

RAIC JOURNAL

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EDITORIAL

THE 51ST ANNUAL ASSEMBLY OF THE ROYAL ARCHITECTURAL INSTITUTE of Canada is now over and just another souvenir. I sincerely think that all those who attended the different sessions went back to their delay business confident that they were one step nearer the goal that the counsellors aim at, that is: to render our profession more and more useful to the public in general.

To those who could not attend, we can only say how much we missed them and the excellent suggestions that they would surely have brought in the course of the discussions.

The Annual Meeting was held in the most recent hotel built in Canada, the Queen Elizabeth, and each and everyone of those in attendance could appreciate the service offered by the staff. I leave to each one in particular the task of appreciating or criticizing the plan in general or the interior decoration of the hotel but I am sure that the layout of the convention floor which permits holding all meetings, reunions, exhibitions, luncheons, etc., on the same floor, certainly offers a very good solution to the numerous problems of organizing an Annual Meeting.

The time table provided by the Committee for the different meetings allowed enough free time to those who wished to take in a few of Montreal's sights and I want to offer to the members of that Committee my most sincere congratulations.

Upon our arrival in Montreal on Wednesday, the sky was not too bright, which tended to cool a little the welcome that would have been warmer, had the sun been brighter. This was readily forgotten after the reservation at the hotel desk. The joy and pleasure of renewing acquaintance with confreres from all parts of Canada, that we only see once a year, brightened the day and made us forget the bad weather.

No sooner were we registered that we started our first meetings which were followed in the evening by the official opening of the exhibition of building materials and urban redevelopment. This exhibition was a real success and those responsible for the organization deserve our most sincere congratulations. Numerous personalities, including the Mayor of Montreal, had willingly accepted to join the architects for this demonstration which was quite an outstanding ceremony.

Following the general assembly held on Thursday morning, all the members of the Institute and the construction industry in general attended a luncheon where the guest speaker was M. A. Adamson. The talk that we had the pleasure of hearing on that occasion delighted the whole audience by the sincerity of its presentation, the exactness of the subject and the jolly character of the speaker who entertained us of a rather dry matter in a very agreeable and eloquent manner.

The short trip outside the hotel on Thursday night to the Bellevue Casino, also seemed to please all those who attended; the menu was very good and the show very interesting.

The two seminars on urban redevelopment held on Friday and Saturday mornings brought us some very interesting accounts of what is being done and what should be done, and I think that all those who took part in these were quite satisfied. They were glad to have attended and felt richer through the numerous solutions offered for the different problems that we have to face in our delay work.

The Convocation of the College of Fellows, Friday afternoon, was once more a very impressive and well attended ceremony.

The 51st Annual Assembly was brought to a close on Saturday evening by the annual banquet where we could see numerous civil and religious personalities. On this occasion, our president underlined particularly the great honour bestowed upon one of our confreres from Toronto, Mr Schofield Morris, who was granted the Gold Medal in 1957 by the Royal Institute of British Architects. I take this opportunity to offer to Mr Morris, the most heart-felt congratulations from all his confreres throughout Canada.

Every good thing must come to an end, so we had to leave Montreal on a very windy Sunday bringing with us the souvenir of a most enjoyable reunion with our confreres from the other provinces of Canada and with the hope that we shall see them all again in 1959 at the 52nd Annual Meeting.

*Gérard Venne, FRAIC
President PQAA*

LA 51IÈME ASSEMBLÉE ANNUELLE DE L'INSTITUT ROYAL DES ARCHITECTES du Canada est maintenant chose du passé. Je crois sincèrement que tous ceux qui y ont participé sont retournés à leurs affaires confiants d'avoir fait un pas de plus vers le but que se proposent les conseillers de l'Institut, c'est-à-dire: rendre notre profession de plus en plus utile au public en général.

Pour ce qui est de ceux qui n'ont pu y assister, nous avons, évidemment, déploré leur absence et nous tenons à leur dire combien nous les avons manqués ainsi que les excellentes suggestions qu'ils auraient sûrement offertes au cours des discussions.

L'Assemblée Annuelle s'est tenue dans le plus récent hôtel construit au Canada, le Reine Elizabeth, et chacun de ceux qui étaient là ont pu goûter, à sa juste valeur, le service qui nous y a été offert. Je laisse à chacun le soin d'apprécier ou de critiquer le plan général ou le décor intérieur de l'hôtel mais je crois ne pas faire erreur en disant que la disposition des salles permettant de tenir toutes les assemblées, réunions, expositions, dîners, etc., sur un même plancher, offre une heureuse solution aux nombreux problèmes d'organisation d'une Assemblée Annuelle.

L'horaire des différentes assemblées prévu par le comité d'organisation, permettait certain temps libre à ceux qui voulaient faire de courtes visites à travers la ville et je tiens ici à offrir mes plus sincères félicitations au Comité d'organisation.

Pour notre arrivée à Montréal le mercredi, la température était plutôt sombre et refroidissait l'accueil qui aurait pu être si chaleureux si le soleil avait été plus radieux mais, une fois inscrits au bureau de l'hôtel, la joie et le plaisir de revoir des confrères de toutes les parties du Canada, qu'on ne coudoie qu'une fois par année, faisaient vite oublier les intempéries de l'extérieur.

Aussitôt l'inscription complétée, nous commençons les premières réunions qui furent suivies, le soir, de l'ouverture officielle de l'exposition des matériaux de construction qui fut, soit dit en passant, un succès tout à l'honneur de ceux qui avaient la charge de l'organiser. De nombreuses personnalités civiles, dont le maire de Montréal, avaient bien voulu prêter leur généreux concours pour relever de leur présence l'éclat de la cérémonie d'ouverture.

À la suite de l'Assemblée Générale tenue le jeudi matin, tous les membres de l'Institut et de l'industrie de la construction en général, étaient conviés à un déjeuner où M. A. Adamson était le conférencier invité. La causerie que nous avons eu le plaisir d'écouter ce jour-là, a fait les délices de tout l'auditoire par la sincérité de sa présentation, la justesse de son exposé et le caractère jovial du conférencier qui a su traiter d'un sujet assez aride, de façon à la fois éloquente et agréable.

L'excursion à l'extérieur de l'hôtel, le jeudi soir, au Casino Bellevue, a semblé, elle aussi, être très goûtée de toute l'assistance; le menu était excellent et le spectacle très intéressant.

Les deux séances sur la rénovation urbaine, tenues le vendredi et le samedi matin, ont donné lieu à de très intéressants exposés et je crois que tous ceux qui y ont pris part en sont sortis contents d'avoir pu y assister et plus riches de nombreuses solutions à différents problèmes auxquels nous sommes exposés à faire face dans notre travail quotidien.

La convocation du Collège des Fellows, vendredi après-midi, a donné lieu, encore une fois, à une cérémonie très impressionnante et très imposante.

La 51ième Assemblée Annuelle s'est terminée le samedi soir par le grand banquet de clôture auquel assistaient de nombreuses personnalités civiles et religieuses. On profita de l'occasion pour souligner tout particulièrement l'insigne honneur dont fut l'objet un de nos confrères de Toronto, M. Schofield Morris, à qui l'Institut Royal des Architectes Britanniques conféra la Médaille d'Or en 1957. Je veux aussi offrir à M. Morris les félicitations les plus chaleureuses de tous ses confrères du Canada entier pour cet insigne honneur.

Comme toute bonne chose doit avoir une fin, il nous fallu quitter Montréal le dimanche, apportant avec nous le souvenir d'une réunion fort agréable avec nos confrères des autres provinces du Canada et avec l'espoir de les revoir tous en 1959 à la 52ième Assemblée Annuelle.

*Gérard Venne, FRAIC
Président AAPQ*

HOTELS IN MONTREAL

BY J. I. COOPER

The starting point of any historical sketch of Montreal hotels must go back almost three hundred years. The settlement of Ville Marie, founded in 1642 by Maisonneuve, was a mission post, dedicated to civilizing and Christianizing the savages of New France. This was scarcely a promising *terrain* for the hotel business. From being a mission, Montreal speedily passed on to the later character of frontier post and trading centre. Its population became probably more worldly and certainly more transient. Here were some of the elements out of which the Montreal hotels grew.

The earliest Montreal hotel of any status was kept by Abraham Boulet. It was situated about a block west of Place d'Armes on the southwest corner of Notre Dame and Saint-François Xavier streets. Within a stone's throw of the centre of Montreal, Place d'Armes, it occupied this most eligible site from 1670 until 1708. The proprietor, Bouet, arrived in Montreal in the 1660's, accompanying the Carignan-Salieres regiment. He must have been a masterful figure, for he kept his house in order, and retained the goodwill of his clientele. This consisted of merchants and officials from Quebec, who thronged Montreal when the Indian trade opened in the early summer of each year. He also retained the goodwill of his neighbours. A few doors to the east were the rectory house and parish church. The Sulpician clergy who staffed the church were seigneurs of Montreal, and as such its lawmakers.

Standing well with the law makers was important for all early Montreal hotelmen. The sale of liquor was a subject on which they and he were likely to take opposite views. As early as 1658, it was decreed that it would be permitted only on a written order. Such orders were difficult to obtain, with the result that the name of only one holder is known, Jean Milot. Whether Milot provided lodgings as well as drinks is not clear. The chief purpose of the liquor regulation was to prevent the intoxication of the Indians. They were easily victimized, and quite uncontrollable. The French who came back from the enforced abstinence of *le pays d'en haut*, were not much better. Further regulations were made in 1672, and in 1676, an ordinance of the Sovereign Council of New France reinforced the local, Montreal regulations. The Ordinance of 1676 laid down rules governing the vexed subject of liquor sale, and also governing the provision of lodging and food. The proprietor was required to post in each room the rules of the house, just as his present-day successor is. Onerous as the Ordinance was it was the Magna Charta of hotels in Montreal. Like Magna Charta, it was subject to change at a later time. The most important was made in 1726, when an ordinance of the Intendant, Dupuy, codified the earlier regulations. A picturesque innovation insisted on by Dupuy was that each hotel keeper should place a sign over his house. This was in addition to the traditional bush, or *bouchon*, hung before the door.

Thus, by the 18th century, the Montreal hotel was an established and, certainly regulated, institution. Two hotels were of special fame: One was kept (1740-1755) by Nicholas Morant in Saint-Paul Street; the other, by André Bodin in *rue Capitale*, and later, in Saint-François Xavier (1737-1776). In addition, there were numerous inns, where bed, as well as food and drink, could be had. The clientele also increased:

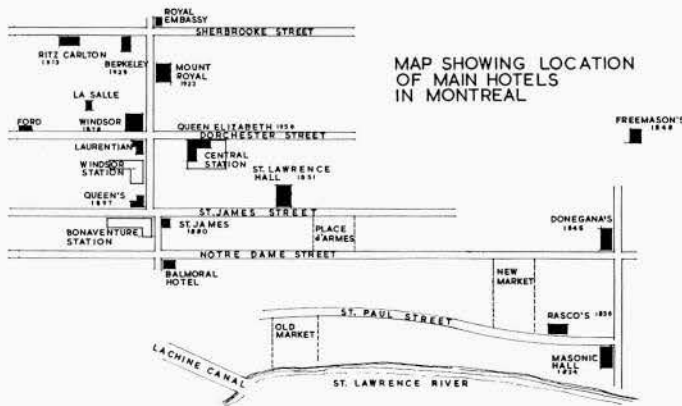
In the spring, merchants came from Quebec to buy fur. This was secured from the *coureurs de bois*, the young French Canadians returning from the Indian country, *le pays d'en haut*. (The day was long past when the Indians themselves came to Montreal.) The number connected with the fur trade was very large. Between 1660 and 1760 about 14000 contracts were signed at Montreal between the merchants and the *coureurs de bois*. No doubt, it was the merchants who patronized the established hotels, leaving the *coureurs de bois* the less formal accommodation of the numerous inns. There were also the comings and goings of government officials, some of whom, like the Intendant, travelled with suites of over a dozen persons. But to all good things an end must come. For the Montreal hotel keepers it came on June 9, 1759, when M. Monrepos, the magistrate, ordered them to take down their signs, and forbade them to serve their clientele. Late that month, an invasion fleet dropped anchor off Quebec.

The Montreal hotels were, therefore, war casualties. They were partially revived when the City passed into British hands in September, 1760, and completely so, when in 1763 the Treaty of Paris made Canada a British province. Travel resumed along the St. Lawrence, and trade with the western country was restored. Against these positive advantages was the confusion caused by the employment of two languages. French and Anglo-Canadians used the same or similar words with different meanings, or borrowed each other's word and gave it their own meaning. The French had used *auberge* and *hôtel* to describe a public lodging house. Usually *auberge* was employed, since *hôtel* conveyed a wider meaning, often with an official connotation, as for example, *hôtel de ville*, or *hôtel du gouvernement*. *Cabaret* was a place where drinks could be had. The English used the word tavern to describe the *auberge* or *hôtel*, and it was gallicized as *taverne*. (In both English and French usage, tavern has suffered a sad deterioration in modern times.) For the English, a cabaret was a place of entertainment. The euphemism, "coffee house," was applied to all sorts of establishments, whose staple might be far, far stronger than coffee. Finally, by the middle of the 19th century, the term hotel, originally French, passed into common acceptance by Montrealers, English or French.

These terminological inexactitudes were reflected in the new régime. Licenses were granted for *auberges*, taverns, *cabarets*, inns, and hotels, probably with no very clear differentiation. The first English-speaking license-holder, Elias Henry, became proprietor of a *cabaret*. In 1779, a new category was established, when places of amusement were required to secure a license. Two years later, 1781, John Franks commenced the Montreal Vauxhall on the plateau known today as Beaver Hall Hill. It failed under Franks, and under his successor, Richard Dillon. It was a pleasure park, designed for dances and tea parties, and not a hotel. These disasters apparently convinced contemporaries that peripheral occupations, entertainment or the serving of meals, must be conducted as auxiliaries to the hotel.

The Montreal Hotel was Dillon's solution. This was the official title. It was also known as Dillon's Coffee House, or less formally as Dillon's. The Montreal Hotel was situated on

Place d'Armes at its northwest angle, *ie.* the corner of St. James Street. He was conducting business on this site in 1797, and perhaps at an earlier time. Dillon was an ideal mine host. He had been in the service of Lord Dorchester, the Governor General. He was conspicuously patriotic and always ready to shatter the peace of Montreal on royal birthdays by a discharge of his miniature cannon. And then he painted pictures. Richard Dillon was an industrious water colourist, to whom we owe some of our most charming representations of early 19th century Montreal. Until Dillon's death in 1827, the Montreal Hotel was the first of its kind.



Other hotels had their significance as well. Two were notable because of their sites, and for other reasons. They were Sullivan's Coffee House, and *l'Auberge des Trois Rois*, otherwise the Inn of the Three Kings. Both were opened in the late 18th century, probably in 1787 and 1797 respectively. Both were situated on the Old Market, known today as *Place Royale*. The Old Market was on the river shore, and was a recognized stopping place for small shipping. Hotels in its locality catered to the transient trade. The *Auberge des Trois Rois* was a two-storey stone structure, probably a large dwelling-house adapted for hotel needs. Inserted in the roof was the object which gave the house its name, a clock on which the hours were struck by the three kings of Biblical legend. An enterprising Italian, Thomas Delvechio, became the proprietor of both Sullivan's and the Three Kings. He had a flair for publicity, for he maintained as a further feature of his establishment, what he called the *Museo Italiano*. Thus, Delvechio successfully combined the hotel and show business.

The early hotels also catered to the numerous clubs and societies of the day. The best known was the Beaver Club, which patronized Dillon, as well as other hotel keepers. The Beaver Club was the social organization of Montreal fur traders. Set up in 1785, it survived into the early 19th century. Probably of greater economic importance to the hotel keepers were the Masonic lodges. They met regularly in various hotels until the middle of the 19th century. For obvious reasons, they preferred establishments, whose owners were themselves Masons. Hence, the popularity of Franks' coffee house, and of Sullivan's, the latter a favoured place of meeting of *les Frères du Canada*. The lodges required accommodation for their ordinary communications, as well as for the great festivals, such as St. John's Night. The "long room" of the hotel (its public dining hall) could be quickly adapted for Masonic purposes, and as quickly restored to its secular uses. The income derived from direct Masonic patronage was considerable, as surviving lodge accounts show, and, no doubt, there were other advantages.

In the early years of the 19th century, the year 1815 providing the easily-remembered date, Montreal entered on a period of rapid acceleration: Immigration set in from the British Isles; travel, from the United States; trade, from Upper Canada. Steamboats were put in motion on the St. Lawrence. In May, 1826, the first barge was locked out of the Lachine Canal into the Montreal harbour. The ancient city walls were thrown down, being replaced on the riverside and in the west by broad streets, Commissioners' and McGill. The New Market, the

present Jacques Cartier, was laid out between Saint-Paul and Notre Dame Streets. Large, airy, and convenient to the river, the New Market became the focal point for numerous inns and hotels.

The hotel which pointed up the new era was the Mansion House. It stood on Saint-Paul Street, having the Bon Secours Chapel its neighbour to the east, across Saint-Victor. The Mansion House was built by John Molson between 1815 and 1820. In 1816, Molson constructed a wharf for his steamers, and his hotel was only a stone's throw away. Of cut stone, and with a facade nearly one hundred and fifty feet in length, the Mansion House was probably the first hotel built as such in Montreal. Nevertheless, it contained the post office and the Mercantile Library. This fine structure was gutted by fire in 1821. The name was perpetuated by a second Mansion House, located elsewhere, and under other ownership.

In 1824, Molson rebuilt on the old site. The new hotel was known as the British American, or, more significantly, the Masonic Hall Hotel. It was an imposing structure, the central section rising to four storeys; the flanking wings, to three. The Hall housed the Provincial Grand Lodge of Montreal and William Henry and St. Paul's Lodge. The other lodges continued to meet in less pretentious quarters, the smaller hotels. In order to manage the Masonic Hall, Molson installed Francis Rasco, a versatile Lombard, who became virtually the first of professional hotel-keepers. Luxury was the dominant note of the Masonic Hall. This extended to fruit out of season, and, to what was greatly appreciated in the heat of summer, ice. On the evening of April 24, 1833, the Masonic Hall was destroyed by flames. It was not rebuilt.

The manager, however, rose superior to the flames. Rasco proceeded to erect an hotel of his own, on the other side of Saint-Paul Street. This became known as Rasco's Hotel, and was formally opened on May 1, 1836. As well as accommodating guests, Rasco's had a ballroom, concert hall, restaurant, and numerous "salons". These were employed for banquets and bazaars, thus making the hotel a social centre of some moment. It was at Rasco's that Charles Dickens lodged, and conferred immortality on it thereby. Rasco's Hotel still stands, and across its worn facade one may trace the name that made it famous.

Of the other hotels of that period, 1815-1836, little need be said. The largest of them, the Exchange and the Commercial, standing in Saint-Paul Street, could house only about seventy guests apiece, half of Rasco's capacity. On an even smaller scale were the Ottawa and Orr's, catering to some forty guests.

In contemporary estimation, a hotel known as Donegana's replaced Rasco's. Jean-marie Donegana had been Rasco's manager, till in 1846 he set up for himself. Donegana's Hotel topped the rise, the crest of which is Notre Dame Street. Across the street was Government House, the Chateau de Ramezay. Below, but at no great distance was the harbour. Donegana adapted a building already *in situ*, and sometimes known by its former owner's name, Bingham House. William Bingham was a well-to-do English merchant, who about 1830 acquired the site, and erected a nucleus. This was considerably added to in 1837 or 1838, when it became the official residence of the Governor General, the Rideau Hall of the day. The Earl of Durham and Lord Sydenham, both of whom had an instinct for grandeur, found the House sympathetic. It occupied a frontage of one hundred feet on Notre Dame Street, and double that on Bon-Secours. As Donegana rebuilt it, the hotel had a fine classical façade, the principal feature of which was a line of doric columns. A small cupola adorned the roof from which a superb view of the city might be obtained. The interior of the hotel was richly furnished and illuminated by gas. Donegana's Hotel had a life-span of only three years. It fell victim to the savage political disturbances of 1849. The rioting, which destroyed the Parliament House in April, engulfed the Hotel in August. As darkness fell on August 16, an attack was made on the house of the Prime Minister, Sir Louis LaFontaine. In the course of the wild night's work, Donegana's Hotel was fired. It was apparently an act of unpremeditated and aimless vandalism.

The last hotel of the era was constructed by Judah Hayes in 1848. It occupied the west side of Place Viger, a situation dictated by convenience to the harbour. To that already familiar principle, there was another indicated by the hotel's name, Free Masons' Hall. The Hall was a species of Masonic headquarters, occupied by virtually all the city lodges. It also contained a theatre. Free Masons' Hall, or Hayes' House, thus typified in *locale* and character the old Montreal hotel world. It perished on July 9, 1852, in the great fire which swept clear the city from Bleury to St. Lawrence Main, and from Sainte-Catherine Street to the river front. The flames which consumed Free Masons' Hall, and the dwellings of over 10,000 of the city's 57,000 inhabitants, set a term on Montreal. The river city, with its focal point its harbour, and its social centre in the east, was passing away. The decade of the 1850's saw the Montreal axis incline westward.

The hotel which mirrored this new direction was the St. Lawrence Hall. Opened in 1851, it occupied a site on St. James Street at its junction with Saint-François Xavier. Here, for over sixty years the St. Lawrence Hall set the standard for Montreal. Its register was the roster of the city's distinguished visitors: "the Queen's children;" British generals; European princes; the Emperor of Brazil. Jefferson Davis, the exiled President of the Confederate States, took refuge there following the Civil War. At a slightly earlier time, one might have encountered the Hall's most sinister guest, John Wilkes Booth, the assassin of Abraham Lincoln. The Hall was patronized by Montrealers; also. Did not "the heads of well-conducted households direct their wives to its kitchens for object lessons in cooking and serving viands"?

The master of all this was an urbane figure, Henry Hogan. He had learned the art of management under Têtu, the first Montreal *restaurateur* of his day. With his guests, great or near-great, Hogan mingled as an equal. He was a valued member of the fox hounds, the apex of social Montreal, and a hardworking Reserve Army officer. His "vast hostelry," Hogan overlooked "with the air of a mere spectator."

Designed specifically for hotel purposes, the St. Lawrence Hall contained "upwards of 300 rooms." These were intended for "the traveller naturally fatigued," for whose additional comfort Hogan provided in the 1880's passenger elevators and the wonder of electric light. The hall was a fine-appearing building, and, when Hogan resumed direction in 1882, after an interval of high-rewarding real estate speculation in eastern Montreal, he added to its five storeys the late Victorian glory of a mansard roof. The enduring significance of the St. Lawrence Hall was its location. This represented a compromise between the centre of the city and the new transportation routes. The reconstruction of the Lachine Canal in the late 1840's moved the western end of the harbour to where it is today, the foot of McGill Street. The old steamboat wharf, below the Bon Secours Chapel (the magnet for hotel owners from John Molson to Judah Hayes) was relegated to local shipping. In 1848, the railway to Lachine built its station in Bonaventure Street (St. James West), and sixteen years later (1864) the Grand Trunk established its Montreal terminus on the same site, erecting thereon the Bonaventure Station. The building of the Windsor Station by the Canadian Pacific (1888) only two blocks to the north, gave the final impetus to this northward and westward orientation.

