the other across the river on Ile Jesus (Jesus Island). Because of the separation of the parts of the district and the limited possibilities for expansion, this plan was discarded. In this solution, as in the others illustrated in Figure 2, the central railway terminal and the airport are located between the commercial and industrial elements.

In (B) the heavy and nuisance producing industry has the same location as in (A), but the smokeless manufacturing industry is placed on Ile Jesus. This scheme permits the unification of the commercial element on the main island, but the two additional highways which are required for the efficient functioning of the plan limit the expansion of all elements. In this diagram a uniform density of forty persons per acre was accepted. Because this ratio of population to land area made possible a more organic unity without the sacrifice of functional and special considerations, it was employed in the solutions which followed.

In Figure 2 (C) the railroad crosses the river at the port and continues northeast along the east bank of the river, to serve the industry which is in this case removed from the island to the mainland. This plan, although it contains the greatest possibilities for expansion, sacrifices the unity of the city and access to the port.

In Figure 2 (D) the whole city is located on the island. Heavy and smoke-producing industry is located on the northeast part of the island. West of the station is the commercial area. From the standpoint of unity, ease of communication, and possibilities for expansion of every element of the city, this solution was found to be the most workable and became the basic arrangement on which the replanning of Montreal was developed.

THE PROPOSED PLAN

The final solution for the replanning of Montreal is shown in Figure 3.

The railroads run from west to northeast along the St. Lawrence river parallel with the main highway. This transportation strip connects all subsidiary railroads and automobile roads.

The industrial area is located on the northeast part of the island with factories of the heavy and nuisance-producing industries placed on both sides of the main railroad lines. This arrangement makes possible a direct connection between every factory and the railroad. The residential zones for employees of these industries is west of the industrial area, outside the "wind shadow".

West of the heavy industry is placed the manufacturing industry which does not produce nuisances. These light industries are connected to the main traffic system by three local branch railroads with parallel highways. The residential zones which relate to this area are situated on both sides of the branch traffic strip. (Detail Fig. 5.)

The commercial area is located on the west side of the island and is connected with the principal highway by four local highways. This zone contains all state and municipal administrative buildings, office buildings, stores, theatres, hotels, garages, etc. All of these buildings can be reached from the local highway by automobile and are within walking distance of the adjacent residential areas.

The cultural centre of the city is located between the industrial and commercial zones at the bend of the main traffic line and at the foot of the mountain. The cultural centre consists of the university buildings, a museum, library, stadium, and all other buildings needed for this phase of civic life.

The port has the same location in the replanned city as it has at present. To facilitate transshipment there is a direct connection between the port and principal railroad by means of a branch road which serves the grain elevators as well as the port itself. These elevators and plants are conveniently related to the docks and are parallel with the local railroad.

THE BASIC RESIDENTIAL UNIT

All residential areas of this proposed city have a density of forty persons per acre and are based on the settlement unit within a ribbon system plan as it has been developed by Ludwig Hilberseimer.¹ "The basic demand, which limits the boundaries of the residential zone, is dependent on the acceptable walking distance of the pedestrians so that each person can walk from his home to his place of work."¹

The limitation of traffic which is desirable within a residential zone and the functional organization of the street system require a differentiation of traffic routes. This differentiation is accomplished in the scheme illustrated in Figure 5 through the system outlined below.

Residential lanes lead into dead-end streets, insuring that only essential traffic such as delivery cars, ambulances and fire engines will enter the residential zones, eliminating the menace of through traffic in this area. The secondary highways are fed by these residential streets, which in turn flow into the main speedway at convenient junctions.

¹ "Principles of City Planning", *Armour Engineer and Alumnus*, (1940) p. 4.