Consciously or unconsciously, the hotels responded. As early as 1876, the construction of the Windsor Hotel was begun. (It is almost superfluous to remark that the Hotel, like the Station, took its name from Windsor Street.) It was formally opened in February, 1878, by the Governor General, the Earl of Dufferin, who made "a triumphal progress" thither from the Bonaventure Station. Conveniently situated with respect to the railways, the Windsor possessed a splendid site, dominating Dominion Square. The Square was a social centre of great importance. In the late 19th century it presented "a gay and animated" appearance, with its richly-turned out sleighs, its troops of gaily-attired snowshoers, and, above all else, by the celebrated ice palaces. The Windsor was admirably situated to

capitalize on these numerous advantages. It was twice enlarged, 1882 and 1888, before reaching its present proportions. The Windsor Hotel thus set a fashion. Three later hotels belong to the same inspiration. In 1880, the St. James Hotel, currently the Russell, was put up, "convenient to the business centre and opposite the Bonaventure dépôt." It was the railway hotel, *par excellence*. Meals were served on the arrival of trains, and day and night porters are always in readiness to receive baggage and to conduct visitors to the house." Five years later (1885) the Balmoral Hotel was opened. It failed to prosper, but its really impressive façade may be seen today in western Notre Dame Street. Fortunately, the fate of the last of the three was kinder. The Jubilee Year (1897) produced a new hotel (how could it be named otherwise), the Queen's. Resplendent in red sandstone, and standing across from the Bonaventure Station at the foot of Windsor Street, it was an effective introduction to Montreal.

Windsor Street became the hotel axis of Montreal. Outside this royal mile, hotels declined or disappeared. The former was the fate of the Balmoral, mentioned above, the shell of which still stands. The St. Lawrence Hall disappeared, its site being occupied by the down-town offices of the C.P.R. The hotels which once clustered round Jacques Cartier Square (the New Market Place) subsided into rooming houses, or taverns. The very sites of the earlier are now forgotten. Of the ancient, only Rasco's survives, and a fragment of the Ottawa.

The modern age witnessed the elaboration of the Windsor Street axis. It now includes Peel, really a continuation of Windsor, and central Sherbrooke Street. The motor car was probably a decisive factor in this development. Windsor-Peel led uptown from the Victoria Bridge, the only entry until 1930 from the south. Sherbrooke Street was the mid-town link of Highway No. 2, the main route between Quebec and Toronto. Certainly other factors were present, an important one being land suitable for building. This may have been the telling one with the first of the hotels of the present century. A fine property on the south side of Sherbrooke Street extending the full block between Drummond and Mountain Streets became the site of the Ritz-Carlton Hotel. This hotel was opened in 1913. Nine years later (December 1922) the Mount Royal Hotel also opened. With its thousand rooms, it was then the largest in the British Empire. The Mount Royal occupied an entire city block, the former site of the High School of Montreal. The main entrance of the Mount Royal was on Peel Street. Handsome in its exterior, and markedly spacious in its halls and foyer, the Mount Royal was (and is) a fine example of a great metropolitan hotel. Its manager and later owner was Vernon Cardy who had come from the King Edward in Toronto. In 1951, the Mount Royal was acquired by the Sheraton Corporation; hence, the present name, Sheraton Mount Royal. A second hotel was constructed on Sherbrooke Street, the Berkeley, to employ the present title. It began in 1929 as bachelor apartments (the Hermitage), became an hotel in 1930 (the Ambassador), and in 1934 took its present name. As the Ambassador, it made the innovation of a boulevard café, still a summer feature of the hotel, a success imitated by others.

In terms of historical development, transportation and hotels seem inextricably linked. Convenience to river travel conditioned the hotels of yester year; convenience to railway and road, the hotels of today. The influence of the railway appears to be paramount, for it is surely not for nothing that flanking the *locale* of the modern Montreal hotel world are the termini of all the railways entering Montreal.

Bibliographical Note: There is no history of Montreal hotels. The late E. Z. Massicotte published a number of admirable notes on hotels, "Auberges et Cabarets d'autrefois . . . l'industrie hôtellerie Montréal sous le régime français," and "Hôtelleries, Clubs et Cafés à Montréal de 1760 à 1850," Transactions and Proceedings of the Royal Society of Canada Series 3, vols.

I have employed contemporary newspapers, and guide-books. I wish to acknowledge the assistance of Hubert Stein, President of the Berkeley Hotel, and of R. O. Murray, Resident Manager, Sheraton-Mount Royal Hotel.

THE QUEEN ELIZABETH HOTEL

Architects, C.N.R. Staff

*First under George Drummond, Chief Architect
Later under his successor, Harold C. Greensides
Architect in charge of the project, John W. Wood*

Consultants, Halabird, Root & Burgee

Electrical and Mechanical Engineer, N. S. B. Watson

General Contractor, Pigott Construction Company Limited

B & I PHOTOGRAPHY





Main lobby



Le Bistro, the cocktail lounge

Canada's modern and first completely air-conditioned hotel, the Canadian National Railways' 1216-room Queen Elizabeth Hotel, rises above Dorchester and Mansfield Streets in downtown Montreal.

The new hotel is an integral part of the development of 21 acres of railway property in the terminal area. It now takes its place on the south side of Dorchester Street along with the Aviation Building that was completed in 1951. A tall office building is planned for the area between the two structures, while work is proceeding on a new C.N.R. office building that will rise over Central Station's southern plaza behind the hotel. The Queen Elizabeth was designed to fit into a well-planned overall architectural effect that takes into consideration the massing of units, the relation of one building to the other in bulk, contour and silhouette.

The L-shaped hotel extends 375 feet along Dorchester Street and 300 feet along Mansfield. While it rises 21 storeys above street level, there are two levels beneath the street, one for receiving guests arriving by automobile and one at the Central Station concourse.

The 40-by-250-foot main lobby runs parallel to Dorchester Street, and leading from it are various shops and principal public rooms. There is the Beaver Club, the informal grill; Salle Bonaventure, where dining and dancing is enjoyed 'midst the graceful decor of Louis XVI, and Le Cafe, the coffee shop.

The Queen Elizabeth has been designed to handle large conventions, and the convention floor, one flight up from the main lobby, is capable of accommodating 2,500 persons at a banquet or 3,000 at a meeting. A broad staircase and escalators, as well as a bank of eight elevators, service the convention floor from the main lobby. Between the lobby and the convention floor is a mezzanine with ample coat-checking facilities to handle overflow crowds. The escalators and elevators also handle traffic from the car-cab entrance below Dorchester, while movement to and from the station level is by elevator. The escalators relieve crowding in elevators when large groups move from one floor to another.

The 50,000 square-foot convention floor has five spacious banquet halls, eleven private dining rooms and four display galleries. Le Grand Salon, the main ballroom, can accommodate 800 banqueters or 1,000 for meetings, but by opening up two adjoining banquet halls and one display gallery, 2,500 can be served at a banquet and 3,000 seated at a meeting.

A huge exhibit area of some 15,000 square feet stretches almost the full length of the Dorchester Street frontage, opposite the banquet halls. It can be subdivided into four distinct galleries or opened into one large room capable of accommodating a 50-car motor show. A heavy-duty elevator for large displays serves the galleries.

The eleven private dining rooms have varying capacities, the smallest seating 80 diners and 100 persons for a meeting. Each named after a Quebec river, they too can be used singly or in groups of two and three. On the third floor, 23 sample rooms have been provided. They have built-in cupboards and special adjusting lighting fixtures. The remainder of this floor is taken up with 34 guest rooms and special suites, television, radio and projection rooms, spotlight galleries, dressing-rooms, mechanical and storage areas.

The convention floor has its own kitchen, centrally located to serve the dining areas. Le Rendezvous, a cocktail bar, is located at

the end of the banquet room foyer.

The floors from the fourth to the nineteenth, inclusive, contain guest rooms, with four special suites on each floor. Standard guest rooms are furnished as studio bedrooms, or regular double bedrooms, and all are tastefully decorated, using six different colour schemes. Furnishings include combination radio-television sets equipped with an emergency all-call system that works whether the set is turned "on" or "off". Each bedroom has its own control for heating, cooling and air-conditioning. The typical chests for bathrooms have been eliminated and in their stead extra wide shelves were installed beneath four-foot wide mirrors. On each hand basin is a third outlet for chilled drinking water. Special receptacles for electric shavers eliminate the hazard of electrical shock.

Large picture windows in bedrooms offer views of downtown Montreal, the St. Lawrence River and Mount Royal. The windows are constructed of aluminum sections with double glazing and are designed for inside cleaning. The picture section is approximately four feet, three inches by four feet, eight inches, with smaller sections on each side in which a vent is installed for natural ventilation for guests who prefer outside air to air-conditioning.

The Royal Suite is on the 20th floor of the Mansfield Street wing. The balance of this floor is laid out in special suites which can be occupied en suite or as individual rooms.

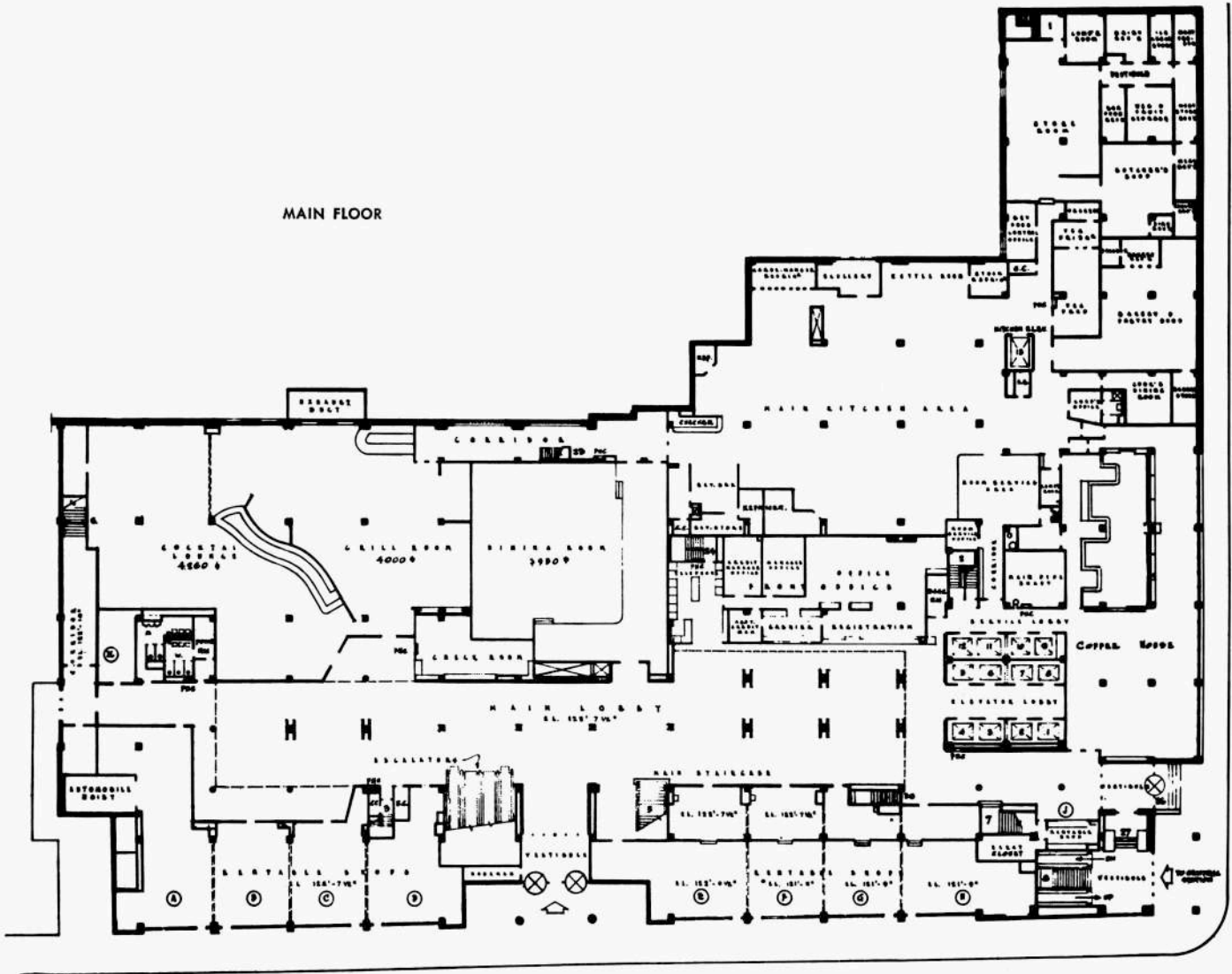
Returning to the part of the hotel below Dorchester Street, there are several features worth describing. The lower level has been designed so that a guest arriving by automobile may register at the entrance and go directly to his room by elevator. If he prefers, he may take an escalator to the main lobby to register. There are about 90,000 square feet of space on this floor accommodating a barber shop, beauty salon, rentable shops, valet, laundry, employees' dining room, cafeteria, kitchen, employees' lockers, general stores and mechanical rooms.

The exterior of the building is faced with Queenston Limestone, backed up with brick, terra cotta furring, vapour barrier, insulation and metal lath and plaster. All interior partitions are constructed of terra cotta blocks with the exception of the walls around bathrooms and closets where two-inch solid plaster was used to save space. Polished White Heather granite was used at the main entrance and vestibule. The base course is of Shipshaw Brown granite and Blue Pearl was used at the third floor setback.

The Queen Elizabeth is the largest building to be designed and constructed through Canadian National's architectural department, and it opened during the department's 30th anniversary year. Harold C. Greensides, C.N.R. chief architect, has been responsible for the construction of the hotel since his appointment in 1956. He succeeded George F. Drummond who was in charge of original planning of the structure. During the early stages of design, the Chicago firm of Holabird and Root Associates, acted as consultants.

Other C.N.R. architects and engineers who played leading roles in the construction of the hotel are G. F. Lithgow, assistant chief architect; N. S. B. Watson, head of electrical and mechanical engineering; W. T. Henry, chief building superintendent; and J. W. Wood, special architect who was in charge of the hotel architectural staff.

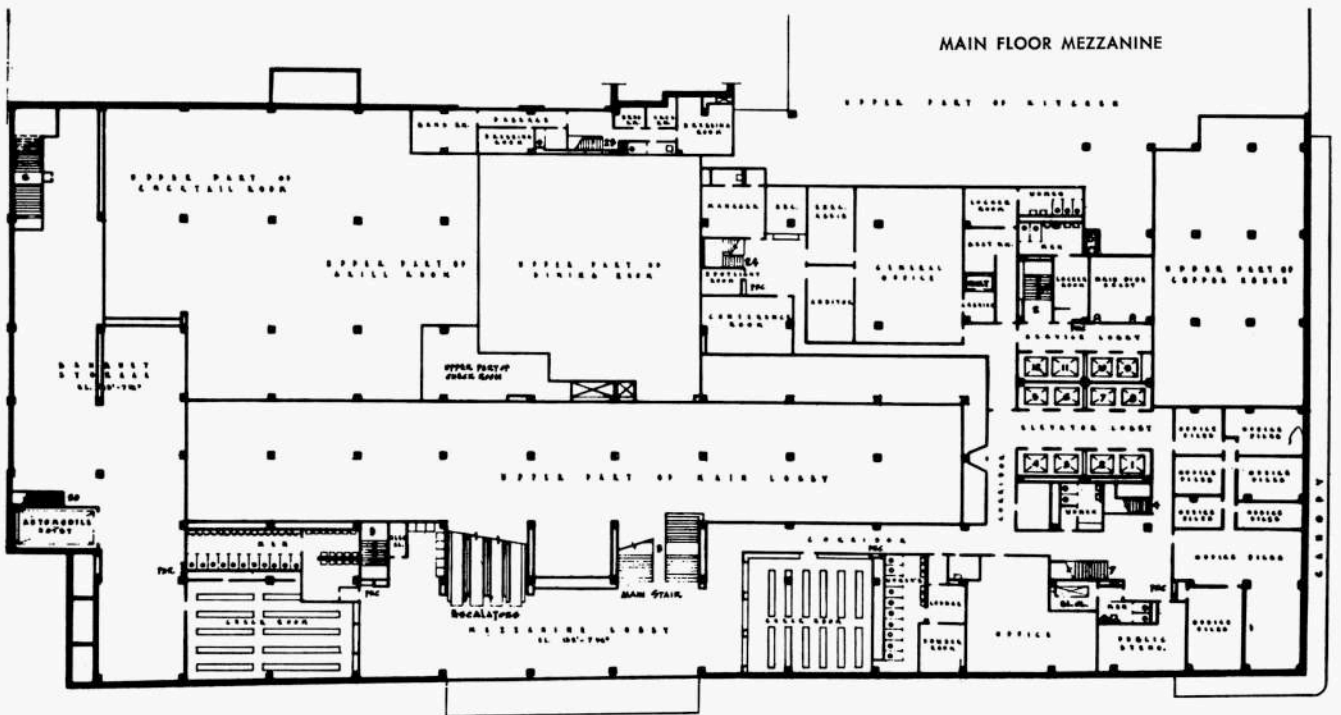
Joseph Huston, New York consultant, in interior decoration, was responsible for the decoration of the Queen Elizabeth, while carrying out the details of decoration was the Montreal firm of Lamartine and Beaulac.



MAIN FLOOR

MANSFIELD STREET

DORCHESTER STREET WEST



MAIN FLOOR MEZZANINE

MANSFIELD STREET

DORCHESTER STREET WEST

C. N. R.



View of Queen Elizabeth Hotel from the north

B & I PHOTOGRAPHY

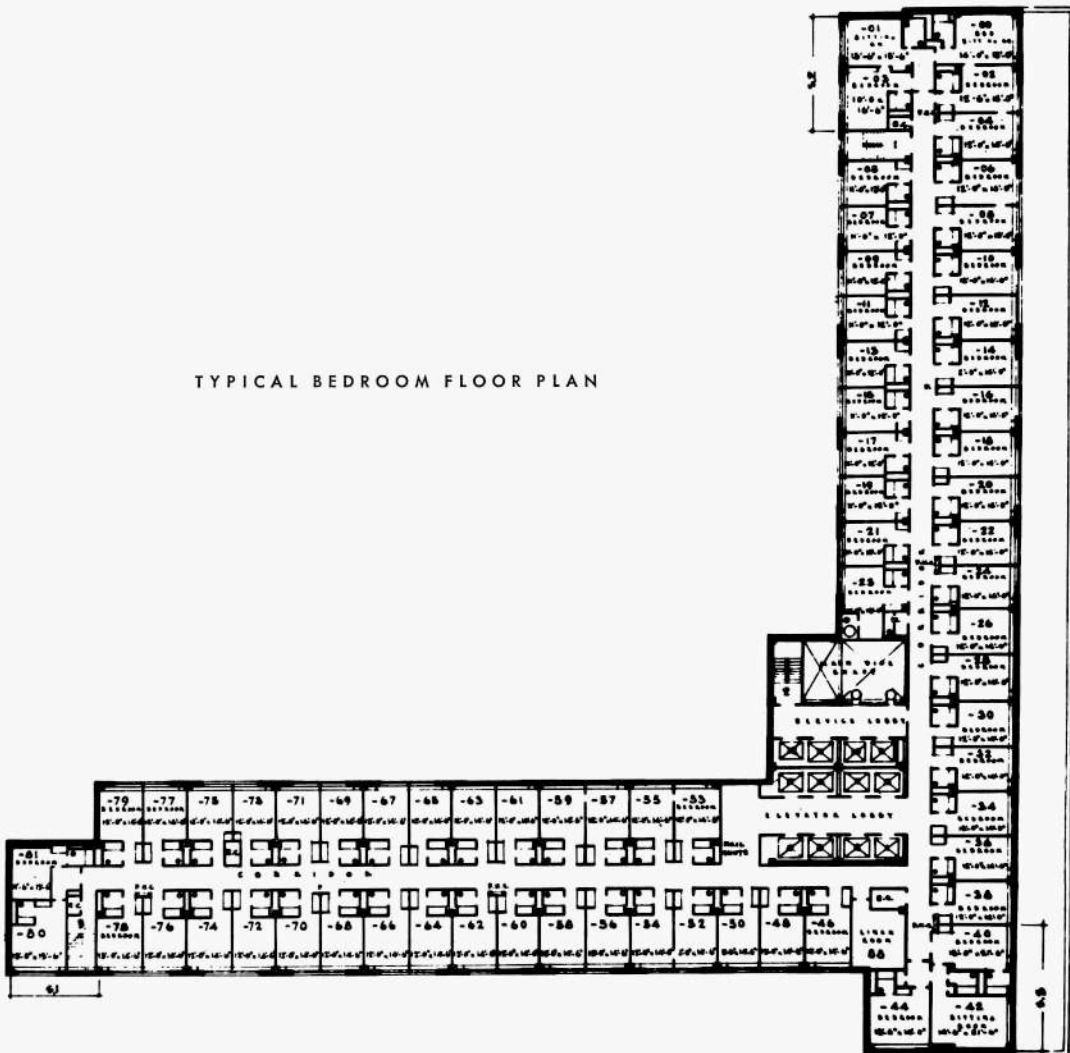


Le Panorama, twenty-first storey cocktail lounge

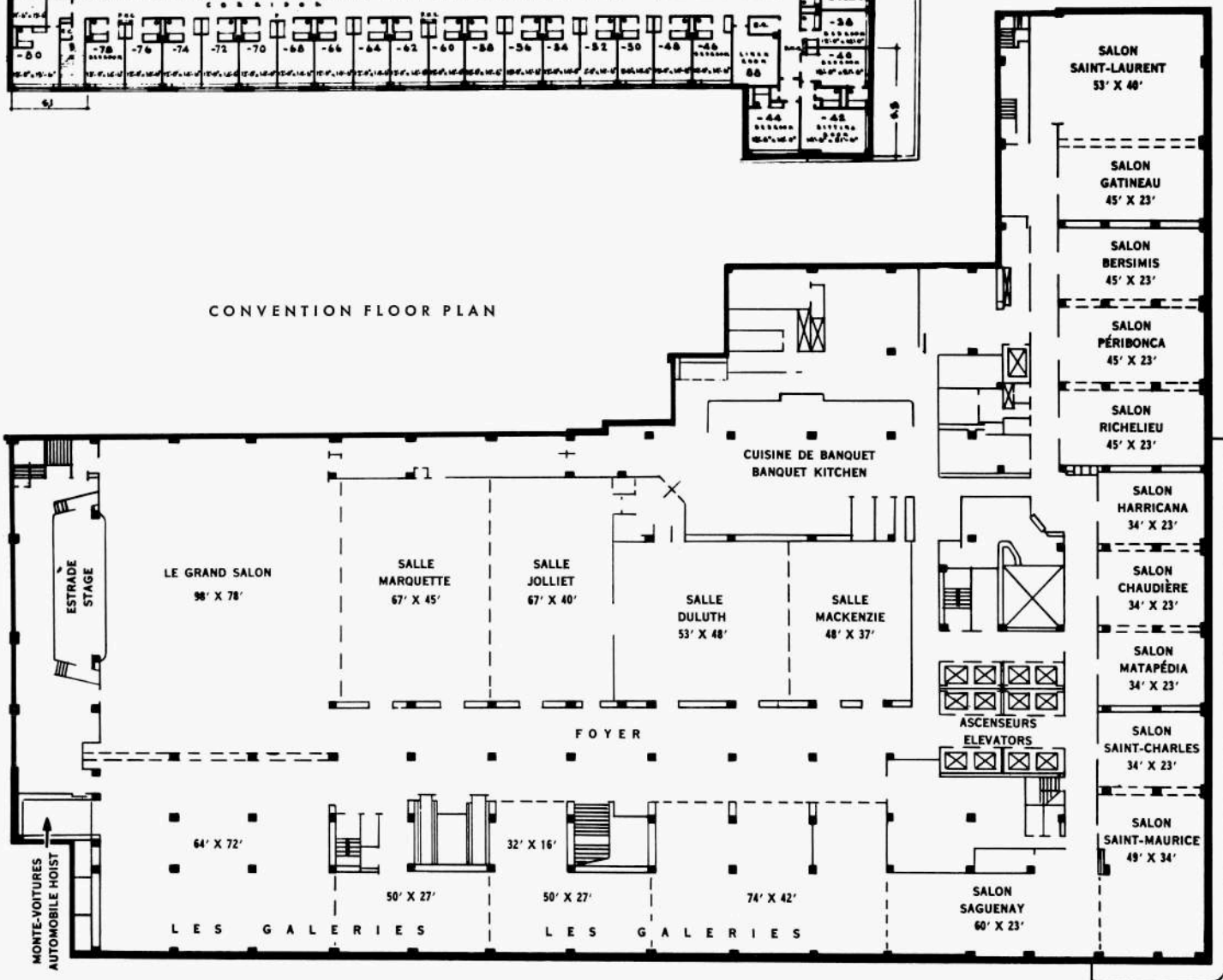


Telegraph and telephone facilities, main floor lobby

TYPICAL BEDROOM FLOOR PLAN



CONVENTION FLOOR PLAN





An example of a studio bedroom



Main ballroom, second floor



Bed-sitting room

Electrical and Mechanical Services

Electrical Supply

The main transformer vault located at track level adjacent to the Mansfield Street retaining wall is supplied from two Quebec Hydro sub-stations by means of two underground cables at 12,000 volts, 3 phase, 60 cycles.