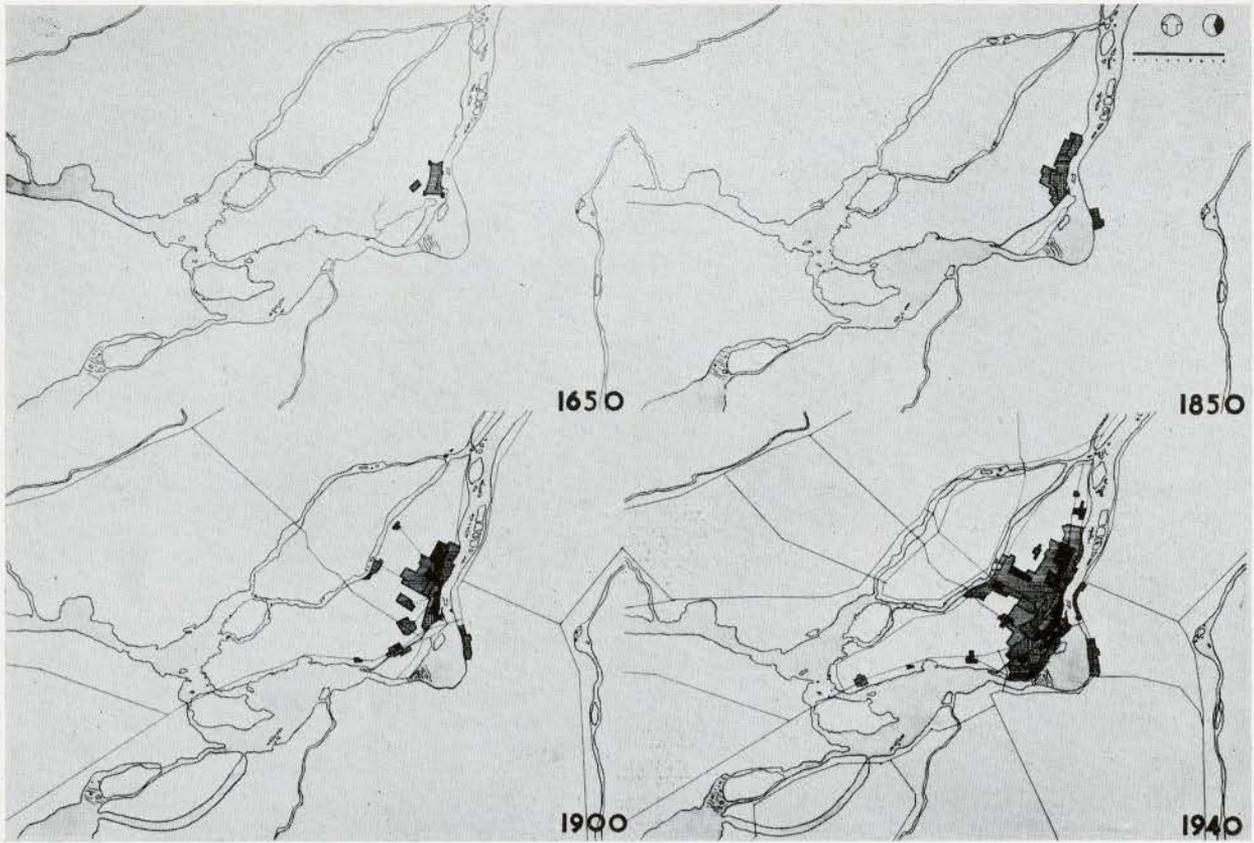


FIG. 1. HISTORICAL GROWTH OF THE CITY OF MONTREAL

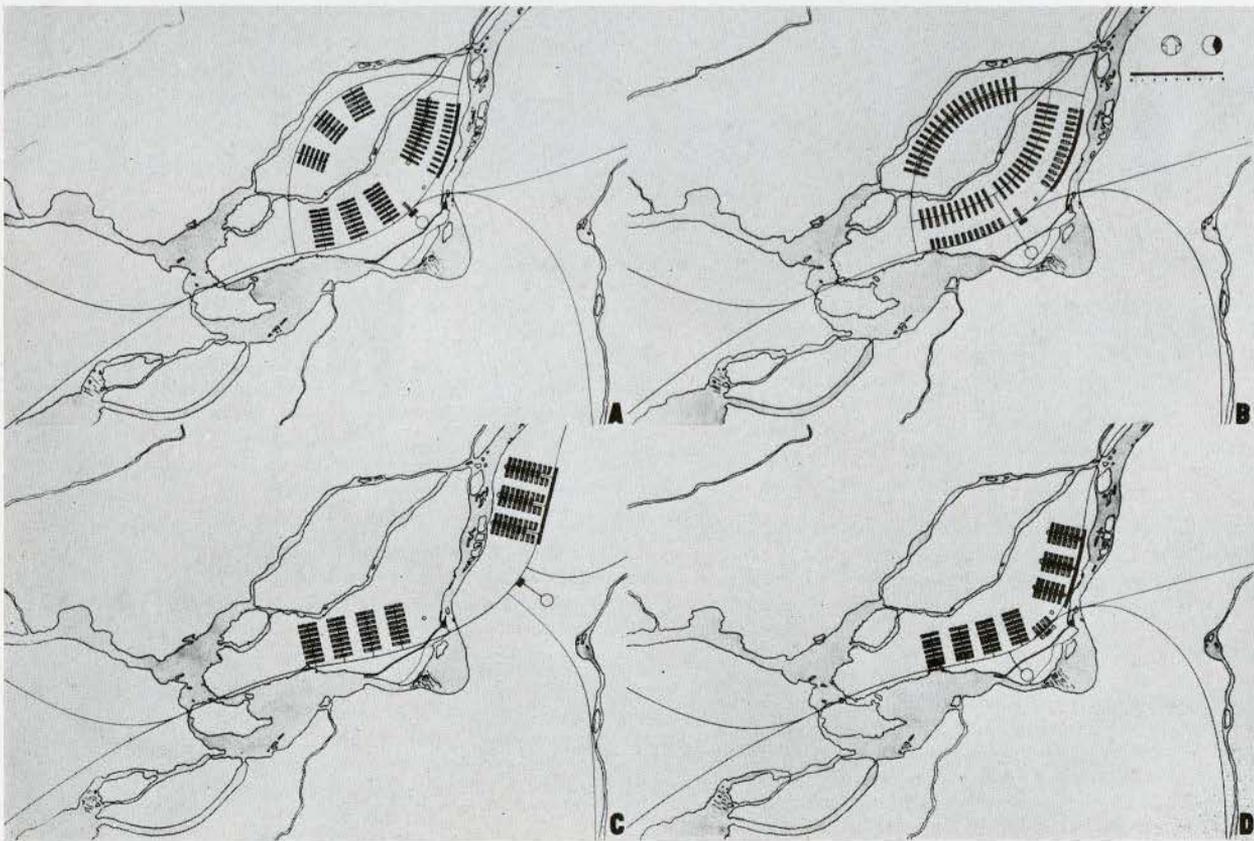


FIG. 2. POSSIBLE SOLUTIONS FOR REPLANNING