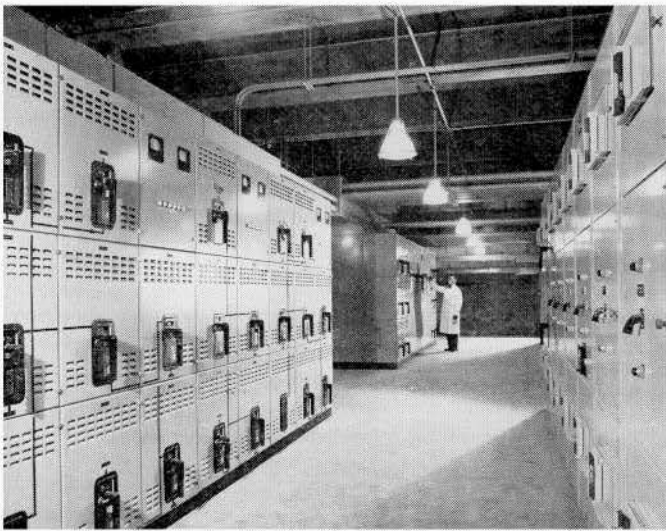
Two 1000 kva, 3 phase, transformers provide 120/208 volt, 3 phase, four wire service for general lighting and kitchen and laundry power. Six 750 kva, 3 phase, transformers provide 575 volt, 3 phase, 3 wire service for general power, as well as lighting in remote areas by means of secondary step down transformers. The eight transformers are arranged in two rows to form two identical and separate groups each supplying one half of the hotel building load and each normally fed by one of the incoming cables.

Primary switchgear, provides for automatic transfer of load to the serviceable cable, in the event of failure of one incoming cable, and secondary switchgear is arranged to permit manual transfer of load from one group of transformers to the other in the event of failure of any transformer.

An auxiliary power supply, consisting of a 500 kva, steam turbine driven alternator, located at track level adjacent to Mansfield Street, provides 575 volt, 3 phase, 3 wire, 60 cycle service for emergency lighting throughout the building public rooms and corridors and emergency power service for two elevators and miscellaneous essential equipment.

Lighting

Lighting fixtures of all types, incandescent and fluorescent, are utilized as required to provide design requirements. Service areas, such as the mechanical room, are lighted by means of prismatic glass reflectors to provide sufficient upward component of light for good visibility of piping, valves, etc. Storage areas are lighted by means of standard incandescent or fluorescent lighting units, depending on intensity of illumination required. Kitchens are illuminated with colour corrected fluorescent units to provide a reasonably high level of lighting with good colour rendition. Standard fluorescent lighting units are used to provide the high lighting levels demanded in office areas.



Power switchboards

Banquet and dining areas are illuminated by means of various combinations of incandescent recessed units, chandeliers, indirect lighting coves equipped with three colour cold cathode fluorescent tubing, with illuminated wall panels, murals and windows as decoration demanded.

Fluorescent panels provide general lighting in exhibit areas and incandescent units with special lamps, reflectors, lenses and apertures are used to provide accurately controlled lighting for illuminating displays.

The main banquet rooms and the main dining room, which is to be used as a supper club, are completely equipped with stage lighting facilities. Dimmer switchboards provide complete control of general lighting, as well as stage lighting. All other public rooms

are equipped with dimmers to provide the flexibility required in the presetting of lighting to suit the various convention functions.

Guest bedroom lighting is provided by means of table lamps and floor lamps designed to match bedroom furniture.

Guest bedroom bathrooms are equipped with special electric razor receptacles designed to eliminate the hazard of accidental electric shock due to contact with plumbing fixtures.

Emergency lighting is provided in all public rooms and corridors, etc., by connecting specific units of those used to provide normal illumination to the auxiliary lighting supply source. Thus the auxiliary power supply constantly provides part of the normal illumination and on a failure of the main power supply the emergency lighting remains on. Where emergency lighting units are dimmed together with all lighting units, manual or automatic, over-riding switches are provided on the auxiliary lighting circuits as required.

Television and Audio

Each guest bedroom is equipped with a combination television and audio receiving set and outlets are provided in all public rooms for sets as they may be required. Each set is equipped to provide a choice of six T.V. channels and six audio programs. In addition, each set is equipped with an emergency "All-Call" paging feature which is operative regardless of whether set is turned "on" or "off".

Program Sound Distribution

All public rooms such as banquet rooms, main dining room, private dining rooms, etc., are equipped to provide sound pick-up and local sound reinforcement in each room and loudspeakers are designed to operate at low level to provide ready hearing in all corners without discomfort.

Microphone and loudspeaker feeders from each public room are run individually and directly to the common central control room serving the television system but are terminated on separate equipment racks.

Control equipment is designed to provide the utmost in flexibility such that sound originating in any room may be amplified and returned to the same room or distributed to any or all rooms.



View of the main kitchen

Control equipment provides, in addition, for the recording, reproduction and distribution of tape recorded program material from and to any public room or outside private lines, provides convention paging facilities in main public lobbies, provides emergency "All-Call" source equipment which serves the guest bedroom system, in addition to all public rooms, and provides for the distribution of recorded music to such areas as laundry, work shops, etc.

Fire Alarm System

The fire alarm system is a complete system, consisting of manual fire alarm stations located strategically throughout the building, fire detectors located in areas such as linen rooms, sprinkler alarm devices and supervisory valves, together with watchman's tour

stations, and all are connected to a central control location on the hotel service floor.

Single stroke gongs sound a coded alarm at suitable locations to enable hotel fire fighting personnel to respond to same without undue alarm to guests. Such coded alarms are, in addition, recorded in the front office and in the engineer's office on punch registers.

General evacuation continuously ringing alarm bells, located adjacent to each manual fire alarm station, may be sounded individually, for local evacuation, by means of local switches or in blocks, for general evacuation, by means of switches located in the front office and in the engineer's office. General evacuation alarm bells are to be sounded and fire alarm signal is to be transmitted to the city fire department at the discretion of the hotel fire fighting personnel on investigation.

Provision for watchman's tour consists of an arrangement of preliminary and transmitter stations located throughout the building in such a manner that the watchman must report at each station in a fixed sequence. The operation of a transmitter station by the watchman causes the aforementioned punch registers to record time and a coded signal but no signal is sounded on single stroke gongs.

Fire alarm annunciators are provided as additional aids in the rapid location of operating sprinkler sections and fire detectors.

General Alarm System

To avoid confusion, due to multiplicity of alarms, all other events requiring attention, such as transformer high temperature, low air pressure, boiler low water, water pump failure, etc., are indicated on a station type annunciator equipped with a common red alarm light and common alarm horns. Alarm horns are sounded within the working area of supervisory personnel and may be silenced immediately but red alarm light remains illuminated until alarm initiating device automatically restores the previously silenced horn to ready state.

Telautograph System

Communication between such points within the hotel as the telephone room, front office, housekeeper, bell captain, valet and engineer requires rapid transmission of messages simultaneously to more than one point together with a written record. The telautograph system provided is electrically operated with transmitter and receiver stations connected by wire conductors such that messages are transmitted to the desired receiving stations and reception is a

Outgoing local calls are metered on a register located in the front office in the billing section and long distance charges are forwarded directly from the Bell Telephone Company to the front office by teletype. All incoming calls and room to room calls are made through the operators to avoid inconvenience to guests.

Telephone instruments are also equipped with a signal light, controlled by the operator, to indicate to the guest that there was a message left for him during his absence.

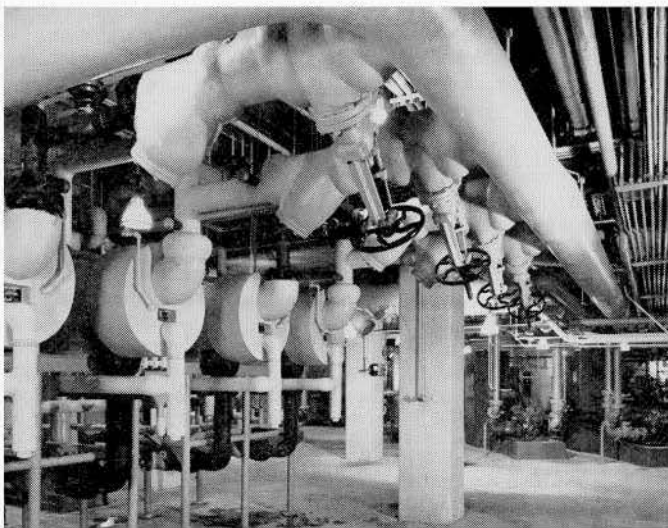
Heating and Air Conditioning

Steam for building heating, ventilating, air conditioning, water heating, kitchen, laundry, and for the turbo-generator is supplied at 375 p.s.i.g. and 500°F. from the C.N.R. Nazareth Street boiler plant approximately $\frac{3}{4}$ of a mile away, through lines carried in a pipe tunnel.

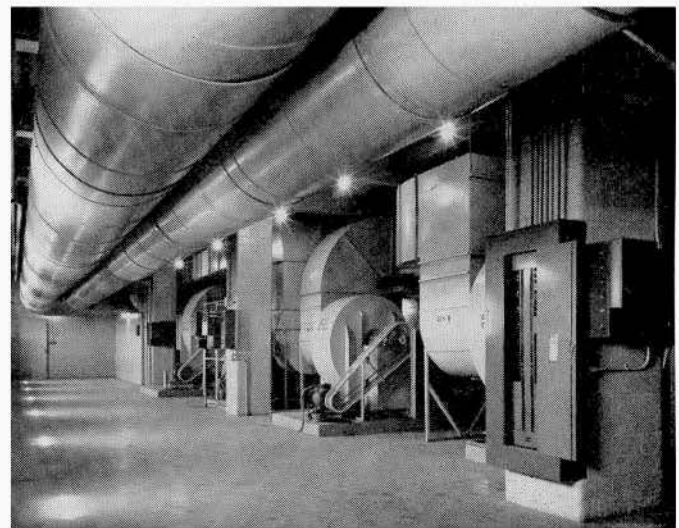
The steam pressure is reduced on entering the hotel building to 15 p.s.i.g. for heating and to various intermediate pressures for use in the kitchens and laundry. 375 p.s.i.g. steam is supplied to the turbo-generator which has a capacity of 500 kva. and uses up to approximately 20,000 lb. of steam per hour on full load, which is exhausted into the low pressure steam header at 15 p.s.i.g. and is then used for general heating purposes. The quantity of steam exhausted can be controlled by adjusting the electrical load on the turbo-generator. Should the turbo-generator exhaust more steam than can be used, the excess is discharged through a back pressure valve above the roof of the building. Should there be demand for more steam than the turbo-generator is exhausting, pressure reducing valves feed the additional requirements from the 375 p.s.i.g. line. A small amount of steam may also be fed into the low pressure system from a small boiler which was installed for burning solid refuse, such as cartons, crates, etc. No garbage will be incinerated on the premises.

The heating for most of the building is done by means of the ventilating and air conditioning systems. However, there are two forced flow hot water heating systems, one which serves each guest bathroom and one which serves direct radiation along outside walls in the public areas of the hotel. Forced flow steam heating units are installed at entrances, and steam unit heaters are installed in equipment rooms and storage areas.

With the exception of the kitchens, laundry, and certain service and storage areas, the building is fully air conditioned. The air conditioning is divided into two main types, a high pressure system



Hot water heaters for bedrooms



Exhaust fans installed in the penthouse

facsimile of the senders' handwriting on a continuous paper roll.

Telephone System

A central automatic exchange, together with an eight position switchboard, are located centrally on the third floor.

All instruments are dial type, using standard letters and numerals on the outside of the dial with the most often required hotel service departments indicated under the dial.

The guest may thus call any one of the most commonly required service departments directly by dialing one digit and may make local outside calls directly by dialing, without contacting the operator. Long distance calls are made directly to the Bell Telephone Company toll operator.

for the bedroom section and a number of low pressure conventional systems for public areas, such as dining-rooms, banquet rooms, bars, cocktail lounges, exhibit rooms, etc.

The bedroom high pressure air conditioning system consists of four air supply units located in penthouses above the twenty-first floor, which supply a total of approximately 80,000 c.f.m. of cooled and dehumidified, or heated and humidified outside air, to four zones of under-window supply units. Cooled or heated water is also supplied to the under-window units from two zone convectors located in the penthouses. Room temperature is controlled by the guest with a room thermostat, which operates an automatic valve on the water supply to each air conditioning unit. In this type of system, both cold water and cold air are used for maximum cooling, and

warm air and warm water are used for maximum heating. During in-between seasons cool air and warm water may be used to permit either heating or cooling of any room independently of any other room. The air conditioning units installed in the rooms are of the induction type, the cooled or heated air being supplied through nozzles which induce a flow of room air through the units, without the use of fans and motors in the units. Each standard bedroom is supplied with 50 c.f.m. of conditioned air, and 50 c.f.m. of air is exhausted from the bathrooms to keep the system in balance.

As previously stated, the air conditioning of the public areas in the lower floors of the hotel consists of conventional low pressure systems. There are 30 of these systems handling a total of approximately 210,000 c.f.m., equipment of which is located in 4 fan rooms. This number of separate systems permits air conditioning only in those rooms which are in use at a given time and also permits separate control of conditions in various rooms. Rooms such as shops which are used on regular hours are served by large zoning units which permit separate control for each room according to load. Air is distributed by conventional low pressure ductwork and supplied to the rooms by diffusers and grilles.

Both the bedroom air conditioning system and the public space systems use chilled water as a cooling medium. This chilled water is supplied from a central refrigeration system consisting of two centrifugal compressors, one 300 hp. and one 800 hp. capacity, located in a sub-basement room. Either compressor may be run alone or both may be run together. Starting and stopping of the compressors is manual, both once running, their capacity is automatically controlled. Condensing water for the compressors is supplied from a three fan cooling tower located on top of the building.

All areas of the hotel which are not air conditioned are ventilated by a conventional ventilating system including the taxi areas at the entrances to the hotel and to Central Station. The ventilating systems for the laundry, kitchen, storage areas, equipment rooms, taxi areas, etc., involve a total of 10 large supply fans and 20 exhaust fans, the largest of which is the taxi entrance unit which handles 60,000 c.f.m.

Supervisory Data Centre

A supervisory data centre has been installed to supervise and facilitate the operation of the heating and air conditioning systems. This data centre is located facing the main corridor between the Central Station concourse and the hotel elevators behind a long wall of glass in full view of the public.

A colour graphic control panel 22 ft. by 4 ft. provides graphic representation in a functional way to the 35 air handling systems by incorporating a complete schematic layout of the fan systems showing dampers, heating and cooling coils, fan motors, etc.

Each system is provided also with a control point adjustment knob to adjust the final control point, with start-stop push button stations and pilot lights for central control of 82 fan motors and with temperature check points which are also recorded on an electric typewriter.

An automatic data handling feature incorporated in the supervisory data centre will scan and record temperatures automatically at regular intervals, and will provide audible and visual alarm in the event any critical temperature check point varies from pre-selected limits. Any temperature variation beyond the tolerable limit is permanently recorded in red ink. Steam and water flows are totalized by means of desk mounted counters. Remote adjustment of temperatures in public rooms is accomplished by means of electronic thermostats located in the public rooms, whose control point is adjusted from the colour graphic panel.

Plumbing

The domestic water distribution system is divided into high level, intermediate level and low level zones.

The low level zone, serving all floors below the third floor, including kitchens and laundry, is supplied directly at city main pressure. The high level zone, serving all floors above the 10th floor, is supplied by means of booster pumps located on the hotel service floor and by means of house tanks located over the 21st floor. The intermediate level system is supplied from the high level system by means of pressure reducing valves.

Four domestic water supply booster pumps, 200 U.S. g.p.m. each, located on the hotel service floor, operate automatically and in sequence to maintain water level in the house tanks under varying water demand rates. Four house tanks 10,000 U.S. gallons each located in a penthouse, serve to even out peak water demand requirements and provide reserve emergency supply. Hot water for guest bedrooms is provided by means of four semi-instantaneous hot water heaters each capable of heating 7,800 U.S. g.p.h. from 40°-140° F. with 10 p.s.i.g. steam.

Hot water for lower level public rooms, kitchens and laundry is obtained by means of three storage heaters providing 140°F water for lower level public rooms and kitchens and 180°F water for the laundry, booster heaters being provided for dishwashing. Each storage heater has a capacity of 5,000 U.S. g.p.h., the laundry storage heater being served with an economizer capable of heating 3,000 g.p.h. from 50° to 105°F when supplied with 4,400 g.p.h. of 120°F waste water.

Chilled drinking water is supplied to all guest bedrooms, distribution being divided into two zones.

Fire Protection

Fire protection is provided by means of a high level system of standpipes serving all bedrooms above the second floor and by means of a low level system of sprinklers and standpipes serving the lower floors.

The system distribution piping is entirely separate from the domestic water distribution and is served by means of a six inch high pressure city water main provided exclusively for fire protection purposes.

Three booster fire pumps, each of 500 U.S. g.p.m. capacity, and a booster jockey pump are connected and valved such that the two systems are normally served from the high pressure fire main and additional capacity, if required, is provided from the domestic water service. The entire operation is fully automatic with standard provisions for manual operation, as required.

Sprinklers, in general, are provided in all storage areas and extra hazardous locations and are of the standard "wet pipe" or "dry pipe" type.

Laundry

The laundry is located one floor below street level and is of unusually large capacity as it is designed to take care of railway and steamship work originating in this area, in addition to hotel requirements. All possible machinery is of the automatic type, including self-unloading washers and automatically timed extractors.

The hotel guest laundry is done in a section of the room distinct from the regular hotel and railway work and is self-contained as to washers, extractors, shirt presses, etc.

Vacuum Cleaning

A central vacuum cleaning system is provided and sweeper outlets are installed on all bedroom floors as well as in all public areas. These outlets are all piped to a central vacuum producing machine located on the main service floor. Sweepings from the various floors are collected in a large dust separator adjacent to the vacuum producer and from which they can be removed and disposed of along with other refuse from the building.

Pneumatic Tube Conveyor System

A pneumatic tube conveyor system is provided between a central dispatching and receiving station, located in the front office, and cashiers in all dining areas, in order that meal cheques signed by guests may be transferred to the billing clerk with a minimum of delay.

The Central Station is also connected to the engineer's office as well as to all service areas such as telephone switchboard, laundry, valet shops, etc.

The tubing through which pass the carriers containing guests' cheques, written messages, or anything that can be placed in a carrier, is made of steel 2¼ inches in diameter. All terminal stations are equipped with pilot lights to signal the arrival of a carrier at the terminal.

Kitchen Equipment

There are five kitchens in the hotel. The main kitchen, located on the main floor; banquet service kitchen, located on the second or convention floor; a small kitchen located on the 21st floor, to serve the function rooms and cocktail lounge, located on this level; a staff kitchen, located two floors below street level; a separate kitchen also is provided for the restaurant serving the Central Station.

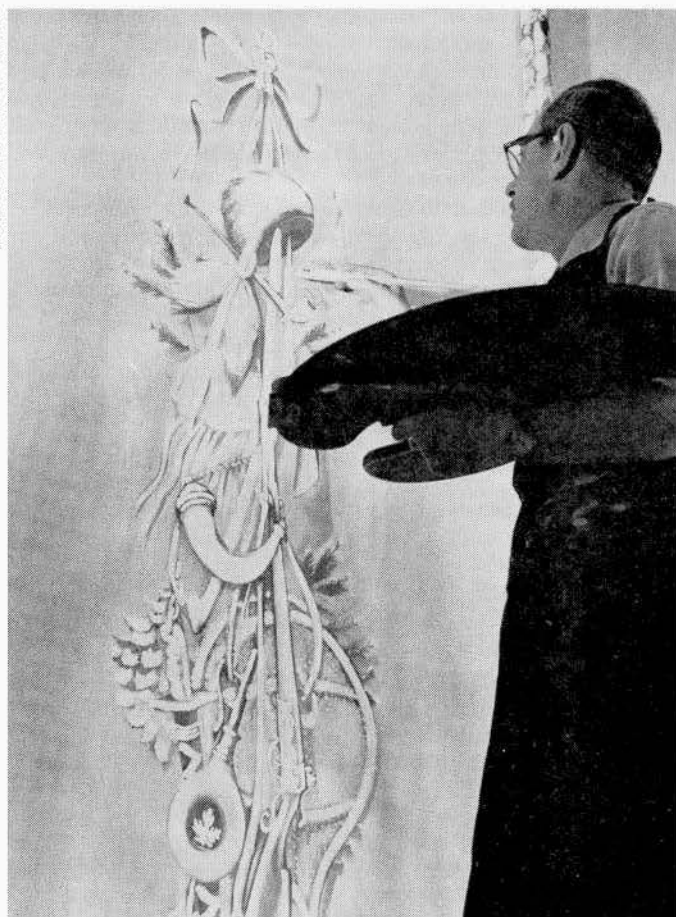
All of the kitchens are fully equipped with the most modern equipment. All fabricated pieces such as steam tables, kettles, work surfaces, sinks, refrigerators and exhaust hoods as well as all trims on ovens and machines are stainless steel throughout. Cooking is, in general, done with gas and steam, some smaller units are electric.

Dishwashing is centralized in an area on the lower level for all areas served from the main kitchen and staff kitchen, the soiled dishes being carried to the area by horizontal and vertical conveyors. The dishwashing machines are of the latest continuous conveyor type.

SHOP TALK ABOUT MURALS

BY ALBERT CLOUTIER, R.C.A.

RAPID GRIP & BATTEN LIMITED



Tickling smoke on coureur des bois

I am warning you right now that if you are not interested in this topic, I would recommend that you turn to the next page, but before you decide to do that, just consider what is going on in Canada today in that field and many related to it.

In recent years, designers and architects have come to realize that with the new look in architecture, new problems of visual space revealed themselves and threw a challenge at all participating. You have to bear with me a bit because, as you know being of French descent, I may be more effective in convincing you, had I the opportunity to communicate with you with both hands flying for emphasis; my beating around the bush stops here . . . let's talk shop!

If you have had the good fortune to see Ron York Wilson's murals for the Imperial Oil building in Toronto, you will know that the structure would not be as exciting and effective without them, and that idea had to be considered as early in the game as the brick and mortar and basic aspects of the project.

There are many other artists who have plunged into mid-stream of Canada building and are finding real scope in the language of visual communications, the kind that endures and helps to build a national heritage which has alas been sadly

lacking. But, there's a creative life here, and it's gathering momentum.

There is the Canada Council doing its best to help steer a course, and contributing financial assistance in the form of fellowships and scholarships to deserving candidates to help in their self-development in all creative fields. There are established artists who are finding opportunities for expression in industry, public buildings, and monuments of all kinds. I cannot begin to name all those engaged in various works and for a very good reason; I am too busy working at it myself. There are the stained glass window artists, the ceramists, the sculptors, the wood carvers, the metal workers, the lino-carvers who are finding new patrons, and the print makers who have also participated in producing designs for the New Queen Elizabeth Hotel bedrooms.

The Queen Elizabeth Hotel is where I hang my hat at the moment, not as a guest but as one of those who are helping to build it. My share is mural painting for the Salle Bonaventure, the Main Dining Room. This is where my shop talk begins. Why is it that it took us so long to get going in these exciting projects? There have been the isolated commissions for murals but not really enough to go around for the number of talented artists who might have developed in that field of activities. But the encouraging thing about murals here and now is that they are not conceived as pages from history books or enlarged illustrations as so many past projects have been. In my opinion, a mural scheme is part of the architectural conception and remains a flat wall but with something added which gives the place its character. And that, I hope, is just what's happening in the Salle Bonaventure of the Reine Elizabeth Hotel. Fortunately, a council was formed early to ensure that this was going to be the kind of Hotel that belongs, and is not a replica of some other replica. Whether the Council members feel that they met with complete success in their hopes and dreams is not for me to say, but at least, the idea was handled intelligently. I sincerely believe that something new has happened here, in spite of perhaps conflicting opinions at times due to a very unusual combined operation of A National Hotel Enterprise operated by an International chain who participated in a very real measure to its design, so there you have the crux of the matter. Although the Design co-ordinator is the International man, the Council is made of local types who have had the odor of pea soup and boiling maple sap for some time in their nostrils; I mean that they would not consider knowing all about Quebec after spending a vacation here. So then, we have a chance of being understood as an artist by people who talk our language and also by people whose tremendous back log of experience qualifies them to judge if what's happening on the walls fits in to the big scheme while being authentic and original and acceptable to the council.

So now that I got this off my chest, I will talk about the murals and how they happened, bearing in mind the background as related above. When I was offered this commission (not just handed to me on a platter I assure you, but with early contacts and much discussion and moral support from some quarters and many hours awaiting a decision to proceed) I was asked to produce designs for twelve trophy panels in

Louis XVI style to express the French atmosphere of Quebec. The result of that interview was that my face fell . . . but think of poor Louis XVI, his head fell without ever seeing the Province of Quebec. So I reconciled myself that I still had my head and a very nice mural commission. Of course, the start is the toughest part of any creative effort and this one ran true to form. Every so often, I'd wake up in the middle of the night all tangled up in Acanthos leaves, grapes, birds and baskets all tied up with ribbons with a bow on top, and don't forget the musical instruments, swords and all that nondescript gingerbread that used to adorn Marie-Antoinette's boudoir. On her, I guess it looked good and gracious but why should a contemporary artist have to perpetrate an imitation and adaptation of Greek decoration to express French Canada? I was getting more and more down in the mouth and sure needed a face lifting, but being stubborn I gathered all the data I could lay my hands on in examples of that period. I found some good stuff at the Ecole du Meuble whose librarian made me welcome to clutter up the place and loaded me with material to look at. I found some interesting books on the subject at The Montreal Museum Library and finally a good friend of mine loaned me a text book covering all conceivable stock patterns of all the hack schools of the past . . . well sir, that did it! I was getting madder and madder and still needed a face lifting.

I reeked of ribbons and bows so threw all the books aside and started pushing a pencil around musical instruments until I had drawn enough to equip five great symphony orchestras. I seriously considered hiring for the spring drive in the bush of northern Quebec where there are no trophy panels at all.

Then one day, something happened! On my way down to the Army surplus stores on Notre Dame Street to buy a pair of bush boots for the new career I had contemplated I dropped into the Chateau de Ramesay for a last look at some of the

things that Louis' designers used to hang on ribbons, except of course, that these objects were mostly pure Quebec. There, I found a wealth of objects of beautiful shape products of Quebec craftsmen. It was inspiring to look at such a simple thing as a silver ladle and feel its form designed for use and for gracious living. Gracious living! That's it. That is what I will express on those walls . . . la Joie de Vivre! with nice things hanging from ribbons. Mr Louis Carrier the curator obviously saw the process of my face lifting because he invited me to visit the attic where I found a beautiful soup tureen on a platter. This came from Cap Rouge potteries. The thing that bothered me though, was a lithographed landscape on it, but then I saw a beautiful plate with a rich blueberry motif and that decided it. I started making sketches of these objects, transferring the blueberries on the tureen and I was away to the races. I forgot all about the bush boots and came home full of drawings and ideas.

I threw the musical instruments to one side and tackled the culinary arts instead, and that is how my appetite came back. The project was launched. I started to smile at my friends again, and at all passers-by; I even whistled in the dark and did not mind the ribbons.

I will not attempt to describe these 4 sets of panels other than to indicate the intention of each series of three. If my editor is willing, he may allow the first rough sketches to illustrate the approach. It may be good to identify them as:

1. Culinary arts, wine and cider, and vegetable garden.
2. Music, literature and ballet and theatres.
3. Domestic arts, and crafts, painting, pottery and carving.
4. Indian lore, fishing and hunting, coureur des bois (all outdoor).

In all cases as in music for instance, the instruments depicted are not just the orchestra or concert variety but include the accordion, the mouth organ the jewish harp (guimbarde) the guitar and the musette (bag pipes to you). Those are all used in our more intimate gatherings up in the bush.

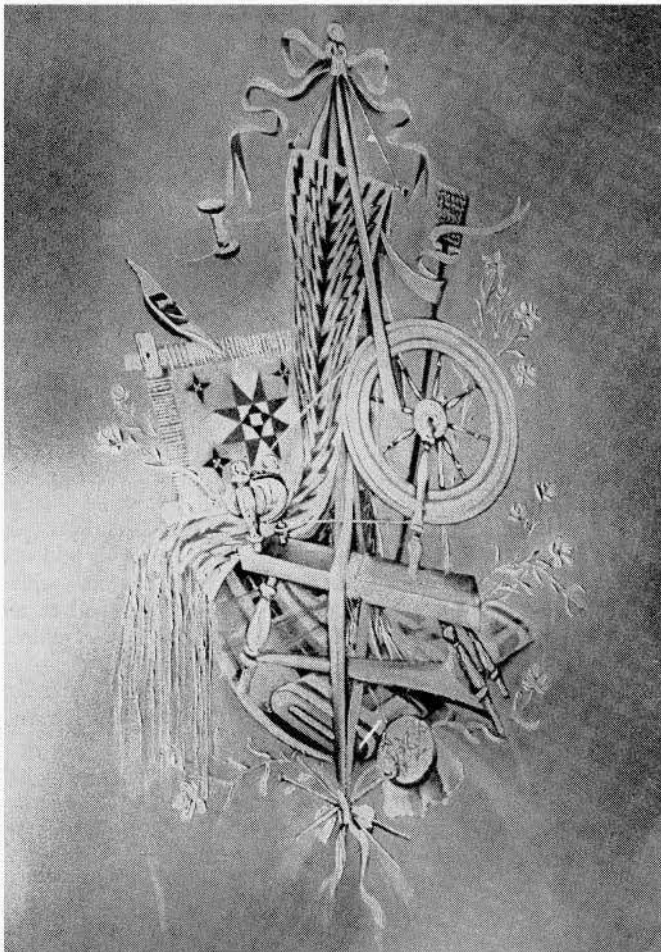
I believe now that these panels will add a very genuine local character to the Salle Bonaventure while retaining the gracious atmosphere intended by the chief decorator.

So as mostly always, labour pains come early and it is to be hoped that they help to bear fruit; many other pains came later but they are part of the game of production.

One of the interesting aspects of working on a large scale is the planning of means to hoist large canvas and to reach high places with your brush and also to plan the work so objectively that you don't have to keep on changing and yet, I would not want to have the thing so planned that there would be no real creative excitement left for the final statement. The general structure of the designs was conceived to give life to objects and although they contain no figures, most of them suggest the illusion of a figure in action. They still had to be quiet in colour and harmonize with the general decor. Having planned to do this job alone, I had to devise means of handling the mechanics of hoisting a piece of canvas of some 10' x 13' in some cases, so I designed a metal bar made of angle iron to assure rigidity, and a plate to fit with a series of bolts spaced every foot, and wing nuts to hold the plate in position. This bar was attached to a double pulley system which simplified hoisting; all I had to do was to pierce holes to match the bolts, install canvas on same, screw on plate and hoist on the level up to the height required, then attach same to a Gyproc wall with a trigger tacker. Then the usual plumb line and level for marking and away we go; I also designed a portable scaffold with three levels, two of which were served with a demountable platform. Having reached that point, all that is left to do is to draw and paint.

I used a good quality single prime cotton canvas from Friedrichs in New York; some panels requiring up to 8' wide. I got two large rolls and made a cutting plan to eliminate waste. All these mechanical activities are good for the soul, and I highly recommend them for an artist. All summer long in the heat spell I climbed up and down wearing a pair of shorts and sandals and developed a terrific appetite for food

Domestic arts panel



RAPID GRIP & BATTEN LIMITED

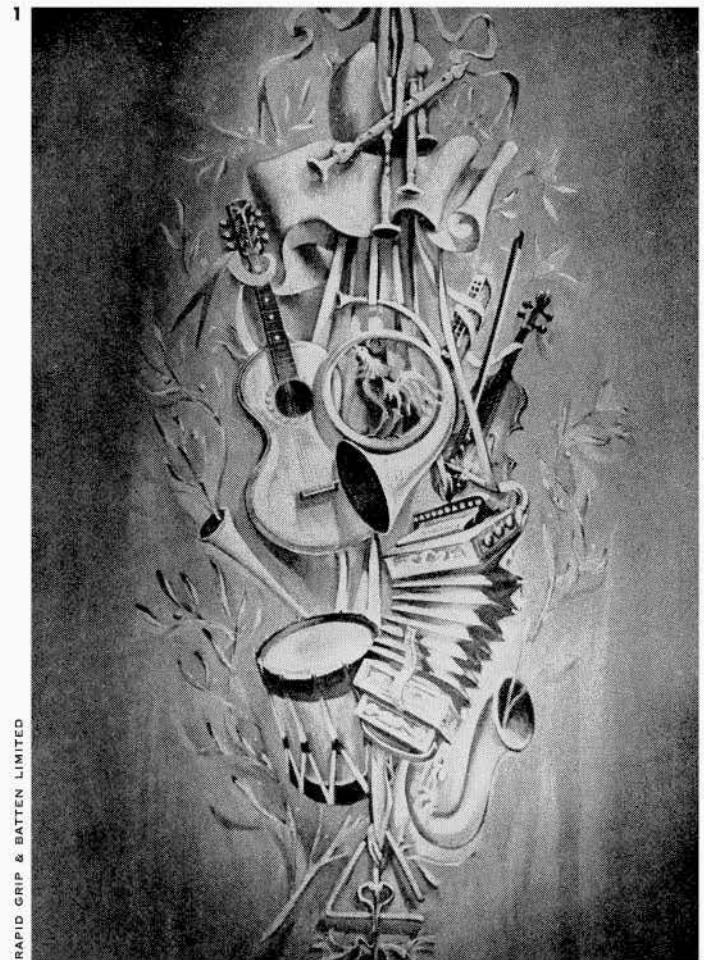
and for work. My experience in mural painting started with the New York World's Fair in 1939, and I must say that it served me well for future assignments on a large scale. Sharing the design problems with Edwin Holgate was a pleasure and an education. That time, we handled a 450' frieze x 6' and two large panels 18' x 20', all in the space of 2½ months for production. With a solid staff of young painters such as Stanley Cosgrove and Maurice Raymond, Umberto Bruni and others who came on call for help, we got to New York on schedule. This was a concentrated effort having to produce 17' x 6' every day to make the grade. When I hear people talk about irresponsible artists, I wonder what kind of books they have been reading or on what premise they base that opinion . . . if any? Of course there are lazy artists, but very few good ones are that! They are industrious, mostly organized and reliable and QUESTIONING people. The mature ones take very little for granted. They may, in conversation, appear to be disturbing influences, but launch a fact facing discussion and I believe that you will find them stimulating. This incidentally is *still* shop talk. Coming back to murals; decisions have to be made as to materials concerning durability, effect and pliability and certainly for a permanent job, this matter is not to be taken lightly. I used five basic colours to obtain an antique white effect for this job, and I believe that my choice was good basically. For large areas, I used C-I-L Ciltone, an alkyd paint of sympathetic substance, and a very reliable product. Of course, for areas of detail and textures I used Shiva underpainting white and five Winsor and Newton pigments to correspond with the Ciltone colours. The first drawing was done in Conte sanguine and sprayed with Damaar. The final work gets a thin spray of clear matte acrolyte fixative. As far as I know, this is as sound a way as any I know, and, the murals are flat. They are flat, soft and have texture which had to be intensified because the decorator sprang a special lighting fixture upon me after installation of the canvas on the walls that forced me to go around the walls twice again, and I'm still at it. But, I don't mind that as long as the panels are effective.

Which leads me to say that I want to continue painting murals because I like the challenge of facing or visualizing an area that will create a new dimension. God forbid that I be asked for more Louis XVI, although, with this later experience under my belt, I can take it, but I am dreaming of something more potent in expression. I find this time of development in Canada very exciting, not only because of great industrial projects taking form or scientific discovery transforming our way of living but because we as a people are becoming more conscious of cultural refinements that add civilization in the proper sense to material success.

No wealth is more vital to survival than richness of the spirit and that can be widespread only by contact with it. We are fortunate to be in a position as Canadians to offer opportunities appetizing enough for the influx of talents to wish to establish themselves here and bring with them their skills to help enrich our own society. Were I in a position to offer opportunities for artists to perform, I would launch a program of artistic works so vast that out of it, a wealth of new creative treasures would be born. What is there to lose? For a few lemons, there would grow many priceless manifestations of creative talent that would put us on a level perhaps comparable to older civilizations; that is how they happened before, why not today while we have breath. Our sons and grandsons would then, at least respect our memory, if not have found us a stepping stone for much greater achievement. Give me some murals to do. Give my fellow artists some projects to build! Let us consider the music of expression in our building up of Canada, that way, we will enjoy surviving longer and help to consolidate the world contribution that Canada tries to make in other fields.

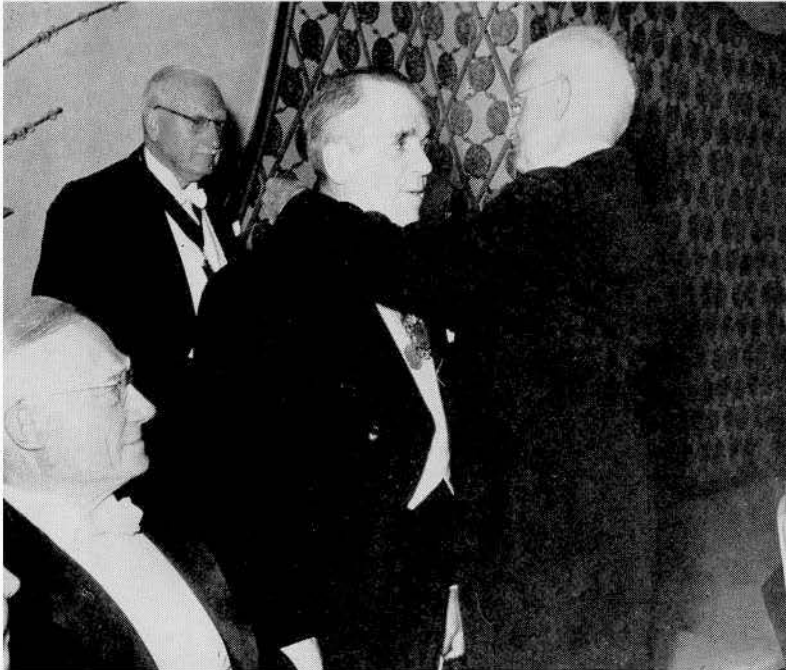
1. Music panel

2. Literature panel



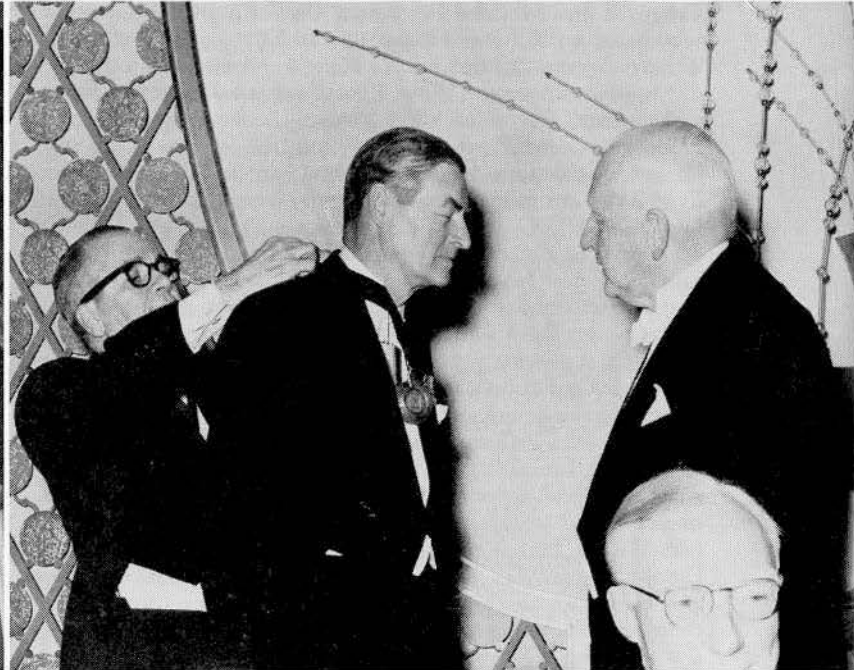
THE 51st ANNUAL ASSEMBLY

LEONAR



Retiring President, Mr Douglas E. Kertland (F), places the Presidential Collar on the newly elected President, Maurice Payette (F). Watching the ceremony are — left to right: Mrs Kertland; Mr R. E. Powell, Senior Vice-President and Director, Aluminum Limited, and guest speaker at the Annual Dinner; and Mr Burwell R. Coon (F), Retiring Chancellor, RAIC College of Fellows.

LEONAR



The newly elected President, Mr Maurice Payette (F), invests the newly elected Chancellor of the College of Fellows, Mr A. T. Galt Durnford (F), with his Chain of Office. The retiring Chancellor, Mr Burwell R. Coon (F) looks on.

THE ROVING REPORTER

We once wrote an editorial in which we criticized the committee of arrangements at an Annual Assembly for not giving the architect, especially the young architect, enough to do or enough to occupy his mind. Whether it is age or the effect after five days of the Hotel Babylon, we take it all back, and beg for a less crowded schedule. The Banff Assembly which we criticized looms up now, in memory, as the ideal place and the ideal meeting. We have no doubt that council members are essential to an Annual Assembly, and that long range plans of vital importance to our welfare are put into effect when they meet, but we have long held the view that, for ordinary members (m), the chief value of annual gatherings comes from meeting old friends, the exchange of views and social intercourse of the most casual kind. We enjoyed the seminars (or were they symposia?) in Montreal largely for selfish reasons. Housing is so basic a problem, and its solution so basic to human happiness, that most of the delegates seemed to enjoy them. Curtain wall or prestressed concrete seminars would have attracted fewer, and seem to us to be unsuitable subjects for an annual meeting. We mention this only in the hope that next year's committee will continue to provide "instruction" on not too technical a level.

The meeting opened in the gayest and friendliest of parties with Mr and Mrs Fleming's traditional breakfast for members of council, fellows and whatnot. This might seem to a member in some remote fastness in B.C. as a rather restricted list, but last year our host thought he would keep his party to sixty. This year, by the strictest adherence to council members and the like, the breakfast party became eighty. Greater love hath no man and his wife than that they would sit down to breakfast with seventy-eight members of the RAIC and their wives. Mr Fleming's impeccable French in welcome (in three immortal words), Father Cotés' sonorous grace and Mr Henri

Labelle's faultless English, gave additional lustre to the event.

General meetings were held in a room of which (unlike the symposium room) we have no clear picture, except of beams and air conditioning. As the President read his report, we wondered (as we wonder and suffer every year with the chancellor of the College of Fellows) whether a secretary, or two secretaries, might not read it for him. He has to be on the alert for the remainder of the meeting to answer questions, and his initial job of reading is an exhausting one.

Public relations were a recurring topic of the President's report, and came up again and again in discussion. The biggest step forward in that connection would seem to be that of the AIBC which has raised its fees to \$100 a year per member, and appointed an executive director with no professional public relations connections. We shall all watch his progress with interest, and wish the association every success. B.C. is still the home of the article pupil, and the report indicated a marked increase in his numbers this year. It is odd that this should be so — especially as it is likely that the number in B.C. exceeds the total of the other provinces. We have not seen the printed resolutions of the meeting, but our notes indicate that the OAA and the RAIC will set up a committee to study public relations methods, and will advise all the provincial associations of their findings.

The meetings at Banff which have been sponsored by the Alberta Association came in for their due share of praise, and several pointed questions were aimed at the representative on the Canada Council to obtain his views on their continuance with financial help. These were parried with Professor Russell's customary skill, but his observations on the Banff meetings left no doubt of his personal interest and support.

Manitoba school of architecture came in for some praise for the record that it keeps of all graduates, employment, profes-

sional attainments and the like. We are sure that the other schools were stimulated either through conviction or shame to start a similar file. The Association in Manitoba has been holding monthly meetings — going how far back we do not know, but of recent achievement is a wives' association. At the first meeting "fifty attended and one hundred expressed interest". Much as we admire, individually, the wives of our Winnipeg friends, we are afraid that, collectively (100, no less!), they could appear as a most formidable group. A letter will shortly be despatched to ascertain how they amuse or, if they do not amuse, how they entertain themselves. Have they set up a committee to advise on the adequacy of the fees charged by their husbands, or on the minimum hours necessary for night consultations with clients? When we have complete information, we shall take steps to disseminate it with appropriate comments.

New Brunswick urged that, when a candidate for registration is refused by a provincial association, all other provincial secretaries should be notified. This was heartily endorsed as much anxiety and legal action (or threat of) might have been avoided if such a procedure had been adopted by Ontario in a case that eventually involved at least four provinces.

The *Journal* was commended for introducing French and English editorials to its readers. We have, for some time, been including articles in French, but the suggestion was made that we include captions in both languages. That we shall be happy to do if practicable. After all, Mr Arthur Fleming's office is only a block away and, if we need help in the French tongue, we are sure he would give it at something lower than the usual legal rate for French captions. While on the subject of the *Journal*, we must mention a letter we received from Professor Percy Nobbs, in which he hit us hip and thigh on text, typography, architecture and paper texture. He even suggested that the *Journal* was not among the most easily combustible magazines of his acquaintance. Our reply produced the kindest letter and an invitation to meet Professor Nobbs at home in Montreal. Quite the happiest two hours of the Assembly we spent in his company with trout and salmon the

only, but, nevertheless, fascinating subjects of conversation. We are glad to report that Percy Nobbs is better from a recent accident, and that his hospitality and caustic tongue are the same as we enjoyed them many years ago.