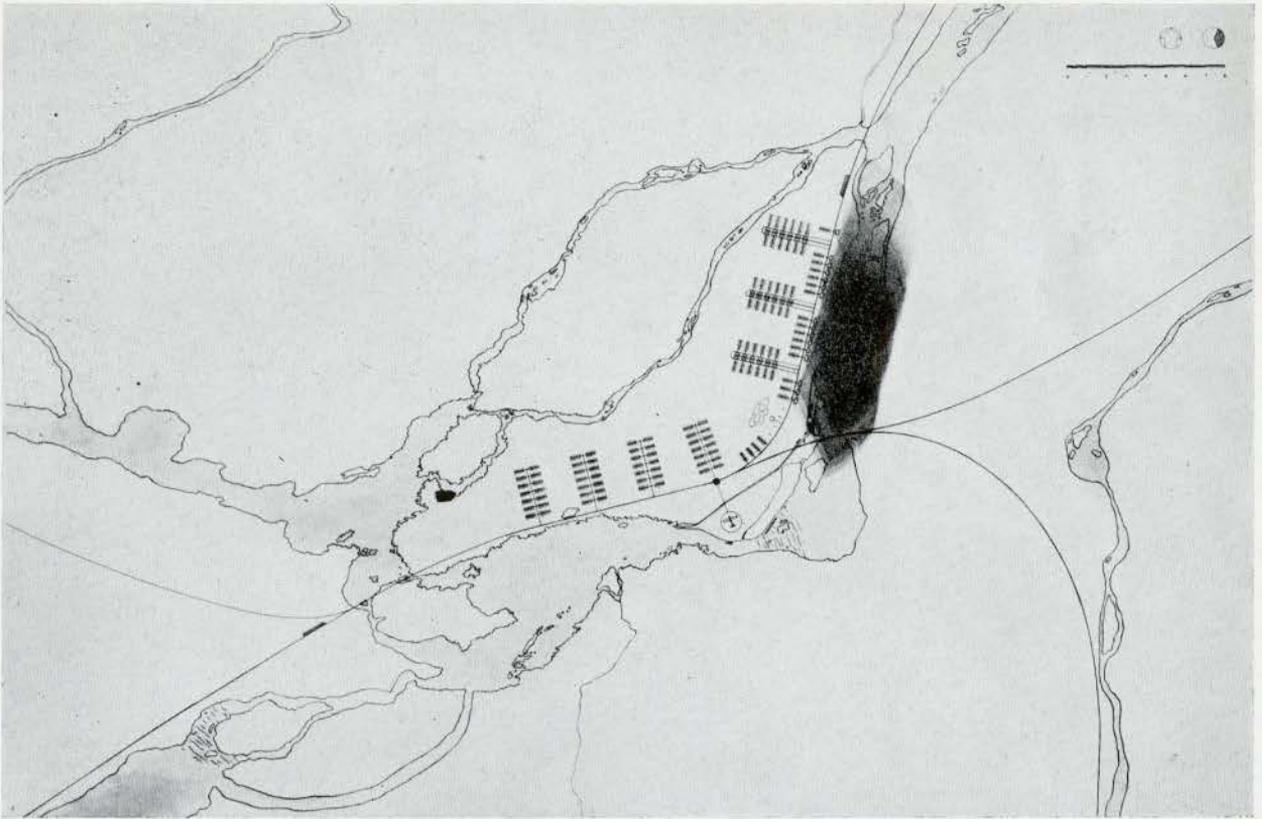


FIG. 3. PROPOSED PLAN



FIG. 4. DEVELOPMENT OF THE PROPOSED PLAN

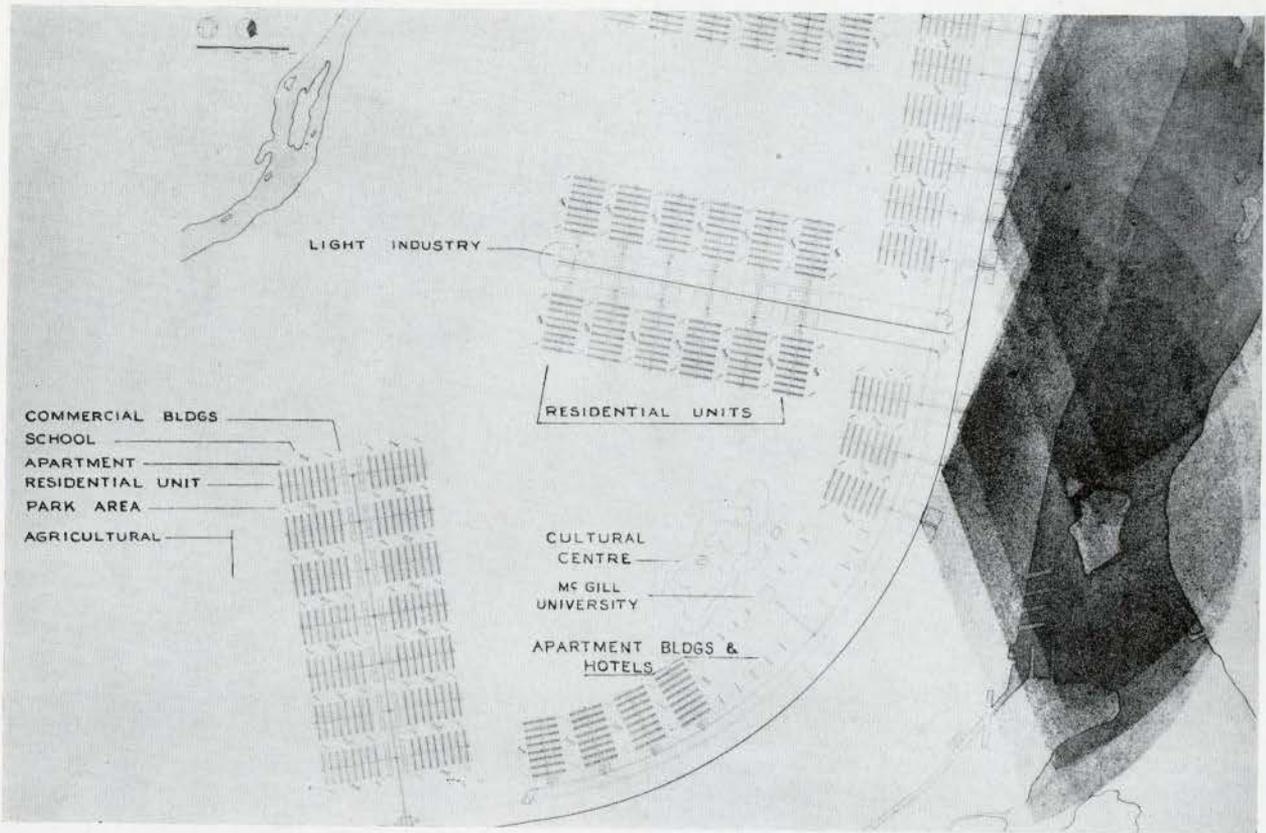
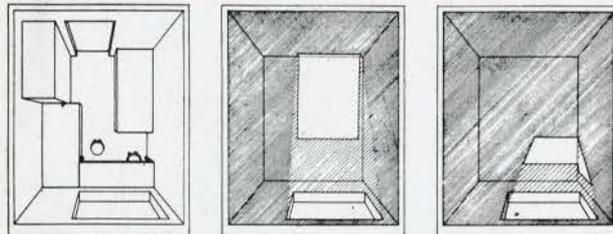