But to bring ourself back to the meeting, the President was saying when we returned, that no school in Canada gave post graduate courses. We rose to our feet to say that we all gave post graduate courses leading to a degree, but that, apparently, was not the burden of the President's remarks. It seems that in the United States, refresher courses in the form of lectures are given and the good ones are enthusiastically attended by graduates from thirty to eighty years of age. No resolution was passed, but we are sure that all the schools will investigate the matter. Banff, of course, came in for another round of praise as the ideal answer to that kind of graduate need.

We recall now from our notes that we were in a room where the acoustics were poor, and one's thoughts tended to be directed from the speaker's remarks to the enormous size of the beams and their construction. More than once we seemed to see a crack that suggested the $\frac{7}{8}$ board adzed by the loving hand of the craftsman, and then it would close, and we were back again with the speaker and the air conditioning.

One of the best reports was that of the Honorary Treasurer. We do not think that architects in general show much competence in reading, let alone writing, financial statements, and, in this case, we had the very great satisfaction of listening to a debate in French between the author, our dearly beloved friend, the new president, Maurice Payette, and Mr Paul Trepanier. Some of us got only a few words in the contest which Mr Payette appeared to win by the sheer weight of his high office.

We enjoyed, as we have on another occasion, an address by Mr Stewart Bates, the President of Central Mortgage and Housing Corporation. The speaker said his job concerned the happiness of Canadians under forty, the homes and communities in which they lived. It was too bad that there were not more architects under forty in the room to hear him, but we intend publishing Mr Bates' address in French and English.

LEONAR



Newly installed Fellows in the College of Fellows receive their certificates at the Annual Dinner — left to right: Randolph C. Betts of Montreal; Professor Albert La Rue of Montreal; Professor Frederick Lasserre of Vancouver; (in back-ground John Wade, Marshal of the College of Fellows); Professor Pierre Morency of Montreal; Captain John B. Roper of Ottawa; John Stevenson of Calgary; Francis Hilton Wilkes of Toronto, and Wilber Ray

Winegar of Toronto.

Head table guests in front of the Fellows — left to right: Mr H. R. Montgomery, Quebec Vice-President, Canadian Construction Association; Mrs Gerard Venne; Mr A. L. Fleming, Q.C., RAIC Solicitor; Mrs Robert Winters; Mr Harry M. Prince, President New York State Architects; Mrs Fleming; Mr Gerard Venne (F), President P.Q.A.A., and Mrs J. G. Frost.



LEONAR

Mr Francis J. Nobbs, of Montreal, offers a toast to the Profession at the Annual Dinner.

Mayor Sarto Fournier, of Montreal, addresses the delegates of the 1958 Annual Assembly after officially opening the Urban Re-development Centre. Left to right: Mr Gerard Venne (F); Mr Douglas E. Kertland (F); Mayor Fournier; Mr H. A. I. Valentine (F); Mr Harland Steele (F); Mr Maurice Payette (F).



LEONAR

As we listened to him, we could not help but remember other days when CMHC and its works were regarded with complete apathy, if not with deep suspicion. Credit for the change that has taken place must go largely to Mr Bates who not only accepts the architect as an indispensable factor in housing, but welcomes him into even greater participation in the national housing program. This may not be an inappropriate place to mention what we thought a first-class suggestion — that, parallel with the scholarships given annually by CMHC to town planners, there might be some for architects interested in housing. Mr Bates threatened to stay away from Annual Assemblies, or perhaps he said he would not give another paper, for ten years. He deserves a respite, but few who heard him would like to see it more than three years.

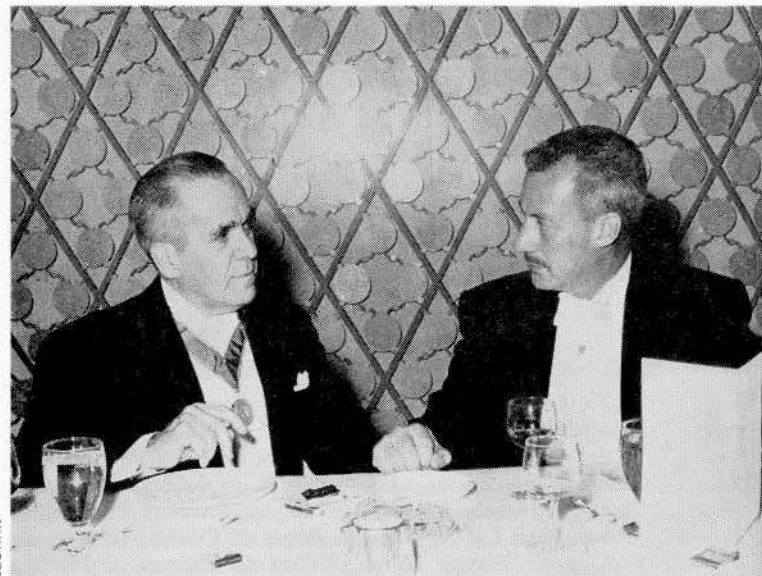
We have only one criticism to make of the Annual Assembly in Montreal, and no one will agree more heartily with us than the committee of arrangements. Many years ago, we made the suggestion that an Andrew Cobb night be an annual affair. Only once has the spirit of the Cobb night been completely lost and that was in Montreal. Perhaps it is time to drop it because there are still enough elder brethren around to be grieved by what they saw.

Of more cheerful note, and in conclusion, we thoroughly enjoyed Mr A. P. C. Adamson's address "Urban Renewal and the Building Team", which we publish in this *Journal*. Humour is not too commonly found in Annual Assemblies, but Mr Adamson provided it in abundance in what, after all, was a serious speech. In closing, we cannot but add that Mr Adamson was most ably abetted by Mr Jean Perrault, who introduced him, and by Mr Gerard Venne who thanked him in one of the most graceful speeches that we heard in the whole Assembly.

We missed the civic reception, but from all we heard it was typical of that hospitality that we had known before both from the City of Montreal and the PQAA. We are deeply grateful to our hosts, and have nothing but praise for everything they did on our behalf. Not least of those to whom we were all indebted for their efficiency, patience and unfailing good nature were Mrs Johnson and her staff of ladies at the desk. We wish we could say, in conclusion, that we shall all meet somewhere next June, but so far as we know the place is still unknown.

E.R.A.

The newly elected President, Mr Maurice Payette (F), of Montreal, at the Head Table of the Annual Dinner with Mr Guillaume Piette, President, Corporation of Professional Engineers of Quebec.



LEONAR

HOUSING AND THE GOVERNMENT

AN ADDRESS TO THE ASSEMBLY BY STEWART BATES



Mr Stewart Bates, President of Central Mortgage and Housing Corporation.

I want to thank you for inviting me to address the annual assembly of the Institute for the second time. Your deliberations this year are about urban renewal, an urgent topic. The fact that you have invited me to speak again indicates your growing interest in housing.

Last year, you may recall, I said that we, in Central Mortgage and Housing Corporation, and you, the members of the Royal Architectural Institute of Canada, have a great deal in common.

Admittedly, our individual roles are not the same. You are the professional designers. We are the public servants, the administrators. You leave your imprint on the city in the buildings you design. Today's work is, in effect, your testimony to tomorrow.

Our activities are more diverse, our influence in some respects less manifest. Admittedly, we are not makers of policy; we are executors. As a crown corporation, our aims inevitably are the Government's aims.

But, for all these differences, we have a common overall objective. Both you and we are in the business of building cities. We share in the great adventure, we are comrades in the never-ending struggle to improve housing and living conditions in this country. We both want to see the city become a better place to live in, more efficient and yet more exciting, a place of dwelling as well as a place of business. Each of us is vitally interested in the houses, the buildings, that make up the city, for these are the pieces in the landscape, the individual contributors to the grand design.

There exists, therefore, a real bond, almost of partnership, between us. We must by the very nature of things work together intimately. If we are to be partners, we must understand each other fully. Because of this I intend to speak frankly about our housing problems. I know you would expect nothing less.

First, let me give you some idea of the size of the problem, of its urgency. This is an enormous field. The communities of tomorrow are in the making.

Second, I propose to tell you what we are doing about the problem — what steps the Federal Government is taking; what we, in the Corporation, are doing as the Government's housing agency.

Third, I am going to suggest that your profession has a vital and challenging role to play in this development. In fact, we not only welcome, we are looking for your help and co-operation.

THE NEED FOR HOUSING

Canada has never been able to boast of its record in housing, in city building. The development of our towns and cities has been uneven. Often it has been rushed and unplanned. There has been so much to be done that somehow housing has had to take second place. The main effort has gone into developing the resources of the country, pushing back the frontier, extending the nation's transportation arteries.

Today, there are about four million dwellings in this country. They are of all shapes and sizes; some new, some old. A few are exceptionally good, the majority are adequate; many are poor.

The last time Canada took a census of its housing stock — in 1951 — about one in every 10 urban dwellings was in need of major repair, one in every sixteen lacked inside running water. In rural areas of course the picture was even bleaker. In most towns and cities, overcrowding was rife.

This was the condition of the housing stock seven years ago. What is its condition today? The housing stock, after all, is not immutable. Its content is constantly changing. Old houses are destroyed, demolished or abandoned. New houses are built. There has been a lot of building in the last few years and whatever reservations you may have about the quality of the design of some of the new housing, it is in many cases an improvement on what was there before. In relative terms, therefore, the quality of the stock is probably a bit better than it was seven to eight years ago. Since the end of the second world war more than a million new houses have been built.

So far as overcrowding is concerned, there hasn't been too much change — despite all the building. There has been a large increase in the number of families and in the size of families. Catering to this demand alone has occupied the house building industry's efforts.

The biggest step forward is that Canadians today are alive to the problem. Attempts *are* being made to improve the quality of housing, to deal with the housing problems of those who can't afford to build homes of their own, to build neighbourhoods that are more than a collection of wooden boxes. A new climate of opinion is emerging.

There is a new urgency in the face of the population growth expected during the next 20-25 years. You have all seen the forecast of the Gordon Commission — or the Royal Commission on Canada's Economic Prospects, to give it its more formal title. The Commission estimated that by 1980 at least 3½ million new dwellings would be needed to take care of increase in population, to allow for the filling up of our cities, to replace houses destroyed or demolished. With this many new houses some reduction in overcrowding would be possible. Of course, how many dwellings are built will depend on a variety of things — particularly upon the general economic climate. On the other hand, a sudden upsurge in social consciousness leading to a considerable acceleration in the rate of slum clearance would probably mean a higher rate of new building. It would almost certainly mean an increase in the volume of rental housing for low-income families.

The Commission suggests Canada is going to build from 140,000 to 150,000 dwellings a year during the next 20 years. Even at present day prices this means an investment of more than \$1½ billion a year.

INCREASING THE QUANTITY

This brings me to the second point — the part played by the Federal Government in housing.

The Corporation's brief, as you know is the National Housing Act. This sets the stage, proclaims Parliament's broad objectives and specifies the machinery to accomplish these purposes.

Broadly, the Corporation has been given two roles — to increase

the quantity of housing and to improve its quality. These things are not completely distinct. Quality, in part, depends on quantity. New housing, in time, tilts the quality balance of the stock.

In a quantitative sense our main contribution has been to put new housing within the reach of a greater number of Canadians. More than a third of the housing built in Canada since the second world war has received some measure of support from the Federal Government.

Financing is very often the real bottleneck in housing. Few Canadians have ever been able to afford to pay the full cost of a new house in one lump sum and only about 15 per cent of the new houses started in any year are debt-free. The price of a house represents three to four years income for the average family so that most of the purchase price has to be borrowed.

Of course, long-term loans have always been available, but many people found the loans weren't big enough, the gap between the cost of the house and the size of the loans was too great. Some lenders, by law, couldn't make loans for more than 60 per cent of the value of the building. Other lenders didn't choose to do so. Often the repayment terms were onerous. The loan was for too short a period, or the interest rate was too high. In many cases the prospective homeowner found the lending institutions weren't interested in lending him money for the type of modest house he had in mind.

It was in recognition of this that Parliament passed the first comprehensive Housing Act in 1935. There have been other Acts since then — the latest, the National Housing Act of 1954. In every case the aim has been to increase the flow of mortgage money, to encourage the lenders to make loans on more favourable terms to prospective homeowners, to builders and to rental investors.

Under the present arrangement, for example, this is done by offering to insure the lenders against loss of principal and interest in return for their undertaking to make loans for longer terms and at lower interest rates than might otherwise prevail. These Government-insured mortgages are normally somewhat bigger — and therefore the downpayment somewhat smaller — than the borrower could expect to obtain if he tried to borrow funds through an ordinary conventional loan. Naturally, the Act doesn't guarantee a new home for everyone.

The effect of these provisions has been great. Many people who formerly couldn't aspire to a new house, have been able to get money for building. It has been possible to bring the banks into the mortgage business. Builders have found a huge new market for housing, a market to be cultivated, developed. New housing is no longer confined only to the well-to-do or to the man who builds his own home. It has more of the characteristics of a mass market. In the rough and tumble of the last few years, new building techniques have emerged. Large merchant builders have appeared on the scene, combining in one organization the diverse functions of land developer, builder, real estate salesman. They are manufacturers, assemblers and merchandisers. Often they do have their own architects, their own planners, their own designers. Often they do not. These large, integrated building organizations will play an increasingly important role in the industry in the future.

This is the core of the National Housing Act — the arrangement for insuring loans. It is the main way in which the Federal Government brings about a greater volume of new house building while using a minimum of public money.

However, there are occasions when public money has to be used. Certain types of house building are financed only because the Federal Government itself puts up the money. Even the possibility of being able to obtain Government backing, Government insurance, hasn't induced lenders to make all the loans needed in some parts of the country. At times, too, there has been an overall shortage of mortgage money, there have been so many other long-term projects afoot — new factories, dams, railroads, highways — that there hasn't been enough money for house building.

Here is the Federal Government's other big contribution to new house building — where the Corporation, as the Government's housing agent, makes mortgage loans with public money. The Corporation, mind you, always acts as a supplementary or residual investor.

There are really two types of loans we make. In the one case we simply make the same type of loan that a private lender would normally have made. In the other case we are trying to encourage the development of certain types of housing which might not otherwise be built in sufficient quantity.

An example of the first type are the loans we make to homeowners who, for one reason or another, are unable to obtain an insured mortgage from a private lender. Naturally there are certain requirements which the borrower has to meet. He has to be credit worthy. Until recently we have only made these loans in smaller centres

where private lenders are not prepared to lend substantial sums of money. However, because of the general shortage of mortgage money, we have been making loans since last September to builders and homeowners in all parts of the country. These loans are available only for smaller size houses because it is the Government's belief that the shortage of money has made it especially difficult for families of modest means to obtain loans from private sources.

The other type of loan is made because there are certain types of housing which you can't get built in volume without Government money.

For example, the problem of finding adequate accommodation for old people is becoming increasingly serious. We have attempted to encourage the building of more accommodation of this sort by making special loans to service clubs and non-profit organizations which are prepared to construct such housing and rent it on reasonable terms. These loans are also available to non-profit groups and others who undertake to build rental accommodation for low-income families. They agree to limit their dividends and to control the rentals they charge, but they obtain their money at much more attractive interest rates than would ordinarily be available. About 12,000 low-rent units — or close to \$100 million of this type of housing — have been built under these programmes in the last 10 years.

There is a third way in which the Federal Government contributes to the volume of new housing built in Canada, and that is through the provision of low-rent public housing. Under the National Housing Act the Government co-operates with the provinces to build low-rental accommodation. Under a partnership arrangement the Federal Government provides 75% of the cost and shares in 75% of the profits or losses. The province, or its agents, put up the remaining 25%. The projects are administered by a local Housing Authority. In some the rents are subsidized; in others the partners aim to recover their full investment over a period of years. About 8,000 dwellings, valued at \$80-100 million, have been completed or are under construction or are in the planning stage.

There are, therefore, three contributions the Federal Government makes. It insures loans, it makes loans and it invests, jointly with the provinces, in the construction of new housing. I might add that the Corporation also supervises the construction of housing for certain Government departments and agencies.

IMPROVING THE QUALITY

So much for quantity. How about quality?

The Corporation tries to raise the quality of new housing and to improve the quality of existing houses.

I think we have made a material contribution in raising the quality of new housing, we have exerted a decided influence on the quality of housing financed through insured loans. But this is not enough. There is still considerable room for improvement. We insist on certain standards of structural soundness for all houses built under the National Housing Act and we carry out inspections during the construction period to ensure that these standards are met. We review layouts in all of the larger schemes financed under the Act as well as the plans and specifications of individual houses. During 1957, layouts for housing consisting of more than 40,000 residential lots were examined. The influence of this, of course, extends beyond the National Housing Act. It has had an effect on the standard of design, the standard of building, of housing layout generally.

The Corporation also has a small house design service through which the public can get working drawings of well-designed Canadian homes at a low cost. Architects across the country have contributed to the success of this plan. I might mention, too, our work with the Canadian Housing Design Council and the Community Planning Association of Canada where we find ourselves in close association with members of the architectural profession. Central Mortgage and Housing Corporation was largely responsible for the founding of these two organizations and they are doing extremely valuable work. As you know, the Housing Design Council has captured the interest of builders in all parts of the country through its annual awards for good house designs. The Community Planning Association has increased the public's awareness of the need for better neighborhood development and sound planning. The Corporation also makes grants to students and universities to further knowledge of community planning.

Our role in improving the existing stock of housing covers the three areas — conservation, rehabilitation and redevelopment.

Apart from encouraging a greater interest in housing problems, a greater awareness among the public of the need for sound community development, we assist in conserving and rehabilitating the

stock by helping the individual homeowner borrow money to repair and modernize his property. The funds the banks and lending institutions are prepared to invest in such loans have been increased because of the Government's willingness to guarantee home improvement loans. Last year we guaranteed loans totalling more than \$30 million.

REDEVELOPMENT

Of course, in some cases, the only solution is to redevelop a complete area. The canker of blight has spread so far that it is no longer a question of repairing and modernizing individual dwellings. You have to tear out what is there and start again. Because you are making a fresh start, because you have an empty site, you can consider the needs of the present-day city and plan the use of the land accordingly.

This is probably the most exciting thing about urban redevelopment — particularly for the planner or the architect. When you bear in mind the poor quality of so much of our housing stock, when you recall that there are more than 350,000 houses in Canada today that are more than 75 years old, that our cities were built in other days and are not equipped to handle modern traffic, the need for this type of renewal becomes apparent. Our towns and cities must constantly revitalize themselves to meet the increasing strains of modern living.

Redevelopment, of course, is always taking place. The old is constantly being replaced by the new. But in most cases privately-financed redevelopment is sporadic, is limited to one or two buildings, and pays no attention to the overall needs of the community. Urban redevelopment in the full sense of the term almost always requires the participation of government.

The Federal authorities have already indicated their readiness to help. Indeed, in the Speech from the Throne at the opening of the present Parliament the Governor-General again stressed that the Government is willing to co-operate in further slum clearance projects and urban redevelopment schemes.

The Government, through CMHC, makes grants for urban housing studies. These studies give a close view of the situation in a locality and help the municipality shape plans for the future. Surveys have either been made or are being carried out in 13 Canadian cities.

The Federal Government also assists in slum clearance operations. The Government contributes 50% of the cost of acquiring and clearing the land. The balance is put up by the local municipality. They share equally in the returns.

The first major redevelopment scheme at Regent Park South in Toronto is nearly complete and the site is being used for a Federal-Provincial low-rental housing project. Our own people did the site planning and worked closely with Page and Steel who designed the high-rise buildings and J. E. Hoare, Junior who designed the row housing. Here in Montreal demolition work is proceeding on the great Jeanne Mance scheme which will eventually provide housing for 800 families. We are collaborating with private architects and town planners for both the planning of the site and the buildings. Rother, Bland and Trudeau are the architectural and town planning consultants and the buildings are being designed by Greenspoon, Freedlander and Dunne and by Jacques Morin. The working drawings and specifications are complete and we are ready to proceed with construction as soon as the local authorities give their approval.

Other schemes have been either completed or are under way in St. Johns and Halifax. The total area so far involved is small in comparison with what is required, but the amount of redevelopment is increasing. The initiative of course, must always rest with the municipality. Only when the province has approved the municipality's plans can the Federal Government step in.

It is not essential that the land be used for low-rental housing, although this is what is being done in the Regent Park and Jeanne Mance scheme. The only legislative restrictions are that the area must be substantially residential either before or after redevelopment and that the families dispossessed be offered decent housing at fair and reasonable rentals. The intention is that the land be used for its highest and best use. In Halifax the site will be used for commercial purposes. A Federal-Provincial low-rent housing scheme, however, is being designed for another part of the city.

The carrying through of redevelopment requires imaginative enterprise. Imagination and enterprise on the part of private developers as well as on the part of the public authority, particularly where the land is to be used for commercial or industrial purposes. The two groups must work hand in hand. Co-operation of this type is vital if redevelopment is to be carried out on a grand scale.

In areas being redeveloped for housing the Corporation has ex-

perimented with combinations of high-rise, walk-ups and row housing. We have tried to achieve something new, something fresh and vibrant in the Regent Park South scheme in Toronto. We are striving for it in the Jeanne Mance project here. It is what we hope to get in Halifax.

You can see, therefore, that the Corporation occupies a rather strategic position in the housing market, that its activities influence not only the quantity of new housing but the quality of the nation's housing stock.

In one important respect, however, our activities are, of necessity, limited — in the design of housing. Although there has been a considerable improvement in housing design in recent years, much of Canada's housing is still poorly designed and poorly laid out. Here is something over which we have very little control. It is not our function to be arbiters of public taste. We can encourage greater interest in good design, we can offer our views to the public, but we cannot, and should not, as public servants, attempt to dictate in matters of taste.

THE ARCHITECTS

This is the third thing I want to talk about — the role of the architects in housing.

We would like to see you play an even more active role in the housing field. At present, much of your time is taken up with the design of larger buildings — schools, factories, stores and other industrial and commercial buildings. Whatever your personal preferences may be, few of you derive the major part of your income from the design of housing. This is unfortunate for us because we need your active help and co-operation.

We feel that housing is a challenging, an exciting field. We recognize that it involves much more than design of individual houses. That it is the creation of a human habitat in its fullest sense — the weaving together of streets and houses, of places to work, of places to pray, of parks and theatres and shopping centres. But the essence of it lies in the design of the houses themselves.

Our private society is made up of firms and households. If your interests are confined to the former — factories, stores, institutional buildings — your influence then touches only half the society. The other part, households and their environment, lacking your touch, can grow wild. Firms and their physical forms are necessary for the good life, but so are households. Your influence must pervade both.

With an immense and harsh country, needing development, needing capital and needing human resources, Canadians have always had difficult choices. Most farmers have known the problem of fixing the barn or fixing the house. In this country skilful husbandry of resources has been necessary for farmers, for firms, for institutions and governments, and I fear these difficult choices will concern us all for some time. In your profession you too, no doubt, have had to divide skills between demands, and clients have come from institutions and firms rather than from the "mass" householder.

In talking to you about using your skills for the community at large, for the whole environment, for the suburbs as well as the institutions, for the home as well as the work place, we in CMHC are admittedly prejudiced witnesses. We are conscious of the potentialities of growth, of its ramifications, of the city's surge, the new areas, the sprawl, the social implications of what is being done now. The million homes recently built affect lives for years to come. Housing is CMHC's business, and if we talk to you about it, we do so because we feel our cities are poor in many ways, poor in social assets and amenities, poor in much of the new environment, but in growth ripe and ready for your full influence.

I am aware that no single social group can make exorbitant demands on our total resources, but we are in favour of housing as against all other demands for capital and initiative and professional know-how! We plead for more social concern with design. We believe that it is more important to design good houses than to design good cars, that it is more pressing to achieve a better environment in our suburbs than to engineer advanced parking facilities for our factories, that the safe flow of children between home and school is as vital as the efficient flow of work in the assembly line of a factory. Not that these other things are insignificant. It is rather that in our day, in our times, we need to give more social emphasis to the household and its amenities for young and old.

Canadians are devoting a very large proportion of their resources to housing. The outlays on housing and the things associated with it run into billions of dollars each year. We need professional guidance, we need the full power of creative minds to guide this growth into the right channels. And that is why we are calling on you to play a more dynamic role to help shape this growth, to take a hand in changing the face of the city — its residential as

well as its other areas.

Obviously if you are going to offer yourselves as contributors, if you are going to overcome the reluctance of some builders to seek your services, if you are going to design better houses and work with the planners to produce better neighborhoods, better communities for the future, then you must acquire a thorough knowledge of the field.

Some of you have already done considerable work in rental housing. You have mastered the business of the rental entrepreneur. You know the factors that bear on design – the costs, the tax problems, the transportation patterns, the structure of the industry.

A few – a much smaller number – have worked in the home-ownership field. Here the problems are more varied and, at first sight, possibly more difficult. Architectural skill alone is not enough. You need to know a considerable amount about the market, about local by-laws and regulations, about the municipal tax pattern, about the house building industry itself. There is the additional difficulty of agreeing on a suitable system of fees and remuneration with the merchant builder, an equitable method of payment for what is essentially a repetitive operation.

I think that this is something which merits careful study by the profession. It is obviously difficult to criticize what is being done unless you are thoroughly familiar with the field – with its obstacles – unless you can uncover the hidden influences that bear on design. The members of the profession, too, must be ready to lend a helping hand, to be constructive in their approach as well as critical.

What I am suggesting is that the architects as a group should examine the whole fabric of suburban growth, should find out how the architect can play a more effective role in the design of suburban housing, should examine the legislative and financial framework in which this housing is being built, should try to discover those things that have an adverse effect upon design.

You may find that the builders are not wholly to blame for poor design; that part of the responsibility for the unsatisfactory development of our suburbs lies elsewhere. That the tax structure militates against sound design; that zoning restrictions in many cases exert a negative rather than creative effect; that the problem of municipal boundaries, of municipal responsibilities, harasses the proper growth of the suburbs. That these things contribute to mediocrity in design. That the dice have become loaded in favour of single-storey, single concept housing.

It is not for me to draw a line between those who are concerned with the design of cities as planners and those who come in because they design the buildings themselves. Obviously the two functions are closely related. In any such investigation the architect will almost inevitably find himself treading the same ground as the planner, even if for slightly different reasons.

I think you will find that even within the present framework of these communities there is still room for more compact and varied development, for better designed dwellings, for more imaginative groupings, and that the architect can make an important

contribution.

Such a study is too big a job for any single architect or group of architects to assume. It is a task your Institute might consider taking on. Professional bodies have done this type of thing before. I am thinking, in particular, of the work done on school design in the post-war years. There is, of course, already a joint committee of the Institute and Central Mortgage and Housing Corporation set up to study housing problems. And I am sure its work will become even more valuable during the next few months. But what I am proposing is something more – the equivalent almost of a Royal Commission on Residential Design in Suburban Areas – except that it would be sponsored, not by the Government, but by the architectural profession. I think there is virtue in having an independent group look at the problem, and since it is largely an architectural problem, the Institute would appear to be the logical group to father the study.

Of course, it would cost a considerable amount of money. But it would be a pity if cost alone prevented the carrying out of such an investigation.

I am sure that we could assist you in many ways. Indeed you might find that our own mortgage practices or particular provisions of the National Housing Act interfered with the achievement of good design. If that is so, we would like you to tell us about it. Other groups – the lenders, the builders, local officials – are never hesitant about letting us know when they think we are doing something which they consider wrong. So far, we have heard very little from the architects. We would like you to feel free to come to us at any time with your suggestions, or your complaints.

I am not in a position to promise Federal financial support for such an investigation, although, as you know, under Part V of the National Housing Act we have the responsibility of causing investigations to be made into housing conditions and the adequacy of housing accommodation in Canada. In the past we have made grants to cities and to universities for urban housing studies or for investigations of particular housing problems. I am sure, however, that any request for aid on any feasible project will be given the fullest consideration by the Federal Government.

Gentlemen, I think it is generally agreed that this is one of the most critical developmental periods in Canada's history, a period of surging growth, of rapid change. I have outlined to you what we, in the Corporation, are doing to increase the quantity and improve the quality of Canada's housing. We feel that the best results can be achieved only if we work in close association with the architects. We believe that the architect, if he is to accept the challenge of our times, must be prepared to participate in housing to a greater extent than in the past. These are the responsibilities that go with leadership, with professional standing. If you, as a profession, were to turn your back on housing, Canada would continue to build cities, but by accident rather than by conscious design. I feel sure – knowing something of your feelings on the subject – that you will not allow this to happen.

URBAN REDEVELOPMENT

A SYMPOSIUM WITH MR. J. HODGSON IN THE CHAIR.
MR. CHARLES CAMPEAU AND MR. E. W. THRIFT SPOKE.



Mr John Hodgson

Remarks by J. S. Hodgson, Executive Director, Central Mortgage and Housing Corporation, opening Symposium on Redevelopment at Royal Architectural Institute of Canada Meeting, Montreal, June 14, 1958.

Before calling on the other members of the panel to speak to you about the procedure of redevelopment and the role of the architect in the process, I should like to discuss briefly the meaning and objectives of redevelopment.

The term "redevelopment" refers to the surgical side of urban renewal. Renewal is the broad family word that embraces a number of different attacks on blight. It includes conservation, or blight prevention; rehabilitation, the selective restoration of individual dilapidated or rundown structures to arrest the spread of blight; and redevelopment, the treatment of whole areas where blight is so far advanced as to demand total demolition and a fresh start. Today we are directly concerned with only this most radical kind of renewal.

Canadians are beginning to realize that our cities, though still young in years, contain extensive areas of blight. Looking at the housing side alone, the 1951 census revealed that one out of ten dwellings in our entire housing stock was in need of major repair. It was also found that over 350,000 dwellings were more than 75 years old, and another half million were between 50 and 75 years old. While these included some noble old mansions with much life still remaining, a high proportion of the old housing stock comprises worn out and obsolete structures near the heart of our major cities.

This blight is spreading. Already it occupies hundreds of acres in every major Canadian city. We cannot reasonably expect it to shrink or disappear by itself.

Of course redevelopment is occurring almost daily. Whenever a new office building replaces a tired old structure, whenever a new department store is built downtown, redevelopment takes place. But this spontaneous redevelopment by

private enterprise unaided will not arrest the spread of blight. Private enterprise is not interested in the squalid backwater areas but only in the choice lots that offer ready business opportunities. Private enterprise is not interested in rehousing low income families at a continuing loss. Further, private enterprise does not possess the power of expropriation; and where ownership of an area has become fragmented into scores of separate holdings, private enterprise can rarely assemble the land on a scale sufficient to renew the area effectively.

Major redevelopment undertakings therefore involve government participation. In this connection the federal government offers to contribute one-half the cost incurred by a municipality in acquiring and clearing a blighted area. Further, if public housing is needed to accommodate the displaced families, the federal government offers to supply three-quarters of the required capital and to bear three-quarters of any operating losses.

Redevelopment as a self-conscious program is still a new concept in Canada. Perhaps we have not yet reached a meeting of minds as to what we are trying to do when we redevelop. Discussion of objectives, therefore, is important at this stage, since we can hardly expect to achieve anything worthwhile if we are uncertain of what we are aiming at.

For some the motive in redevelopment is aesthetic. Their interest in removing blight is to make the city more beautiful. Doubtless this motive has some validity, for slum areas are rarely inspiring and worthy of this twentieth century. On the other hand the aesthetic motive is perhaps rather fallible, since in a purely visual sense the slums of cities may often be more picturesque than the newer areas. Successful redevelopment needs to be guided by a sense of beauty, but something beyond the aesthetic motive is needed at the outset.

Some approach redevelopment as primarily a social matter. They are impressed by the unnecessary disease and squalor found in blighted areas, and offended by the crime against humanity involved in the very existence of slums. This is the slum clearance motive, the desire to extirpate something socially intolerable. Perhaps it will be granted that this motive also contains a high degree of validity. Unfortunately it does not always appear sufficiently cogent by itself to galvanize into action. Perhaps this is because we do not like to be reminded of unpleasant things. Removal of slums costs money. It is all too easy to pass by on the other side, misquoting scripture to the effect that poverty cannot be wiped out.

A third approach to redevelopment is basically economic, being directed toward the wastes involved in blight. This approach also may be regarded as generally valid. The wastes take at least four different forms. They include the high municipal costs in slum areas. Blighted areas have been shown to be high cost areas, areas requiring a subsidy from other parts of town, areas that inflate your tax bill and mine. Another form of waste is the functional loss arising from the fact that a blighted area is not being devoted to its highest and best use. Another is the functional loss involved in failure to make reasonable provision for traffic flow. Another waste is represented by squandered business opportunity. A city where blight is unchecked and where increasing costs are being poured into the perpetuation of slums is unlikely to be a strong competitor for new industries.

Incidentally there is a further economic motive, relating to the process of redeveloping rather than to the physical change being wrought. In a period when unemployment has been rising, redevelopment offers a particularly useful means

of providing added jobs.

These are some of the objectives sought in redevelopment programs. Their relative importance will doubtless differ from project to project. Taken together they add up to the suggestion that redevelopment is more than merely the subtraction of something unpleasant, more than just making our cities more sanitary. Redevelopment should seek to add something worthwhile. It should rededicate whole areas to their highest and best use. It should invoke the country's best skills in bringing organic change in the outdated part of the city. Blight can be effectively checked only if a new direction is given, if something worthy of our civilization is introduced.

Redevelopment is just beginning in Canada. We can point to Regent Park in Toronto, to the proposed Jeanne Mance pro-

ject here in Montreal, and to projects in Halifax and St. John's, Newfoundland. There are the first Canadian experiments in redevelopment. It is bound to grow, for it represents one whole phase of urban growth. Cycles of building inevitably lead to cycles of demolition.

And redevelopment should not be regarded as merely a clean-up campaign. We happen to stand at the point in time when redevelopment is first being discussed as a subject of public interest. But if our cities are expected to last a thousand years, obviously their entire fabric will be replaced many times during that period. Perhaps we should change our whole urban tissue every fifty years or so. Redevelopment is as normal a part of city affairs as a police force or a fire department.

Redevelopment is a process that will go on forever.

THE URBAN RENEWAL PROCESS—MR C. E. CAMPEAU



Mr C. E. Campeau, M.P., and former Director of Town Planning for Montreal.

I. — *The origin of blight and the cycle of all urban developments*

Worn out and static urban districts exist in every Canadian city and there has been much talk recently about their presence, although the questions of how they come to be, why they persist and how to get rid of them still remain to be answered.

There is a common pattern of growth to be found in all Canadian cities. The older, central sections because of lack of planning, inadequate regulatory controls and deficient municipal services, have become cores of blight or outright slums. Surrounding the central sections, are areas of transitional housing, that is to say rooming houses and multiple occupancy structures, incompatible land uses and inadequate facilities for decent living. The outer areas, planned and built in recent years in accordance with present standards, now contain most of the amenities required for decent and comfortable living.

Decay and stagnation are evidence of deep-seated maladjustments in the urban organization and development, but they must not be confounded with the maladjustments themselves.

A city is a dynamic entity which is always in transition. Changing ideas and changing needs from generation to generation dictate corresponding changes in the physical form of the city. Although changes are always taking place in the city, it does not and, of

course cannot take place in all parts of the city at the same time in equal degree. Each generation takes the city as the previous one has transmitted it, adds to it, uses what has been inherited until that has passed the margin of utility, and then abandons or replaces the outworn parts. As generations merge and overlap the merging of past and future never permits a completely fresh start. Even where major catastrophes, like in Rimouski for example, have occurred, ineradicable inheritances, such as land titles, street patterns, underground utilities, etc. have influenced the reconstruction.

Whether rapid or gradual, change is always partial. Usually, some parts of the city are new; some parts are wearing out; some are so clearly beyond use, or standing in the way of a better use, as to be ready for demolition and replacement; and in some parts, replacements are already under way.

A city in which there would not be at all times some worn-out or obsolete parts would not be a living city. The problem of maintaining the city dynamic does not arise because there are within it some worn-out parts. The problem arises because of the too many instances where the worn-out parts have not been removed and replaced but have instead been allowed to remain as a sort of urban backwash while the flow of change and development has taken place in other and often remote parts. The problem can be solved only by divising means for preventing the accumulation of worn-out parts and avoiding stagnation within an otherwise dynamic city.

Planning, as it materialized in too many Canadian cities, was largely ineffective in terms of the pace and shape of life from World War I to the quickened tempo of 1958. Too many times, in too many places, there was no planning worthy of the name. Instead, there was too much uncontrolled growth of urban life, with results that are to be seen to-day; bad housing, antiquated facilities and utilities, streets that are no streets at all, lack of room for expansion and all the other difficulties that our cities have to cope with.

II. — *The effects of blight*

Blight therefore is to be found where deterioration has set in and has brought forward a loss of efficiency or value or is threatening to create such a loss. Such deterioration especially affects living conditions.

Evidences are the substantial percentage of residential structures in need of major repairs or deficient in plumbing and heating facilities; dwellings in a poor state of repair and poorly maintained; dwellings which have undergone conversions to incompatible types of living accommodations or to excessive occupancy.

Further evidences are overcrowding of structures on the land; non-conforming uses; adverse influences from residential structures or land use in or adjacent to residential areas; over-occupancy of structures; narrow, congested, unsafe or otherwise deficient streets; inadequate public utilities or recreational and community facilities; badly housed industries and squalid stores; marked decline in assessed valuations and increased local government costs.

If allowed to go far enough, blight can produce the indecent, unsafe and unsanitary conditions which compel public officials, in their line of duty, to have recourse to police powers.

Blight sets in motion a vicious cycle. As some properties are allowed to deteriorate, the value of the neighbouring properties is dragged down as well, and the investment in maintaining and im-

proving these properties dries up. The cycle is not only costly in dollars — both tax and property dollars — but it is also expensive in terms of people as well. Slums are the breeding place for crime, disease, juvenile delinquency and personal disintegration.

The consequences of blight can be summed up as follows; costly municipal services for health, police and fire protection; low tax revenues; lost population; stagnation of enterprise and social degradation. Blight is a disease of urban life; it is a kind of cancer, incipient and advanced, which attacks human institutions. Unless checked, it tears at the very foundation of urban life.

III — *The origin of slums and their effects*

The slum problem is not necessarily a renewal problem. For an individual property, a problem of renewal exists whenever a building is left after:

(a) there is no longer demand in the locality which the building was designed and the building cannot be economically converted to a new use; or after,

(b) the building has deteriorated to a point where its maintenance in a safe condition, or its restoration to such a condition would cost more than would be warranted by the potential income from the property;

(c) or its arrangement and equipment have become so obsolete that, although still in good physical condition, the building cannot be brought up to acceptable standards of health, amenity or efficient operation within a cost justified by the existing or potential income it can produce.

On the other hand, a potential slum exists when there is a structure so overcrowded and so carelessly kept that it becomes a menace to the health and safety of its occupants and its neighbours. It is even possible that the structure might be in a fair state or repair or might be capable of modernization; yet, slum still exists so long as a condition of overcrowding, disorder, squalor and unsanitation continue to exist.

If unsightly and unsanitary conditions are allowed to persist in commercial and industrial areas, these areas may also be properly classified as slums. The common characteristic of all slums is the evidence of neglect, the accumulation of filth and the maintenance of occupancy despite hazards to health, physical and moral safety.

It does not necessarily follow that a city inevitably has slums because its obsolete buildings have not been replaced. On the other hand, areas that are worn out and ripe for renewal may be, and frequently are, also slum areas.

Renewal has often taken place where no slums were existing. There are also existing of low economic utility where no slums in any strict sense of the term are present that may nevertheless be suitable for replacement. Good examples in Montreal are the Webb and Knapp's Place Ville-Marie Project and the Morgan's Area Project.

The renewal problem and the slum problem may be and often are coincident, but they are not necessarily interdependent.

The renewal problem is primarily one of how to construct, maintain and rebuild the various parts of the urban structure so that the city as a whole remains at all times in a sound economic condition from the view point of both private and public interest. Its main characteristics are fundamentally economic. On the other hand, the slum problem is basically a problem of attitudes and behavior of people, and of the indifference of the community to the neglect and victimization of the underprivileged.

Slums therefore are not primarily a matter of buildings by arrangement or condition may be more conducive to slum making than others. Slums are made:

(a) by landlords who are indifferent to their property and are willing to profit from over-crowding;

(b) by tenants and home owners who are too poor, too ignorant or too indifferent to rid themselves of squalor;

(c) and by the community at large which allows the slums to appear and to persist and which does not support governmental efforts to enforce decent standards.

In other words, slums are urban sites where neighbourhood conditions and dwellings have become detrimental to health, safety and morals, and where the special and economic liabilities so greatly outweigh the assets that rehabilitation is neither practical nor feasible.

The symptoms of slums are: first, juvenile delinquency; second, lack of good sanitation; third, incidence of tuberculosis; and fourth, population density. That is why slums mean so much in terms of people. It is a well known story that can be found in newspaper, hospital records, police blotters and fire reports. It is the story of killing diseases, vicious crime and juvenile delinquency, charred bodies in tinder-boxes, infants assailed by rats and vermin. It is the story of shattered Canadian lives.

People forced to live below the margin of human decency vastly complicate the problems of community services. The most important consideration of all is the personal loss — the great human waste which our Canadian society suffers because of the misery and despair with which these people live every day.

The spread of slums, like disease is infectious. It may start with the overcrowding and neglect of one house in a block, spread to other houses until the whole block and then the whole neighborhood is engulfed. Slums are the final product of a continuing process of decay that comes from civic neglect and inaction. Slums do not happen, we just let them happen!

Beyond the spectre of slums as human pest holes there is the dollar and cent shadows of their drain on the local economy. Even this fiscal illness may be fatal. Real estate values are being destroyed. Tax revenues are diminishing and costs of municipal services are mounting in large areas of our cities. Typically, slum areas return in taxes less than half the cost of the services they require.

IV — *Modern trends hastening the necessity of activating urban renewal.*

Our Canadian cities have been very fluid in their development. Concepts which have governed their organization have had validity only over very short periods of time. Changes have been overwhelming both in speed and scope. City plans, even when thoughtfully made, have become obsolete within the generation which has conceived them.

Our urban growth has been spectacular. For most of our cities, the greater part of their growth has occurred after 1900, and in most of the cases after the second World War. Such a spectacle of urbanization was unprecedented. It came too fast for thought and especially for adequate foresight.

As whole areas were swept over by new waves of growth and demands for new uses, buildings and streets were made obsolete long before they were worn out. New waves of population created new demand for an increasing number of old structures. Because of the reprieve thus given, many areas were by-passed by new developments which otherwise might have taken place, and their ultimate renewal was rendered more difficult thereby.

Paralleling the phenomenal rate of growth was an equally unprecedented rate of invention, which directly affected the structure of our cities. There was power steam requiring great concentrations of operating facilities, since it could not be delivered efficiently at great distances. Factories grew in compactness as well as in size and numbers, and the population serving them huddled their dwellings close by. Then appeared the electric tramways, the automobiles and the electric current as well as the internal combustion engine, all permitting a free urban form but overwhelmed by an invention that vastly increased the potentiality of concentration — the skyscraper.

The skyscraper was made possible by the elevator — and the steel frame construction. The skyscraper building started at the same time as the sweeping expansion in the use of motor vehicles, giving birth to the parallel phenomena of the in-town traffic jams and the exodus to the suburbs.

Confusion in the concept of the kind or urban development we now want reaches its climax in the contrasting trends of suburban spread and downtown concentration.

As our cities are now developing new activity is drawn away from the sections which lie between the still vital commercial core and new outlying locations. Little new building has taken place in these in-between sections and the tendency is still for them to pass from one economic or either group to another, or to be left vacant, as deterioration progresses and as new building is provided elsewhere.

Our urban highway and transportation systems facilitate both the in-town concentration and the suburban drift at the same time as they deprive the intermediate areas of any special advantage for either business or living.

One of the most obvious manifestations of the changing city structure has been the trend of population, trade and industry to locations in the outlying parts of central and metropolitan cities. The main impact of growth has been on the outlying areas.

At the same time this suburban growth was taking place, a reverse trend, toward increased rather than decreased intensity of land use and density of population, has characterized development in the downtown and near downtown sections of most of our cities.

Recent city growth is therefore exhibiting three distinct characteristics: a rapid increase of population and business in the outlying sections of central cities and their suburbs, an increased congestion in the downtown areas of central cities and a stabilization or decline of population in the areas between.

Our cities are in a state of flux, the flow being one of cross currents rather than one of consistent direction, and it becomes more necessary than ever to achieve continuity in the urban renewal process.

V. — *Trials made towards a total programme of urban renewal*

To overcome the indifference to environment that too frequently was an outstanding characteristic of our cities, planners thought of new boulevards, large parks and imposing buildings. Zoning instead of proving an instrument of control, started as a means of expressing expectations of growth. Blight and slums continued to expand.

Concern with slum conditions was an early expression of dissatisfaction with conditions of the urban development. With the establishment of regulations, however, official action ended and even enforcement was lax.

Zoning then took a new turn by controlling height, bulk and uses, but again it tended mainly to protect high-use districts from invasion by injurious land uses and thus it did not lessen the density of the core areas.

Palliatives to the congestion of working and living conditions were sought in regulations mildly applied and traffic control gadgets.

The economic crisis of 1930 provided the first break in the fast rate of urban expansion. The relation of blight to the total urban problem was starting to be understood. The plight of families trapped in slum abodes inspired a concerted attack on the slum problem, culminating in the provision of public subsidies for housing.

The public became aroused over city slums, and out of this concern has grown the low-rent housing movement, including public housing for the lowest income groups and limited-dividend and other private undertakings for those of modest means.

As the years passed the public concern reached far beyond the slums.

Soon the partial nature of this operation became evident, and the terms "urban rehabilitation" and "urban redevelopment" were invented and found their way into legislation concerning the rebuilding of rundown areas. The outstanding characteristic of current renewal efforts has been their concentration on specific redevelopment projects.

However, up till recently, there has been no concerted attack on the problem as a whole of the effects of urban growth and decay and the ways and means to prime out the decay and nourish the growth toward consciously planned objectives of better living.

VI — *The strategy for a total attack towards urban renewal.*

The fundamentals of a consistent, long-range, continuous drive for urban renewal may be summarized as follows:

(a) The city must in the first place be worth renewing the effort for renewal being economically justified.

(b) A healthful, decent living and working environment must be assured by the vigorous performance of the functions of municipal house-keeping: conservation of aging areas, slum cleaning, smoke and noise control, vermin elimination, etc.; and by adequate provision for public safety and health.

(c) The city and its environs must be planned to take advantage and to meet the requirements of modern transportation and defense against modern war; and, through zoning, subdivision regulation etc., a practical pattern of land use should be established and the trends towards dispersion brought under control as to rate and extent.

(d) Rapid and economical methods of land assembly in worn-out sections of the city must be provided.

(e) The competitive disadvantages of the central city in respect to its suburbs must be overcome by equalization of the tax load, standardization of services, co-ordination of building regulations and similar means.