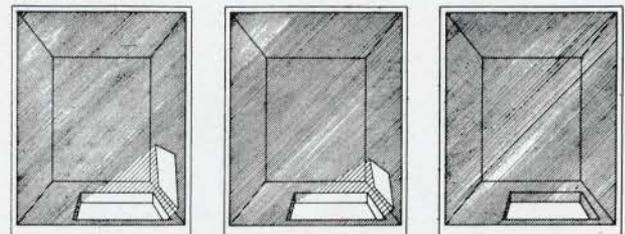
FIG. 5. BASIC CITY UNITS

SUMMER

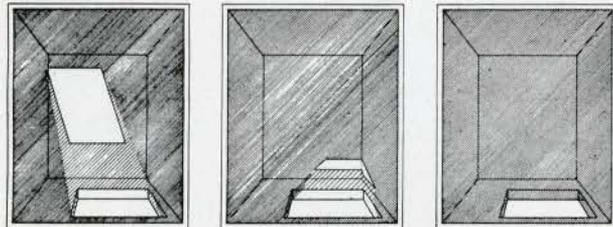


MINIMUM BEDROOM EAST 8 AM JUNE 21 EAST 10 AM JUNE 21

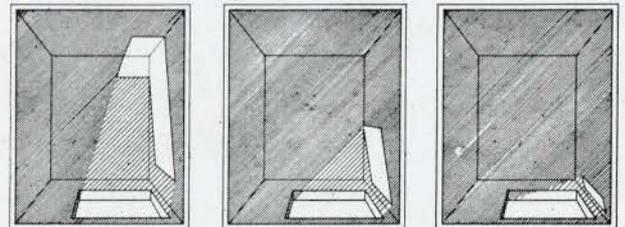
WINTER



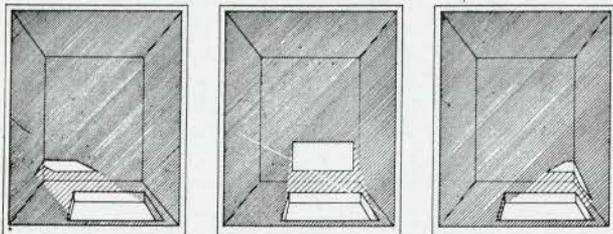
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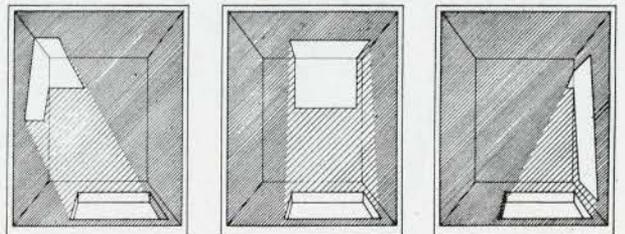
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FIG. 6. SUNLIGHT PENETRATION AND ORIENTATION

The density of forty persons per acre allows one to build free standing, one-storey houses with enclosed gardens. Such groups will alternate with multi-story apartment buildings which will be widely spaced in parks. The apartments are to be served by separate drives which do not interfere with pedestrian traffic.

Each residential unit is surrounded by parks on three sides, in which there are schools and playgrounds for the inhabitants. The play areas can be reached without crossing traffic streets. "Even if garages are incorporated the traffic system can be so planned that each child could go to the park or school without crossing a traffic street."¹

All houses have been given southern exposures in the principal living rooms, thereby allowing morning and afternoon sunlight to penetrate the houses with a minimum of sun in summer and a maximum in the winter.

Figure 6 illustrates the meaning of sunlight at the latitude of Montreal in terms of room penetration when orientation is east, southeast and south, respectively. The desirability of a southern exposure is evident from the diagram.

Apartment houses also enjoy southern exposures, whereas schools have been oriented southeast in order to eliminate the direct sunlight of the afternoon.

The single family houses are planned for six persons. Each residential unit consists of one thousand family houses with gardens. Including apartment houses each unit has a population of seven thousand persons.

The apartment houses are built high and spacially related so that no building interferes with the sun lighting of another.

Such a mixed type of settlement in a decentralized city permits a high degree of freedom and privacy to its inhabitants. The residential zones are embedded in the landscape, and through this fusion the impression of the city as a vast ocean of houses is erased.

CONCLUSIONS

(1) The flexibility of the system used in the reconstruction of Montreal allows the city to be expanded or reduced according to needs without loss of organic unity.

(2) Figure 4 shows how the existing city could be gradually changed without interference to its life during the process of reorganization. Figure 4 (A) is a diagram of the Montreal

¹ "Principles of City Planning", *Armour Engineer and Alumnus*, (1940) p. 4.



NOTICE OF APPOINTMENT

All interested in community planning will be pleased to hear of Mr. John S. Galbraith's appointment as head of a new division of the National Housing Administration. Mr. Galbraith is a graduate of Civil Engineering in the faculty of Engineering of the University of Toronto. For years he was engaged in the profession of engineering, but as long as I have known him, two consuming interests have dominated his life. One was Methods of Education, and the other Town Planning, (strongly tinged with real estate taxation). Since his new job will be largely the direction of an educational programme in town planning for Canada, Mr. Galbraith will be able to focus his two interests in a single task of greater scope than anything he has done heretofore.

For two years Mr. Galbraith sat on the Toronto Zoning

at the present time, showing the railroads radiating from the centre of the city in all directions and cutting the city into disjointed segments. (A) also illustrates the all pervasive nuisances of smoke and fumes from the scattered industries. In Figure 4 (B) the first step of rebuilding is initiated by the construction of the new railroad and highway strip, and the removal of nuisance-producing industry to their planned location. During this period the workers employed in these factories could live in their old residences and reach their place of work by the newly built railroad. Fig. 4 (C) shows the next step in the gradual removal of factories together with their residential areas, and the relocation of several commercial units.

(3) In Figure 4 (D) the completed reorganization is illustrated, a change that could be accomplished within two generations, transforming Montreal into a better place in which to live and work.

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Committee, and produced a minority report. He was a member of the Advisory Technical Committee of the City Planning Board, but resigned when he found that he could not support the planning procedure of the Board. I mention these matters because they indicate that he is a person with very definite opinions, which he is fearless in expressing. It is difficult to think of him as a civil servant, but it is certain that it will have no effect on his downrightness. He may chafe a little at being unable to change the real estate tax structure of our municipalities, or to engage in planning, global in scope. We look to him, at any rate while the war is on, to be the leader of a crusade in Canada pointing out the need for planning and showing the way. Members of the Royal Architectural Institute of Canada will wish him every success in the undertaking.

E. R. A.

HOTEL TADOUSSAC, TADOUSSAC, QUEBEC

About 150 miles East of Quebec on the north shore of the St. Lawrence at its confluence with the Saguenay — "a fine river and of incredible depth" — lies the village of Tadoussac set against a background of mighty granite hills. Its history as a settlement for fur trading with the vanished Indian and as fishing grounds goes back at least four hundred years, and in its bay, Cartier, Champlain and other stout-hearted adventurers found safe harbour for their storm-beaten caravels. The first picture of a permanent building is given in Champlain's map of Tadoussac, 1608, and depicts the "Habitation du Cappn. Chauvin de l'an 1600" (the first trader) curiously drawn and out of scale with its surroundings. This post-house we find in a description of the time was twenty-five feet long, eighteen feet wide and eight feet high, "in the shape of a guard room" covered with boards, with a fireplace in the middle, surrounded by wattles and a small ditch or moat dug in the sand. The stone foundations of this post-house were discovered recently not far from the excavations of the new hotel and the house itself has been carefully reconstructed and now serves as a Museum of early Tadoussac. For a comprehensive history of the district the enquiring reader is referred to "Tadoussac, then and now" by W. H. Coverdale, which gives in vigorous narrative the tale of explorers, travellers and the early missionaries to the Kingdom of the Saguenay.

The new hotel erected 1941-2 replaces a smaller building which for over three-quarters of a century had been the summer home of generations of Canadian and American visitors.

The earlier building, in its magnificent setting of river and mountains, but without much architectural character, had a certain home-like appeal with its white clap-boarded walls, spacious verandahs, green shutters and vivid red roofs and the desire to preserve this feeling, both on the part of the owners—Canada Steamship Lines, Limited—and their Architect, was the determining factor in the design of the new hotel and its amenities. The contours of the site largely suggested the placing of the main building, and a wooded ravine—complete with running brook—gave the angle of the lower wing at the west end of the property; the service wing at rear being located to take advantage of the prevailing winds.

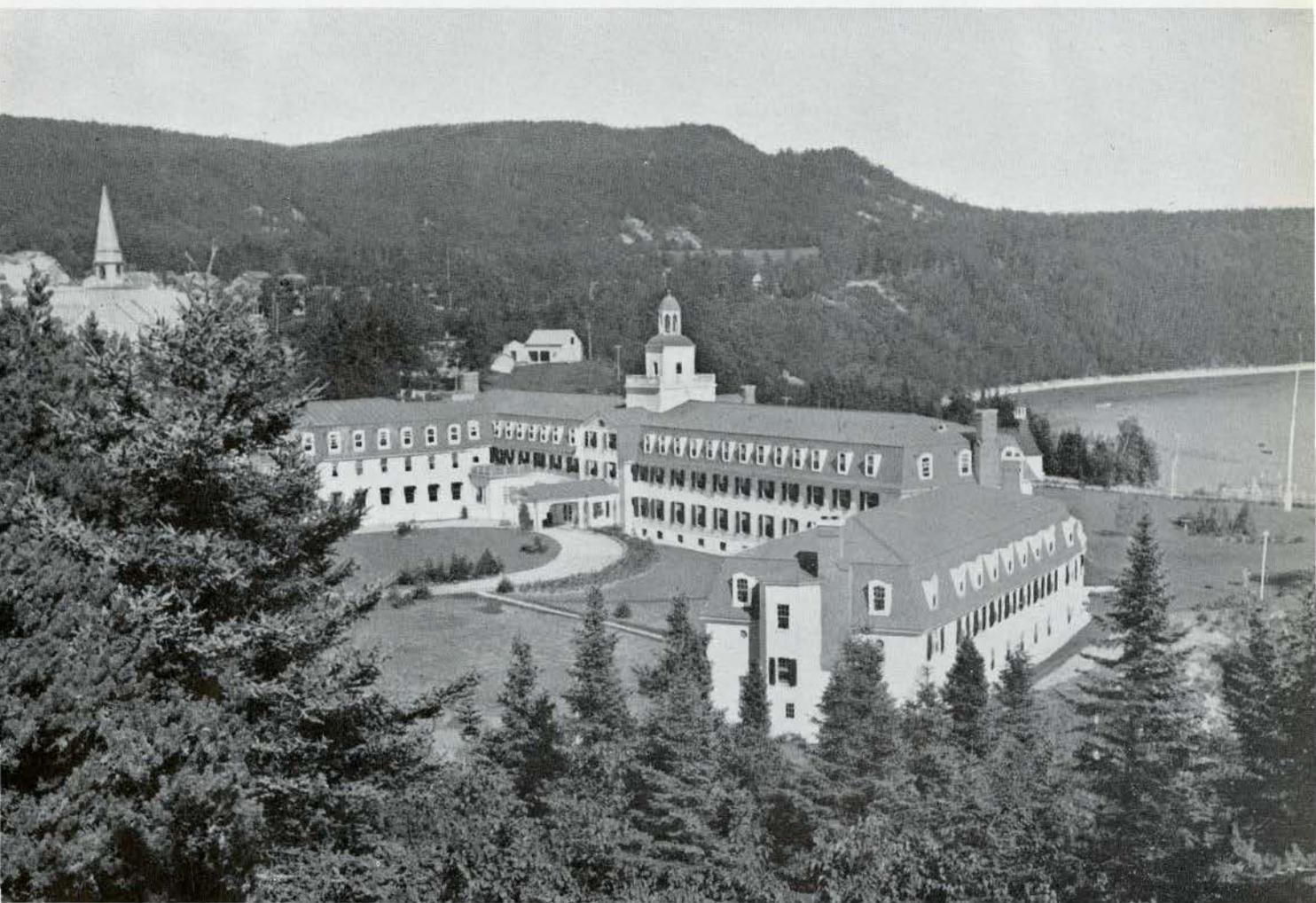
The interiors of the public rooms are quite unpretentious and apart from their utilitarian functions serve mainly as a background for Mr. Coverdale's collection of old Quebec pine furniture and panelling, prints of early Indian and Marine interest, maps, carvings, textiles and so forth. Guest room interiors too are simple and colourful with maple furniture and all over carpets specially designed. One particularly successful carpet pattern is based on the "ceinture fléchée". The window drapes, coverings and bed-spreads are handicrafts of the Province. The interior decorating was carried out by Miss E. M. Shuter of Montreal.

The small building within a stockade set on the edge of the Ravine in front of the hotel, is a reproduction of Chauvin's Post, already referred to. This is the work of Mr. Sylvio Brassard, Quebec Architect, and houses a most interesting collection of early Indian relics, such as hunting, fishing and war implements, papoose boards, Indian dress ornaments and coins of the French régime. Many of the above objects were discovered in trenching and excavations on the grounds.

The construction of the hotel carried out by the contractors largely—of necessity—in the winter season does not present any unusual features, but a word of commendation for the men who worked through an extremely hard season of snow storms and blizzards is in order. The nearest railhead was at Murray Bay, fifty miles distant, and the only communication with the outer world was either by small trading steamer which loosely kept to a schedule of two trips per month, or by snowmobile.

An open air swimming pool of salt water, heated from the hotel plant, is located on the sandy beach of the bay in front of the property.