(f) The political organization of central cities and their suburbs must be modified so that there be established an area-wide basis for those features of government requiring uniform or co-ordinated operation.

(g) The housing market for all elements of the population must be sufficiently broadened to prevent any part of the city from becoming a restricted and overcrowded refuge for any distinctive group of inhabitants.

(h) Greater incentives to investment in income producing real property must be provided.

If these means were taken for meeting the cities problems, the cycle of growth and renewal should function with much less interruption and consequent social and economic waste. The desired objective of a healthy, orderly, well-maintained and constantly renewing city may be achieved only by action on many fronts—municipal housekeeping, physical and financial planning, political re-

organization, public improvements, etc.

At the point of view of physical action, the operations required may be summarized as follows. In the older, central sections, where are found cores of blight or outright slum sites and incompatible uses will need to be removed and adequate community facilities provided.

A co-ordinated pattern of action through vigorous enforcement of housing controls and use of community resources in removing causes of blight should tend towards:

Preventing the spread of blight into good areas; rehabilitating and conserving areas that can be economically restored; and cleaning and redeveloping areas that cannot be saved.

Medical science long ago learned that to cope successfully with a deadly ailment, it was necessary to have complete organization with clinics, hospitals, research centres and a whole army of doctors, nurses and technicians. To deal with the cancer of blight, an effective programme has to be initiated for attacking the entire problem of urban decay. Programs for slum prevention, for rehabilitation of existing houses and neighbourhoods, and for demolition of worn out structures areas must advance along a broad unified front to accomplish the renewal of our cities.

In view of the enormous costs facing communities a wise policy would limit public assembly and clearance operations to those situations where an extraordinary opportunity for rebuilding is present of where existing conditions make demolition for its own sake inescapable. In order to accomplish this aim, it is desirable to assume the maximum legitimate utility of structures until such time as profitable renewal prospects develop. Such could allow the process of renewal to take place eventually without an intervening period of degradation.

The keystone of efficient action is a workable program. To develop such a workable programme, a city must take a full look at its entire problem of slums and blight, make an inventory of its working tools and commit itself to definitive objectives, such as: adequate codes and ordinances; a comprehensive general plan; analyses of neighborhood blight, a policy for rehousing families displaced and financial and administrative means of implementing plans and decisions.

It is indispensable to assure adequate minimum standards of health, sanitation and safety through a comprehensive system of codes and ordinances which state the minimum conditions under which dwellings may be lawfully occupied. Adequate codes and ordinances, effectively enforced, are the principal means whereby the occurrence and spread of slums and blight in dwellings and other buildings can be prevented. With new construction, the control of land development requires a zoning ordinance, a building code and a subdivision control. With existing building, deterioration will be prevented through the housing code and sanitary regulations, and hazardous conditions will be corrected through fire prevention code and the building code.

The objective in good community planning is to create a solid pattern of land use, traffic circulation, community facilities and public improvements. Such planning should be flexible and conditioned to the knowledge that it is a long range vehicle for improvement to the locality as a whole. There can be no efficiently planned re-use of worn out neighbourhoods without a general community plan to assure best of rebuilt areas as well as to avoid interference with improvements proposed in the plan. Planning has to be in terms of time as well as of space. Each step in effectuating the master plan should be scheduled in relation to estimated needs and available resources.

Neighbourhood analyses will establish the identification and extent an intensity of blight and logical patterns of neighbourhoods for the purposes of developing a basis for planning healthy neighbourhoods, decent homes and suitable living environments.

Having spelled out its workable program, the community has the basis on which it can translate its urban renewal approach to specific projects. Each such project may contain any or all of the three individual treatments for the blight, disease-conservation, rehabilitation and redevelopment.

VII — *The Montreal's Cast*

The City Planning Department of Montreal has initiated the preparation of a program of urban renewal, based on the general principles which we have described hereabove.

The idea of preparing such a program started with the conviction that isolated attacks on slums and blight, although beneficial, would never succeed completely unless integrated within a program of total action, combining all municipal activities required to eradicate obsolescence. It has been conceived as an attack on all fronts at the same time, using all means available, whether it be master planning, public housing, legislation, expropriation or building inspection.

The preliminary survey has shown that 25,000 dwellings in Montreal have been built before 1870, at least 25,000 dwellings are of substandard quality of which nearly 10,000 are slums, so that more than 25,000 dwellings may be considered as right now. The city has been divided into 247 residential sectors, the population of which varies from 5,000 to 12,000 people. The delimitations of such sectors have been based on social considerations and on physical barriers, such as main traffic arteries, canals, railroads, industrial zones, topographical elements, etc. The quality of the residential tissue was analyzed in each of these sectors, distinguishing between good, blighted and slum. Such a survey led to the determination of the areas ripe for rehabilitation or redevelopment, where slums and blighted buildings were in majority; housing conditions were substandard due to overcrowding and lack of hygiene; commerce and industry had been established among the residences; playgrounds were lacking; subdivisions were irregular and permitted an excessive occupation of the land; streets were too narrow and cul-de-sac lanes were inhabited; through traffic and also heavy traffic were using residential streets as by-passes and where there was a complete lack of off-street parking facilities.

At this stage, the proposals contained in the overall master plan of the city had to be considered, because they already entail the elimination of many slums and obsolescent buildings. Among these proposals, the most important ones, in relation to this particular aspect of urban renewal, appeared to be the following: the harbour front expressway, the administrative centre around the city hall, major street widenings and extensions, off-street parking, the concert hall, etc. At least thirty of these proposals will call for slum and blight elimination. It must be recalled that a special law permits the City of Montreal to expropriate a strip 125 feet deep on both sides of any local improvement, for redevelopment. Such a law, which is being applied along Dorchester Street, opens up vast opportunities for redevelopment by private enterprises with the help of the city.

Each area marked down for rehabilitation was examined so as to determine what should be the best use to be done of the land when cleared, within the frame of the master plan. Consequently it was decided that:

- a) Thirteen (13) zones would justify new housing of the low rental type, either by the medium of low-dividend companies or by public enterprises, with the help of Article 36 of the National Housing Act (in this latter category, one site is ready for implementation and three are under consideration);
- b) Sixteen (16) zones should remain residential but would require only rehabilitation measures such as eliminating existing slums, providing the necessary community facilities and bringing housing conditions to a decent standard through the severe application of building, zoning and housing codes;
- c) Twenty-three (23) zones should be closed to housing use and, after eliminating slums, turned to commercial or industrial uses.

For each of these 52 zones, a detailed survey has to be made comprising land uses, structural conditions of buildings, housing conditions, population and social data, community facilities, cadastral subdivisions, assessments, costs of expropriation. A scheme of redevelopment has to be prepared afterwards, as the need for it presents itself.

The implementation of this renewal program conceived for Montreal will require four important measures to be taken. A program of capital expenditures scientifically prepared will be necessary to insure the necessary technical and financial coordination for gradually implementing the main projects of the master plan. Such a program will have to be prepared for at least the next ten years and then adhered to strongly. A housing program will have to be adopted for insuring continued action in the field of low-rental housing, undertaken under the National Housing Act, as well as for encouraging realizations by low-dividend companies. Such a program should also be conceived for a determined period of time, ten years for example, so as to gradually clear and redevelop the 13 zones earmarked for such purposes.

Relocating people will be one of the major problems in this regard. The city has already acquired a vast domain, called *Domaine Saint-Sulpice*, in the north end, which could supplement on-the-site relocations whenever necessary.

The adoption of a comprehensive housing code and its efficient application constitute major elements of a total program of eliminating and preventing slums and blights in the City of Montreal. Such a code is being worked out for Montreal in such a way as to avoid the recurrence of conditions as such as have been possible under the existing by-laws. The Zoning Code is also being completely

revised as well as the Building Code. The Building Inspection Division of the Planning Department is being fully organized not only for detecting slums but also for preventing their occurrence. Already all inspections concerning buildings have been grouped under the responsibility of that division.

These short remarks show that Montreal is ready to implement in the next ten years, a comprehensive and logical renewal program, which will bring not only social and economical benefits to its population but also will radically change the physical pattern of its oldest parts so as to bring them up to present requirements.

CONCLUSION – *The Indispensable Role of Planning*

Rebuilding our Canadian cities is one of the major tasks before us and urban renewal, with comprehensive planning, is the best and most efficient tool to be used in such rebuilding. Canadian planners ought to provide the necessary leadership in their respective localities.

VIII

In our desire to provide "better living for all Canadians", we must not forget that "no home is an island". The way we live, the condition and value of our homes, is directly affected by a long series of forces which operate outside of the home itself, such as the flow of traffic, the location of commercial and industrial firms, parks and educational facilities, the availability of community services, public utilities, transportation, etc.

Any program must include not only the physical structure of the house itself but also its setting in the neighborhood and the community.

Now we must recognize that urban renewal is only part of an over-all pattern of urbanization taking in spaces far beyond, and between, the existing cities. The last ten years have given us an ungodly mess of land use, land coverage, congestion and ugliness. What will be the next 20 years, when our automobile population is rising as fast as our human population and promises to continue to far more than a generation? The human habitat problem encompasses both new towns and renewal with the addition, every decade, of new "urbanization" or "scatteration".

Sound urban renewal can spell the difference between continued stagnation and retrogression and a resurgence of healthy growth and development. It is a highly profitable investment. It can pay big dividends in better living conditions and higher property values, and it can enhance local and national prosperity. It is a challenge to the best forces in our Canadian way of life.

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Mr Eric Thrift of the Metropolitan Planning Commission of Greater Winnipeg.

At the outset of these remarks, I would like to quote a brief statement prepared by Willo von Moltke and Edmund N. Bacon of the Philadelphia City Planning Commission which appeared in the *Annals of the American Academy of Political and Social Science*. It was entitled "In Pursuit of Urbanity".

"... Man, who has become the master of so many things, even the uneasy master of the atom, is more than ever the servant of the city. This servitude often brings him great short-term economic reward but at the cost of his nerves, his health, and his dignity as man. Particularly in the American cities, he is denied the satisfaction of his need for order, identification, participation, and aesthetic enjoyment that rests the soul or stimulates the mind.

"In the future, when man is even more crowded into urban places, city planners, architects and landscape architects must provide him not only with a more efficient urban machine but with a physical setting capable of meeting all of man's needs.

"Such an urban scene will encourage the growth of urban activities — civic participation, sociability, cultural pursuits, and commerce. It will also contribute to the revitalization of urban values which is of great importance to the development of our culture."

City Design

To create the urban scene of which von Moltke and Bacon speak, there is little doubt in most people's minds that our urban places, the cities and towns, will require a good deal of "urban redevelopment" within "renewal". In this sense, redevelopment is "city design" — "city building", and I would like to emphasize the term "city design" or as some may prefer "urban design".

As with any other kind of design, we need a competent designer or designers, and when I say competent I think of those who are sensitive to and experienced in the design of whole segments of the urban structure, not alone in the design of individual buildings.

Because I believe "city design" is so fundamentally important to the redevelopment or renewal process, I would like to define what I believe city design consists of. It seems to me it is a combination of civic planning, of architecture, and of civic and business administration. To be truly effective, "city design" must be based on the union of these several functions.

City Design Functions

Let's take a look at this combination, which I maintain is so vital to the effective use of urban redevelopment.

(a) There is planning which is generally concerned with the broad patterns of the whole city, too often, apparently, only in two

dimensions. A good deal of the time the planner appears to be so concerned with the comprehensive problems of the city or metropolitan area as a whole, that he seems able to pay small attention to building design. Buildings often look like minor detail to him.

(b) Next there is architecture, the producer of building design. In this case, the architect often shows little concern beyond the building which he is responsible for designing, plus its immediate setting. There has been a minor amount of attention paid to major building groups and to whole segments of cities in recent years. Then there is administration taking many forms and originating from many sources, government — local, provincial, federal, and business, investment, construction and the like. The administrator often sets policy through legislation having to do with powers enabling different levels of government to carry out specific types of action, and with policy on financing and other business arrangements. To him these may appear to be of sole importance in the execution of business or governmental responsibilities. Design often appears to him to be something which can be bought and used for packaging.

Urban design, however, requires all three of these functions and the kinds of people who perform them, but more than that it demands harmony, balance and understanding among them. If this is not established, then any product in which they participate will suffer. Traditionally, of course, there has been a disregard of one another. There is ignorance of the other's importance which harms or destroys the possibility of achieving aesthetic order, social satisfaction, or economic success.

Redevelopment, being basically "urban design", requires designers capable of encompassing all of these responsibilities within their understanding, if not entirely within their individual competence. It is a peculiar challenge which few of us may be prepared to meet, either through our concern with the broad urban problems or through our experience in the field of urban design itself. Are we prepared and are we capable of doing this sort of thing? As architect to architect, I am not too sure that many of us are.

If we expect to become involved in urban renewal and have it produce effective results, then we must understand its peculiar characteristics and demands.

From the beginning through to execution, urban redevelopment can be an extended and protracted process, with the participating skills applied in varying degrees as the work proceeds; but it seems to me it is most important that they all participate from the beginning, and that they learn to understand the peculiar contribution of one another so that there is a team formed and not a competition established amongst the participants.

PRELIMINARY STUDIES

Planning

For the initial stages of urban redevelopment work, it would appear that the bulk of the labor will be likely to fall to the planner to carry out. The first job that must be done, of course, is that of determining *where* "urban redevelopment" may be required in the whole urban structure. This, of course, is a process that the planner has been talking about for years, but until a short time ago, there was little in the way of administrative or financing devices that were likely to make his proposals for reconstruction, rehabilitation, or conservation possible of execution. He had been talking in *general* terms over the years, about areas of his city that required various forms of treatment; but because of the lack of means to make it effective, he too seldom took the trouble to define those areas sharply and to specify in some detail what needed to be done with them. This he must now do, and until he does, no one knows what the nature of the job may be.

Design

While he is carrying on such a broad city-wide (or metropolitan-wide) study, to define the areas which require treatment and to specify the general nature of the treatment that may be applied, he needs competent, experienced design skills, either within his own capabilities or within the organization which works directly with him. He needs design skill at his shoulder from the outset.

The areas requiring treatment will vary a great deal in terms of what they need to put them in healthy condition. Some will require complete demolition and reconstruction; others will require removal and replacement of some buildings, provision of some open space, rehabilitation of some of the existing buildings; still others may

require only a certain amount of conservation treatment, the rehabilitation of buildings, the provision of protective measures, and in some instances, minor public improvement.

The defining of areas for various forms of treatment may well be determined in part, by what the skilled urban designer sees can be done with them. Where the planner alone might see complete demolition and reconstruction as necessary, the skilled eye of the designer may enable him to see other and perhaps less drastic techniques. Here, for example, may be where a peculiar skill, born of the understanding of urban structure and character, may generate ideas about area-wide improvements, uses of open space, may emphasize existing good buildings, and bring to light characteristics and urban qualities that may lie hidden in the seeming morass of urban decay. It is, therefore, my opinion that competent architectural skills must be brought into play from time to time, throughout even the initial studies, particularly with respect to the different techniques that will be specified for the improvement of various areas.

Administration

At the same time, however, the policy maker — administrator — financial expert, must be brought along through these initial steps too, because we may find ourselves with what we think is an adequate solution to certain urban renewal problems, only to be confronted with a complete lack of sympathy and understanding at civic or other administrative and financial levels. The methods of managing the work to be done, the techniques for financing it, are all part of the design, because these too must be adjusted and attuned to the particular work that needs to be done. Civic, provincial, and federal, administrative and financial techniques can be manipulated to fit their varying abilities and flexibilities to the peculiar requirements of the job we may have in hand. But, the administrators must understand the development of ideas from the beginning, the peculiar requirements of given areas and the particular ways in which they may be developed, or they too find that they are handicapped in performing their responsibilities.

Urban redevelopment is not a piece of work to be created as a masterpiece of design then handed to administration to find the means to execute it. Moreover, the amateur financial and administrative fiddling of the rest of the team are far from adequate. We have seen examples of lots of that in many places. The men who have the administrative and policy-making jobs to do and are sensitive to the effects of different administrative and financial techniques must participate, at least in some degree, from the beginning. He will be learning, as all will be learning, how these jobs may be done. All will be gaining experience, for I believe too little of such experience exists anywhere.

As an example of what I mean, with respect to administrative improvements or adjustments, many of our potential urban renewal areas exist in the metropolitan centres of our country. Complete solutions for their improvement may not be possible within the limits of one city or municipal jurisdiction.

They may turn out to be metropolitan problems for which solutions may have taken on a metropolitan character. Adequate urban regeneration in many of our urban areas cannot be confined completely to single municipal units.

In this connection it is interesting to read a statement that appeared in the recently published Rockefeller Brothers' Special Studies Report entitled "The Challenge to America: Its Economic and Social Aspects" which came to my attention a matter of a few days ago. It has this to say:

"Aside from the physical regeneration of the metropolis, new governmental arrangements and accommodations must be developed to deal with this problem of urban growth. The metropolitan sprawl does not stop at city, county, or even state boundaries. It is generally inter-governmental, often inter-state, sometimes international. *Imagination and experimentation* will be needed to develop the political structures necessary to provide the needed governmental services. Experience thus far indicates that there is *no master plan that will serve every metropolis*. But pioneer efforts, such as those in Dade County, Florida and Toronto, where authority to provide area-wide services has been transferred to a broader level of government, suggest the outlines within which solutions may lie."

I merely quote this as one example of the consideration of governmental technique among many others which may be considered essential at the administrative level in order to make effective urban redevelopment possible.

DESIGN AND ADMINISTRATIVE RESPONSIBILITIES

The next rather obvious question is: where do these various technical and administrative skills fit in; for whom do the people with

these abilities work? It looks something like this to me.

Municipal or civic government should be equipped with a competent planning staff within which design skills are an important staff requirement. This is the staff that should carry out the city-wide studies (or metropolitan-wide studies) and the process of area definition. If it does not have within its own organization competent *design* staff, then obviously it must seek them elsewhere, perhaps by contracting with private architects to work with the planning organization throughout the development of the initial studies.

Civic government must also have competent and sympathetic financial administration, both at the policy-making and administrative levels. Legislative and financial problems must be solved here. Here again, however, the participation of private consultants from business, and investment and economics may prove helpful to round out this part of the job. The administration may not consider itself adequately equipped with skills, staff or time to work out and execute all of the necessary detail.

Between the planner and his group, and the administrator and his group, lies the field in which the architect and project designer enters. One of the problems at this point is that of knowing who he may be or how he may fit into the comprehensive scheme of things. There are various techniques.

He may be engaged as an urban design consultant by the Civic Administration throughout the complete development of the urban renewal work. In this capacity he might provide broad design guidance in the planning of what is to be done, and in designating the general nature of the work to be done. He may later participate in designing certain buildings; but in urban redevelopment there is the probability that a number of different designers of buildings may be involved. Here is where able design skills can be extremely important. The general work has to be done in such a way as to leave different architects reasonable freedom and flexibility in the design of their own buildings, but the general design skill must be of such a character as to lead all these individualists toward a harmony which may only be produced by teamwork and the recognition of the capacities and abilities of others.

The architect may be engaged, on the other hand, by a civic-minded group composed of business men, investors, or others to explore the possibilities in urban renewal and to co-operate thoroughly with civic government and its several departments and jurisdictions. The efforts of independent business groups may be illustrated by the efforts that are being made in cities like Baltimore, Fort Worth, and Philadelphia. While the groups in these cities are not composed entirely of business men, they occupy a major position in all of them. They have provided a great deal of the drive and energy necessary to produce some of the most talked-about and hopeful urban renewal proposals in North America.

The architect-designer may also participate as one of a team of his associates formed to assist or promote better urban redevelopment and to explore the possibilities for the application of competent "urban design" to his city. Sometimes participation in this kind of work leads to its transformation into projects backed or promoted by the business community. Very often investment groups or corporations, and sometimes civic government itself, will turn to those who are active in the field of urban design and development for the advice, experience, and professional assistance necessary for successful urban improvement.

URBAN REDEVELOPMENT PROJECT DESIGN

It is at the point where we are ready to proceed with the design of particular redevelopment projects that the major concentration of design skill must be applied, and it is here that the challenge to design is greatest. What we are faced with then is not the design of some individually good buildings, but the successful and satisfying combination of the design of such buildings, the spaces which they create, and the relationship which these buildings and their spaces have to the urban structure around them and the city in which they exist. Central to the creative process must be a clear understanding of the characteristics of the particular community, and even in some instances ability and willingness to participate in the creation of new and improved character for the community. This is an extremely sensitive business.

In this connection, I would like to re-emphasize the vital importance of the space that is created in the erection of many of the structures which may be considered to be the embodiment of urban redevelopment. This is probably an argument that you have heard more than once, but in my view it is so vitally important that it needs repeating time and time again.

We seem to have forgotten in recent decades how to manage with any kind of skill the creation of effective, attractive character-building open space. We are creating environment for human beings

who move about, live, work and have their being in the spaces which we create for them. They do not live in the bricks and mortar, they live in the spaces. They move through these spaces on foot or in vehicles of one sort or another. For man, as he moves through these spaces or stops in them, we should be creating the visual atmosphere through which the impressions of his community are gained. We understand too little about the impressions that people have of their own community, and for that matter, of other communities. It is interesting to know that recently some studies have been started in this field at Massachusetts Institute of Technology. While this work has only begun, it has revealed some fascinating results in terms of the understanding gained by ordinary people in looking at their own community or looking afresh at someone else's. What creates their ideas, what has meaning, may lay a long way from what we, as architects, think are the most important elements. What these ideas and understanding may be, it seems to me, we must strive to comprehend. Here design must be applied with humble sensitiveness or we may end up again with just another "project" instead of a new piece of urban fabric carefully woven into the structure of the city.

If we are dealing with urban redevelopment, renewal or rehabilitation in the areas in which people live, we cannot do otherwise than to couch the concept of what may be needed, in the context of the neighborhood as a whole. We must understand for example, whether the particular neighborhood is one of those that is defined by major traffic routes that cut it off, or is one of those in which the neighborhood areas are clearly determined by other facets of circulation, particularly that on foot, which may form the backbone of the structure. Seeing and understanding the neighborhood area as a whole, is vital to being able to do a competent job of designing the new parts that may be added to it or of redesigning any parts which may require rehabilitation or improvement of one sort or another.

This is no dream, but a practical reality. There are too many places on this continent where we can see "projects" carved out of the old urban structure lending a sharp contrast between the new project area and the old urban pattern. It is so sharp as to appear that it had been excised by a knife. This may be replacement of housing but it is far from "urban design". What we need is sensible and sensitive contributions which fit the neighbourhood as a whole. The work done may not be applied to the whole of a neighbourhood area, but in those places where new work is done, or rehabilitation carried out, there should be some method created for improving the coherence of the area as a whole by lending importance to the significant elements, opening up adequate space for its churches, schools, or other public buildings, in the creation of a pleasant relationship amongst these elements and the circulation system that leads to them, and the general access to and through the neighbourhood area as a whole.

By concentrating on the elements of unification in the whole of any area, we may make it possible for many design skills to participate in the work to be done, without facing the probability or the

possibility of serious conflict among those whole design philosophies may appear to be some distance apart from one another. The very act of creating walkways, squares, open spaces, landscape, and the like for the purpose of unifying an area should contribute to creating an atmosphere of willing co-operation on the part of all designers and an anxiety to contribute in a wholesome way to the whole composition. We may have fewer prima donnas, but we may well end up with far finer places for human habitation and employment.

To those of you who may think that I sound as though I were fully convinced that I had the design skills myself and may be able to bring such ideas out of the field of rhetoric and into the field of bricks and mortar, nails and wood, concrete, grass, and trees; I make no such claim. I too, will have to learn like many others of us, how well we can make our ideas and our ideals bear fruit. Without ideals, and the will to back them up, we may do no more than recreate more of the problems with which we are faced, leaving them for the next generation to straighten out.