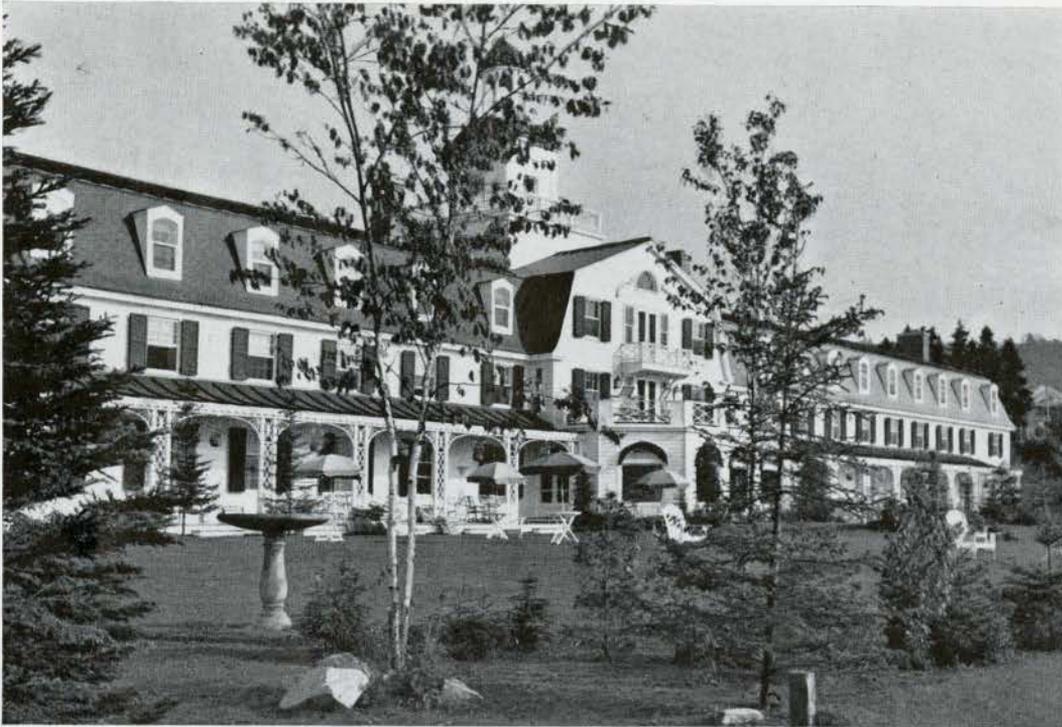
David Shennan.



Photos, Canada Steamship Lines

HOTEL TADOUSSAC, TADOUSSAC, QUEBEC

DAVID SHENNAN, ARCHITECT



MAIN FRONT



VIEW FROM INSIDE STOCKADE OF CHAUVIN POST



DINING ROOM ENTRANCE SHOWING THE PAINTED WALLPAPER



WEST LOUNGE



LADIES' ROOM



PART OF MAIN LOUNGE



BEFORE ALTERATION



HOLT, RENFREW AND COMPANY LIMITED, WINNIPEG, MANITOBA
MOODY AND MOORE, ARCHITECTS

MEMORANDUM

TO THE CABINET OF THE PROVINCE OF QUEBEC FROM THE P.Q.A.A.

The P.Q.A.A., in common with a rapidly growing public opinion, is convinced that it is now imperative to introduce legislation for the encouragement and better control of municipal and regional planning throughout the Province.

To this end, we respectfully suggest that a Bill be prepared which would provide for:

Section I

The establishment of a permanent provincial planning body.

Section II

Powers that would enable Councils of city, town, village and county municipalities to create planning boards for the preparation and establishment of master plans for their respective areas.

Planning

Under Section I, we respectfully suggest that a permanent provincial planning body may be set up in one of three ways:

- (a) As a planning branch within the Department of Municipal Affairs, Trade and Commerce;
- (b) As a provincial planning board (commission) under an appropriate provincial department; or,
- (c) As a Provincial Planning Department.

Functions of a Planning Body

It is obvious that a permanent provincial planning body, given adequate authority and support, could perform many useful functions in respect to guiding the future physical development of the province, its regions and urban areas.

Among its functions might be the following:

- (a) To consult and advise with municipal authorities, and municipal and regional planning bodies which may be formed, on all matters of interest in local or regional planning;
- (b) To assist municipalities, when required, in the preparation of surveys, master plans, reports and construction programmes;
- (c) To categorize, or codify, all existing statutes bearing on planning matters;
- (d) To establish standards for amenities, health and safety; and, to prepare model sets for zoning by-laws and building by-laws appropriate for the use of various classifications of municipalities;
- (e) To serve as a board of appeal in adjudicating cases where literal enforcement of local planning regulations may cause hardship to private parties;
- (f) To maintain a bureau of information for the education of the public in matters of local and regional planning in general, and, in particular, for the creation of a better understanding of specific projects.

Municipal Enabling Legislation

Under Section II, we respectfully suggest:

That the Act, giving powers to municipal councils for the creation of planning boards and the establishment of master plans for their respective areas, be of an "enabling" rather than a "mandatory" nature.

We suggest that the Act prescribe the rules for the appointment of the personnel of the planning boards and their jurisdiction; organization and rules of procedure; accommodations, finances and staff; powers and duties; and procedure in giving local and regional master plans legal status.

This broad outline follows substantially the organization in all countries where municipal and regional planning have been set up. This method has become generally standard in the United States, where out of 48 states, 42 have legislation in force for municipal planning, and 40 for state planning. There are in addition numerous regional and county planning commissions, all legally established.

The Master Plan

The chief instrument for accomplishing long-term comprehensive physical planning is the MASTER PLAN, which together with descriptive matter, charts and reports is intended to serve as a guide for the future growth of the area to be planned. It differs from the official maps or plans in that it is the projected plan which includes all elements that make up the physical structure of the municipality or region, with a view to obtaining a co-ordinated, and harmonious ultimate development.

The preparation of a Master Plan requires the collection, analysis and interpretation of a large body of facts about the past and present, and a wise appraisal of the future. While such facts and enquiries cover chiefly physical matters, they must also give consideration to the social and economic fields.

The Master Plan for a Municipality would outline existing conditions and broad development programmes which, according to size, character or location of the municipality would include some or all of the following: streets, (including main traffic thoroughfares), bridges and vehicular tunnels, parks and parkways, sites for public buildings, zoning districts, public reservations, routes for public utilities, harbour lines, and areas subjected to other governmental regulations, together with such other physical features as may be applicable to a municipality.

The Master Plan of a "Region" would include similar classifications, and others of a regional and provincial character.

The preparation of an adequate Master Plan may require from two to three years, even for a city of moderate size; and considerably longer for a large city. The Master Plan for a "Region" may take even longer, though several regions may be undertaken concurrently.

This does not mean, however, that the planning body (be it regional or municipal) should await the completion of the initial Master Plan before attempting to bring planning consideration to bear on the determination of the location and character of public improvements or private developments. On the contrary, the activities of the planning body, concurrently

with work on the Master Plan, should include advisory assistance to authorities on all current matters affecting the development of the region or municipality as the case may be. With its steadily growing fund of knowledge, as the studies on the Master Plan progress, it will be in an increasingly better position to perform this function.

Master Plans may be amended or extended, and any part of them carried into greater detail as required. Master Plans may be adopted as a whole or in part, first by the planning body and finally by the authorities, but such adoption does not imply authorization to proceed with the execution of all or any part of the programme which may be recommended. Such execution of work will be subject to the same formalities as now prevail.

No Master Plan may be adopted before advertisement and at least one public hearing on the proposed action. Once adopted by the properly constituted authority the plan would be legally binding upon all units of government, public and private corporations and individuals owning property within the area over which the plan has jurisdiction.

Government Support:

It will, of course, be understood that basic planning legislation *alone* will not suffice. Competent Planning bodies must be appointed, backed by the authority of the government and be given financial support and the co-operation of all departments of government.

Social and Economic Value of Comprehensive Planning

A consistent policy for the control of the use and development of land, whether by public or private interests, will aid in restoring and maintaining a proper balance and a convenient and economic relationship between industry and agriculture. It will insure permanent protection of amenity and investment in industrial and other developments so far as encroachments and misplacements are concerned. This will become increasingly important in the post-war era when, after a possible temporary let-down, the present industrial trend will be resumed.

In many respects every municipal unit of the province has interests in common and the welfare of the one is dependent on the welfare of the whole. Thus regional and municipal planning should not be thought of as sharply divided, cut off and limited by conditions in their own respective areas.

In some municipalities remedial as well as preventive planning will be required. Through planning and re-planning, municipalities whose structure, population and financial condition have been adversely affected by traffic or other congestion, and other civic ills, may be started on the road to physical and financial rehabilitation and their growth on the peripheries directed in the proper channels.

Through the basic legislation and the planning herein proposed, new cities and towns will be provided with a frame and pattern of civic design which will insure their satisfactory and economic development in the future.

A reasonable set of conditions for the attainment of a model community would include a sound, well balanced industrial structure, a community pattern with ample light and air, and

adequate streets, recreational and other public spaces available in all sections; a balanced development free of congestion in building, population or traffic; a relatively stable and reasonable level of land values with all land in efficient and socially desirable use. Such an arrangement may be expected to extend the material and cultural advantages of urban life to a far greater number of the population; to give them the benefits of a more healthful environment and richer personal and communal life.

So far as the larger municipalities are concerned, experience teaches us that we have never approached that ideal nor can have any hope to do so, through the piecemeal, short-sighted methods of the past.

Present Planning Powers Not Sufficient

While the Cities and Towns Act apparently gives considerable powers to local authorities in matters of planning and development, gaps, lack of co-ordination, and changing policies of successive municipal councils, have deprived communities of the full benefits that former legislation intended. It is not suggested by this that any statutes be *changed*, but it would be most advantageous to have them *codified*.

In advocating legislation for comprehensive long-term planning in regional and municipal fields, we suggest that such action would be logical and progressive. So far as municipalities are concerned it would not be compulsory, but of *enabling* character. It would be hoped, for the sake of the municipalities themselves and the influence of municipalities on their economic orbits and the province generally, that as many as possible will avail themselves of the legal powers of the proposed Act, if and when official and public opinion and financial means permit. The proposed act is equally applicable to new communities yet to be formed and to existing municipalities now struggling with many problems connected with their unfavourable physical and financial conditions.

Post-War Reconstruction Needs Prompt Action

We suggest that there is urgency in this matter at this time in view of conditions created by war and changes that may be anticipated during the critical period of readjustment that must follow. It has been frequently stated that in the post-war reconstruction period public works providing mass employment will be essential among other measures, to restore the country to a stable peace economy.

The scope and size of such public works, by whatever level of government they be projected, imposes an obligation that they be socially and economically sound, and within patterns and controls outlined in Master Plans creating sound basic conditions for such projects.

Time will be required for consideration of planning legislation and the many steps that will be needed before comprehensive planning becomes effective. Consideration and action at the earliest possible moment is therefore imperative if any benefits are to be derived through comprehensive planning for the post-war reconstruction period.

The above is tendered to your Government as a token of good will and a desire to assist in positive action towards improving the general welfare of the people of our Province as a progressive and prosperous unit.

THE PROVINCIAL PAGE

ALBERTA

Mr. Clough Williams-Ellis in a lively "talk at large" given last January at a conference of the R.I.B.A. on the teaching of architectural appreciation in schools advocated the admirable method of making a "catechism for buildings" as a means of vitalizing the appreciation of architecture. A catechism, which each may compose to suit his own temperament, would consist of a series of appropriate questions addressed to the buildings themselves. The answers which the buildings silently return must of course be rendered by the questioners into their own language. Are you practical? Are you beautiful? Such are some of the questions. No doubt all architects are habitually entertaining such questions and answers, but usually in a sub-conscious manner and with some vagueness and perhaps evasiveness in regard to the answers. It would be a wholesome exercise for us to put our catechisms into writing with carefully stated answers.

Let me attempt something of the kind as I look from my office window. The question is; does the view that I see please me? If so, why so? If not, why not? My outlook is over a considerable part of the city. Some callers at my office remark upon the fine view that I have. More never notice it at all. That itself is perhaps worth noting. It raises the big question; what is the value of a fine view?

It happens—I flatter myself that it is due to the wisdom of my own choice—that my windows are nearer to heaven than most. No doubt the first agreeable impression comes from the wide expanse of everchanging sky and the broad horizon rimmed with the distant tree-covered and pleasant, if somewhat flat, country. Nearer at hand things are not so good. I see innumerable buildings, some of them erected by my architectural friends. I know from intimate acquaintance that many of these are such as architects can approve, externally and internally. Yet, from my high outlook the general effect can hardly be called pleasing, why? There present themselves to me more of sides and rears of buildings than of fronts. Some of these are of concrete, some of brick. The concrete ones are dull but not actively offensive. Of the brick ones, some, a flat red are a bit irritating; others, of commoner clay with obvious mortar joints are softer, richer in colour. Where stone shows itself it definitely relieves the colour situation.

The buildings in sight being mostly of the commercial class the roofs are flat, so that the outlines of the buildings are straight and rectangled in all sorts of heights and widths. One square church tower, a dome, a distant little spire, small in relation to the whole scene, give definite relief from what is otherwise a pointless and monotonous jumble. This jumble would at least not be irritating were it not made distressful by many high-uptilted advertising signs, some crude in form and colour, some also, as seen from behind, of a strange and unsightly construction. And yet I feel that these unsightlinesses have in them genuine possibilities of pleasure for they do something even as they are to give life to the drabness of the scene.

I consider next the roofs seen from my exalted eminence,—those flat roofs. The blacker they are the less I like them although it may or may not be that they are practically better than the more agreeable looking well-gravelled ones. Over many of these soulless flats there flutter,—especially on Monday mornings,—the signals of an intimate human life and activity. Evidently many clean and industrious people have their homes over the commercial buildings. They bring up families there. Such conditions cannot be ideal for the lives

of children. Perhaps they bring some valuable kind of human interest into these lives. Such homes, so far as I have observed, do not enter into discussions of the housing question. Town Planning does not worry itself about them. Perhaps town planners find they have enough to do without stirring up complaint about quarters from which no complaint makes itself heard.

Is there any point in criticizing things as seen from the seamy side, however elevated? Much of this seamy side inevitably asserts itself in any general view and surely general views are worth considering. New buildings that are, for some time, higher than their neighbours present bare flanks and rears to the public view. It would be a public benefit to treat these with some respect for the public. They are all too liable to be handed over to the painter man to make the most arresting splurge that his purse enlivened imagination can inspire. It is the architect's business in so far as this proceeding detracts from and may even triumph over his good efforts. If it is not the architect's business, whose on earth is it?

Cecil S. Burgess.

MANITOBA

At the last meeting, the Council, through a request from the R.A.I.C. was asked to make a choice of one of four methods submitted, dealing with the question of collective bargaining by employed architects, with which no doubt all members are now familiar, suffice it to say that our first choice was for Number Four, with a proviso that if not obtainable we would compromise with Number Three.

An application was received from Mr. Neil K. Brown to become a registered member of the Manitoba Association stating that he had received the degree of B.Sc. (Arch) from the University of Manitoba, and had completed the necessary two years of service in the office of a Registered Architect as required by our by-laws. His application was unanimously accepted.

It is with deep regret that we again, so soon, record the death of another of our most highly respected members, in the person of Mr. John Woodman who passed away in May after a lengthy illness at an advanced age. Mr. Woodman came to Winnipeg in 1904 and was employed by the Canadian Pacific Railway in their construction department. After a number of years of satisfactory service, he opened an office for the practice of Architecture, at which he was eminently successful, having designed some of the large and prominent buildings in the City. Mr. Woodman was a man of sterling character and took an active interest in all the affairs of the profession, from which he retired in the year 1937.

At various stages and on several occasions in past years, the citizens of Winnipeg have attempted, by voluntary methods, to improve the fair face of their City, by forming a Town Planning Commission, which at times met with remarkable success but lacked continuity, and generally met with a lingering death on account of their inability to inspire the prevailing City Council to provide sufficient funds to make it a going concern. However, at last, we have been able to elect a Council who have the larger view, and can see the benefits to be derived from having a concise and properly studied plan to hand to their successors.

After a lengthy and well considered discussion, they have decided and have appointed a Commission of representative citizens, which includes a number of our profession, and have

provided sufficient funds to make a respectable beginning and they are duly authorized to make a careful study of the town planning requirements of the City.

In addition to this accomplishment, the City Council have agreed with representatives of the surrounding municipalities to appoint another Commission to correlate the development of the larger district.

One item that seems to have been overlooked by those who have attempted to express their views as to the requirements of a proper plan, is that, the present charter of the City is obsolete and is now simply a collection of amendments that have accumulated over a period of years. A new and liberal charter is necessary that will permit the City Council to conduct their affairs, as will seem to them just and proper, without interference from those who have no conception of a city's requirements. Included therewith should be the right of eminent domain which would give Council the power to expropriate whensoever its conversion to another purpose seemed beneficial. Without such authority, time spent on making plans would be wasted and futile.

A great deal has been spoken and written about better housing, the removal of slums, the indifference of Capital to the woes of the homeless, and how to better their unfortunate condition, but few have suggested that the load of taxes imposed on real estate is the principal offender. The cities of the country are hot-beds for the generation of new money by the imposition of taxes on the pleasures of the people, such as motor cars, gasoline, amusements, etc., but the City authorities get no share in the distribution of that money, the higher authority expropriates it to pursue their own projects and the City falls back on real estate.

Until something is done to relieve the condition, the housing of the unfortunate will remain a problem. I trust a happier era will grow from the present economic disturbance.

William Finland.

ONTARIO

Three Toronto Architects were honoured at the recent Annual Meeting of the Toronto Chapter when they were unanimously elected to Honorary Membership in the Chapter. Mr. Alfred H. Gregg (Wickson & Gregg) has been a member of the Chapter since 1893; Mr. Charles E. Langley (Langley & Howland) since 1899, and Mr. Alfred Chapman (Chapman & Oxley) since 1906. The Chapter and the Profession as a whole are greatly indebted to these members. They have been loyal and active for many years and have contributed much to Architecture.

Two suggestions made at the Annual Meeting of the Toronto Chapter are now being considered seriously by the Executive. One was to develop some type of small house Bureau which would be organized for the purpose of producing and selling stock plans for small houses. This has been studied in many localities in the United States and Canada and it is expected to fill a long felt need. The other suggestion, which is now being studied by the Executive, is to recommend to the Ontario Association of Architects that a committee be set up by the Association to investigate violations in professional ethics within the Association. This committee would be empowered to discipline

members for breaches of professional practice. This, of course, is being done in other professions with excellent results.

It was noticeable that the course in Town Planning given last winter by the School of Architecture, University of Toronto, was attended by people of a wide diversity of vocations. One would naturally expect to find Architects, Landscape Architects and Engineers taking the course, however, there were also representatives from other professions, business people and many in public life. There were Doctors representing the Provincial Department of Health, Realtors, Social Service Workers, Politicians, Teachers, Street Railway Experts, Engineers connected with Public Utilities, Government Departments and municipal services, and many others.

This indicates a wide interest in Town Planning and it was surprising and gratifying to find people from so many walks of life making a real study of the subject.

Most offices in Ontario are exceedingly busy with current and post-war work. However, with the man power and material shortage at an all time high, the effort to get work completed is strenuous to say the least. The worst bottleneck at the moment is the lack of brick and tile caused by the labour shortage.

The time is approaching when we should be giving serious consideration to the problem of rehabilitation of Architects and Architectural Draftsmen who have been on active service for such a long time. I have in mind one young man who joined up several months after graduating from the University and has been overseas for four years, and other boys whose education has been interrupted at the most formative period of their lives. Something must be done by the Profession and the Universities to assist them in readjusting their careers and to help them make up for the time they have given to their country.

J. A. Robertson.

AN OPEN LETTER

Continued from page 145

ment that there are "countless fine buildings in this country, that have never been published in any architectural magazine, both new and older buildings," I cannot agree. If true, it would reflect seriously on the Board's representatives in the various provinces. Certainly the best contemporary work is published regularly and in that connection I would urge you, and all other architects, to see that your own Journal is first in the field with your new work.

I think it very unlikely that any popular periodical would have published such an issue as the June Journal, full of data of interest to technically trained professional men. Surely that data is valuable and surely it will prove helpful to those responsible for planning other municipalities.

It is a healthy sign to find members of the profession writing letters such as yours, offering constructive criticism; I wish there were more of them. Members of the Editorial Board, the Editor and the Publisher give much time and thought to the improvement of the Journal and strive diligently to produce a magazine of a high standard that reflects real credit on the profession.

Very sincerely yours,

*Forsey Page,
Chairman.*