We must learn as best we can from the experience of others in other parts of the world what they *may* have done to solve their problems where they seem to have done so with skill and feeling. We must always, however, return to the basic guidance of the community itself, its character and its potential to guide us in what we create for its benefit and well-being.

While this sounds like a basic design job founded on the human and physical characteristics of the area, all of those people that I mentioned in the beginning should participate in the fundamental creation or re-creation of a new element in the city.

Let us not build new blocks and buildings in the midst of what we have now, like patches on a little boy's knee, let us at least attempt to build the spirit of new life in some of these old places and breathe life into them, not by patches of new development, but by the design of such replacement and rehabilitation as will seem to infuse the whole area with a new life-giving character.

If I tried to define more specifically what, in my opinion, should be done with redevelopment project areas, I could only set down particular specifications which, more likely than not, would fit conditions that occurred only in one or two places. Design cannot be executed by specification; and the more we recognize the true character of design and its basic need for sensitiveness and understanding before it can hope to be in any way productive or successful the more we may do to achieve the ends we have in mind; and certainly far and away more than any list of mechanical steps that might be considered necessary under certain specific conditions. Through depth of concept, and depth of understanding in our attempts to create a new character a new atmosphere in the areas with which we deal, we may make it possible for many others to participate in the improvement and redevelopment of whole sections of our cities and provide a stimulus that will be far more effective than simply some more acres of clean, new, but deadly monotonous stores, factories or housing.



A lively discussion followed this seminar with most questions baited to bring out a point of view. The following resume of some of the questions and answers may be of interest.

Question: (Mr J. Hodgson): Should expensive downtown land be used for low-cost housing?

Answer: (Mr Campeau): Land value is not a stable factor and completely extraneous to good planning. Human needs are fundamental to planning. Land values have been determined by a sort of dream which assumes that a Zeckendorf is going to come along to purchase every downtown site. Good planning studies might prove that the highest cost land is the most desirable for low density use.

Question: (Mr J. Hodgson): Should public housing be as inconvenient and as unattractive as possible, or should the government do a good job and set a good example?

Answer: (Mr E. W. Thrift): One basic principle should pervade all we do. A professional man should always retain his professional integrity and do the best job he can. It is entirely wrong to do what we can scrape by on. The government and those professional men working with it, should do the best job possible, if not, our integrity and that of our fellow man is lost.

Question: Should living accommodation be in the centre of the city instead of commercial development? Should residential development in some instances replace existing commercial development?

Answer: (Mr Campeau): I do not know any town in the world where there are not residential quarters in the centre of the city. In the centre of Montreal, there is a need for housing, there are people who want to live in the centre of Montreal. Our commercial and

cultural centres need to have people living around them. Central commercial areas cannot exist without residential areas in proximity. The existing institutions expressing social life must have residential areas surrounding them to keep them alive. There are many people who want to live near their work. There is no need for opposition to commercial and residential areas, there is a right place for everything.

Question: What is the amount of power that should be given to planning bodies? Once legislation has given the direction, should planning bodies have the full powers to implement plan? Legislators should not be concerned with details of planning which is not their domain?

Answer: (Mr Thrift): Public measures directed to the improvement of community appearance will be legally valid if framed in accordance with one of the fundamental distinctions of the democratic process: Namely the distinction between the general legislative function of the lay elected officials and the proper judgment exercised by experts under legislative authority.

If any criticism can be made of the seminars, it is that they did not go far enough into the architectural problem of urban renewal. I am sure that it would have been interesting to architects to analyze either the Jeanne Mance project in Montreal, or the Regent's Park project in Toronto, and to get the administrators, planners and architects thinking on these projects.

It should be mentioned in all fairness that there was an exhibition on urban redevelopment at which the Jeanne Mance project and the Webb and Knapp proposal for commercial redevelopment were exhibited and there for all to examine.

URBAN RENEWAL AND BUILDING TEAM

AN ADDRESS TO THE ASSEMBLY BY ANTHONY ADAMSON

I GOT OFF a plane from England earlier on what I now recognize was this morning and had lunch 5 hours ago. I think you can understand, therefore, that a speaker who does not know what time it is or what meal he is eating is not likely to know what he is talking about.

Also, when asked some weeks ago to have this honour I was told to be "light" and "say something about Urban Renewal". I read into this the intonation that it would be unlikely that the full compliment of architects would have arrived, and that I was not to take it that I was on the program really to talk seriously or technically about the N.H.A. and Dominion Provincial Municipal Partnership, etc., or I would have been given a better billing. However, when the program was printed, I found I was to talk about the "Building Team".

Fortunately I have not been able to give a moment's thought to what I was going to say until the day before yesterday, and I am, therefore, happy to announce now — in case it does not become apparent — that I am talking about Urban Renewal and the Building Team.

I think this evening meal, which we have just had, is an example of the excellent cooperation and team work of the building industry. We have here the grace and beauty of the architectural profession. Those of us who do not live by 6% alone can tell them by their fine clothes and elegant manners and their 3B pencils. Then we have the manufacturers of building products. These you can tell by the air of frustration which they wear due to the presence of so many potential customers, who have so little interest in their products because they are really in Montreal for a junket and not to listen to salesmen or speakers. Then there are I suppose contractors and consulting engineers. If there are, they are no doubt going around with the air of being the only sensible and practical people on the lot, which makes them so lovable.

In the building operation this whole group has the same interest. It is a team. I know what its purpose is. Its purpose is to serve a client, who has money, in putting up both a good building and if necessary one which he wants. If the building is a factory the purpose is to house the manufacturing process so as to allow for the greatest degree of efficiency, and if the structure does this and looks as if it were doing it the whole purpose of the team is achieved. If the building to be constructed is an office building or apartment house, the purpose is to make the investor 16% on his money, but make it look to the tenant as if the poor man was only making 2½% so much is the tenant getting from him for the pitifully small rent he is paying. If the building is a house, the purpose is to provide space for the joys of living and loving, but only temporary space, space which can be turned in on a newer house within the 4¼ years which is the period Canadians now own their house, without loss of part of the equity.

The purpose behind the work of the team, therefore, in the construction of any building is readily appraised. But what is the purpose behind the work of Urban Renewal? What is the purpose behind town planning itself?

Towns are always described as the expressions of contemporary culture or expressions of the society which they house. They are built yesterday to use today. The combination of the purposes behind each building is expressed in the feeling and convenience of urban streets. The values which contemporary man lives by, and builds by, is subtly expressed by the sum total of all the purposes which have caused urban construction

to be carried out the way it has.

The questions which I asked "What is the purpose of Urban Renewal". "What is the purpose of Town Planning" are difficult to answer. They are difficult to answer because the client is society, and society is mightily confused.

We can look back into history and see periods when this was not so, when the whole body politic or the group that mattered, knew its purpose in life. Take for instance the corporate society of the middle ages. In this period, over some centuries and in many lands society operated under one dominant physical compulsion, defense. Medieval society, as a result, was cohesive. There was also a great spiritual compulsion, a faith and a divine purpose which not only gave a foundation for all human purposes but provided a concrete physical focus or centre to the town—the central church. The defensive walls were a constant reminder that only in unity lay security, and that this unity must not only be the basis of public life, but of private and commercial life as well. The corporate unity of purpose which lay behind the form of a medieval city, produced a city having an innate sense of functional order and great beauty without benefit of NHA, CMHC, TPIC or the RAIC.

Societies dominated by monarchs also expressed a clarity of purpose in the physical design of their town. Such societies may be picked from many periods in history—Mussolini, Louis XIV, the Ceasars or Aushurbanipal. In the cities of any imperialist society the purpose behind urban design is clear. This is to express the might, majesty, dominion and power of the state. The purpose of the building team under a monarchy was to create an imposed order of grandeur using an aesthetic based on focus axis and geometric space. Imperial cities become obvious monuments to their political system, and have an air of order and public beauty.

In cities where society was aristocratic the urban form has also expressed aristocracy. Those sections of the city where aristocratic money was lavished are wonderful examples of beauty and class convenience whether selected from Williamsburg, a Greek city state, or Bath. I need not elaborate further with historic examples. The only lessons we can, I think, learn from the past are fatalistic. Our urban forms will express the age we live in and if our society is fragmented, confused and materialistic, our cities will be these things too. All we in the team can do is to struggle, and it is to study the means towards this end that this convention is largely devoted.

Our society in Canada is democratic, or what we call democratic. We have (since the Conservative victories) a parliamentary democracy. Half the rest of the world have what they call a people's democracy and they are violently scornful of us as we are of them. They point to our towns and cities and ask where are the parks of culture and rest, where are the free hospitals, where are the green belts and buffer strips, where is the housing for the industrial worker? What is the purpose of your society? To exploit?

We point to their town and say, where are the private cars, where is home ownership, where are the expressions of individual wealth and freedom? What is the purpose of your society? To subdue?

Five years ago I was in Belgrade, the capital of Yugoslavia, and was taken round the city by a member of their planning staff. I was taken with the greatest pride to their urban renewal projects. In one of these, a blighted area had been

cleared of slums and the state had erected a series of 8-storey apartment buildings. It was a brave show for the capital of an isolated, ravaged and poverty stricken country. To my guide's sorrow, he admitted however that the state had not yet got the money to put elevators into these 8-storey buildings, and the windows, I could see, were covered with pasted newspapers because the residents had not yet got the money to buy blinds. I felt sorry for them.

If he were to come to Toronto, the capital of a very rich place, I could show him Regents Park and an endless suburbia, but I could not conceal from him the immense acreage of desolate and decaying but extremely profitable and expensive rooming houses, and for all the brave show of Oldsmobiles on the streets he would be sorry for their residents. The great sorrow of the world today, in my opinion, is that the challenges posed by our conflicting systems of government of the people for the people cannot be met by a peaceful competitive response. If success or failure of Communism and Progressive Conservatism could be proved in the streets and parks and buildings and services of our towns, and not in the deserts of Nevada, Siberia and Outer Space, we would be on the way to the Great Millennium.

To Canada a successful response to the challenge of urban growth and decay is paramount to its economy and to its social philosophy. In twenty years our urban population is going to double in numbers and cover three times the area it covers today. This population is going to be composed to a great degree of new unassimilated citizens. In my city, I am told, one man in four has arrived from across the water since the end of the war, and their greatest problem was not work but where to live. This challenge of urban growth, both as development and as redevelopment, which includes at least part of the challenge of assimilation, because it includes housing, is one of the greatest problems of Canada. It is only solved by the team work of our governments. If we brush off the question as to what philosophy exists in the minds of those responsible for urban renewal and town planning as being too esoteric a question to answer, we will fall back on the only certain western basis for good and evil, does it or does it not make money? If we do this we are damned.

I have had as an elected representative and as a town planner, some experience with what the public has come to regard as the acceptable purposes of town planning. In my opinion they can be reduced to four. First, freedom of the individual land owner to operate under a capitalist economy. Second, protection of the state to an investor against unreasonable abuse of nearby land which use may be injurious to the investment on the land. Thirdly, some degree of urban convenience—cheap. Fourthly, a solution to some purely local problems. I need not point out that freedom of enterprise in land development frequently comes in conflict with the right of the individual investor to protection, nor that it is not possible to give urban convenience cheaply if a completely automobile society insists on living in low density diffusion, in a manner which it is inordinately expensive to serve.

These desires are not satisfactory bases or ideals for meeting the problems of urban growth and decay in Canada today. We need a greater inspiration.

We do not have to hire a P.R. firm to know that man is an emotional animal, and that he can be sold an ideal or an idea provided one thing—provided it is simple, moral and understandable. In the early part of this century there emanated from the commercial aristocracy assembled in the better clubs of Chicago the 'city beautiful movement'. This did wonders for U.S. cities by the introduction of broad avenues and parks and fountains and statuary and other proud civic symbols, to which even the humblest could associate himself as citizen. The simple emotional appeal was beauty. Contemporary with this movement in England was the "Garden City Movement", which although more complex in political theory had won element of appeal which could be grasped by every Englishman—garden.

Contemporary writers have tried to show that we have

advanced in town planning size and that the problems of urban growth cannot be met today by the cosmetic application of beauty and the planting of hydrangeas. They have said that we are now under the influence of the "City Functional Movement" which requires, in order to be effective, a vast and continuing series of planning surveys. This is true, but functionalism is not basis enough for the design of cities anymore than it is for architecture, and town planning has, as a result, lost the interest of architects, the building team and the public.

What is the public appeal of functional efficiency. Is there joy in activated sludge, in median strips, in sodium vapor lamps, in IBM tax forms?

Planning theorists have tried to butter the functionalism of today by stating that the purpose of town planning is to make the city a better place to live in. This is far too vague. To the average Canadian, human betterment arises from more money and less work, and if town planners don't make it easier for him to do that in, then he does not live any "better" as a result, and town planning is for the birds.

In Europe, town planning arose with a social purpose and was developed in order to renew the terrible areas of degradation left it by the unplanned 19th century. In North America town planning developed as a by-product of the system of regulating land speculation. To this day, the tail of zoning wags the great shaggy dog of planning to such an extent that the public does not understand what the dog is doing.

I should like to make a plea for the restatement of a simple ideal as the basis for the planning of urban growth and decay—the ideal of Beauty. Beauty is all encompassing, it can include motherhood and chromium plate and all the other things that lie close to the heart of Canadians.

Beauty implies without actually saying so or voting CCF, that there is something greater in life than making money. Nobody can be against beauty. Ratepayers can, I believe, be sold it as an ideal for which it may be necessary to pay their hundreds of thousands for population forecasts, market analyses, O and D surveys, and all the technics of current planning science to keep planning functional. And of course, beauty is something architects are supposed to know something about, and if the city beautiful again became the planners ideal, architects might cease to struggle helplessly in the rear while others design the expansion and renewal of their cities by slide rules and electronic computers and minimum CMHC standards.

I have not much hope of this. Architects to me are hopeless individualists. In designing they seldom look across the street and they seem to wish for their masterpieces the striking position of beautiful sore thumb. In the carrying out of that greatest example of urban renewal in any century, Paris under Napoleon III, Baron Houssmann was unable to use architects although his great aim was beauty first, and down with the masses only second.

If the need for the beauty of towns is an ideal which it is necessary to restore, it is by urban renewal that it can be done.

What is Urban Renewal? It used to be called Urban Redevelopment and still is apparently by the RAIC. Before that it was called slum clearance. There is a difference between slum clearance and urban renewal. The latter is the more correct term because it includes slum clearance. Urban renewal should include all the planning proposals for the counteraction of decay. In fighting for urban renewal and beauty, we should take note of all the influences which are at work whether economic, legislative or physical.

The greatest simple problem anywhere is that urban renewal on any broad scale simply does not pay. Occasionally as I understand in Montreal excess acquisition of land for the purposes of resale makes money but this is unusual. Elected municipal representatives will assemble a lot of statistics to show that although urban renewal may be very expensive and it may look as if it did not pay, it really does pay as it knocks out areas in which reside all the expensive evils of a city such

See page 284 for the conclusion of article.

TRIANGLE GARDENS HOUSING PROJECT ELWOOD, WINNIPEG, MANITOBA

Architect, Wolfgang Gerson

Supervising Architects, Allan H. Waisman and Jack M. Ross

This little low rental housing project was the outcome of a study undertaken by the School of Architecture at the University of Manitoba at the request of the Greater Winnipeg Welfare Council. The project is financed and managed on a non-profit basis by a group of Winnipeg business men as a "pilot project" for the purpose of rehousing families from the slums. It was felt that such projects are essential as a prelude to any urban redevelopment involving housing. The study recommended that such projects should be kept small and distributed throughout the city, in suitable residential areas to help integrate the families housed within the project with the surrounding community.

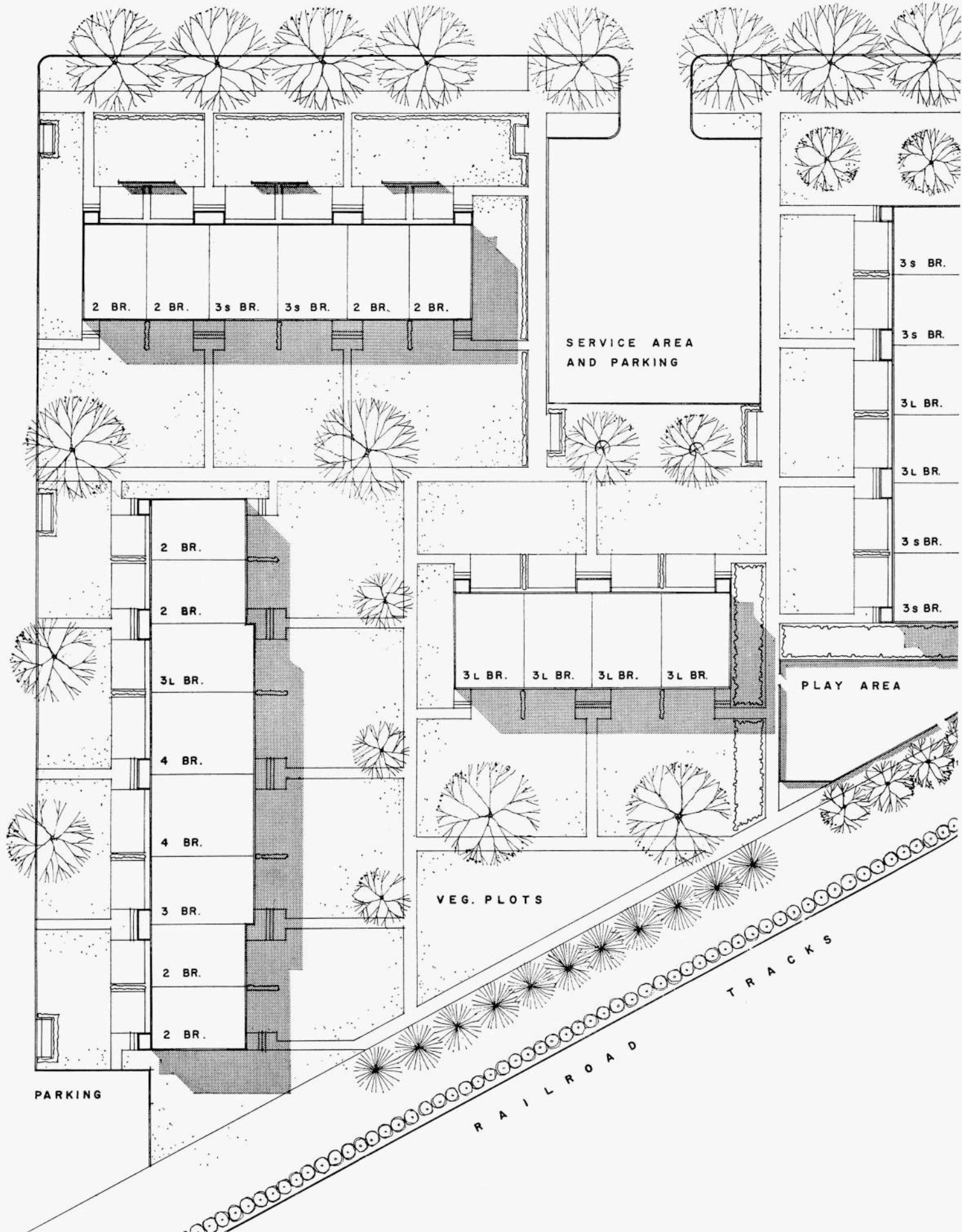
The site was given to the corporation by the City. It is a flat triangular-shaped piece of land without features of interest, and bounded on one side by a railroad track. It was essential to retain a wide strip of land along the track and plant immediately some fast-growing willows and evergreens as a shelter-belt. From the beginning, however, we realized that within

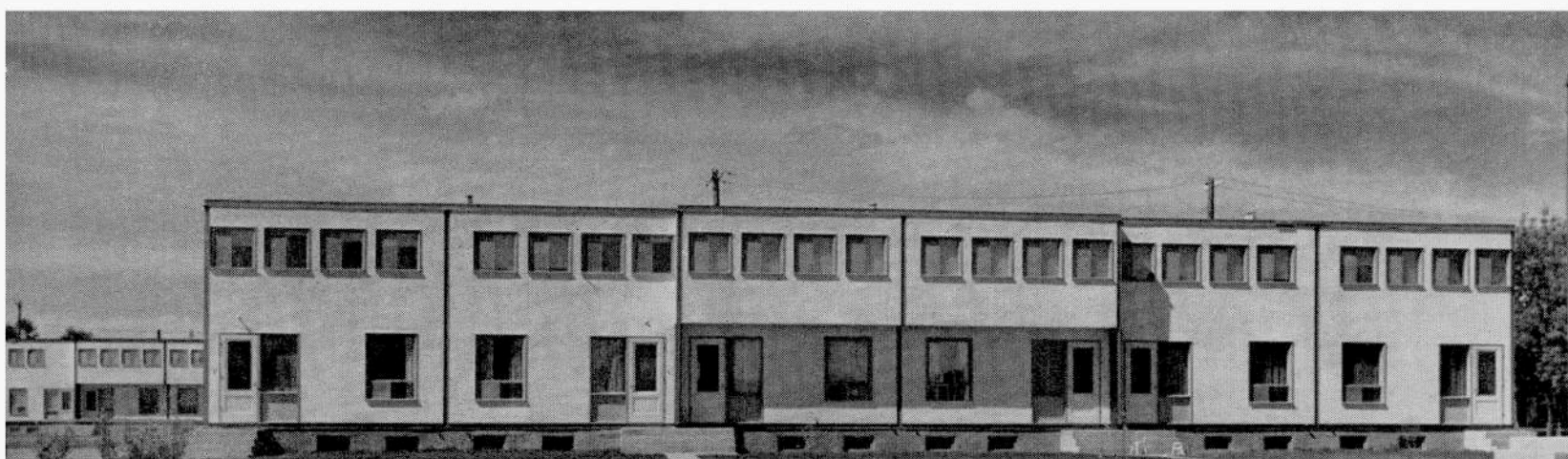
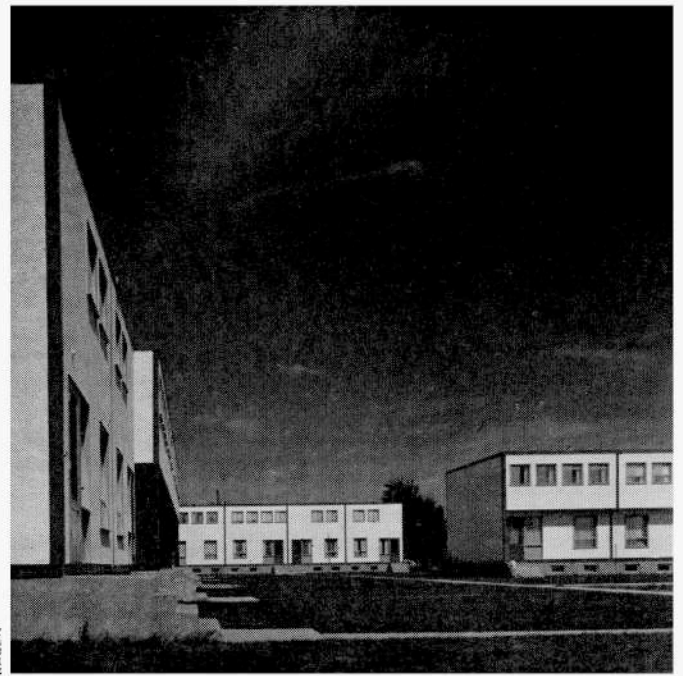
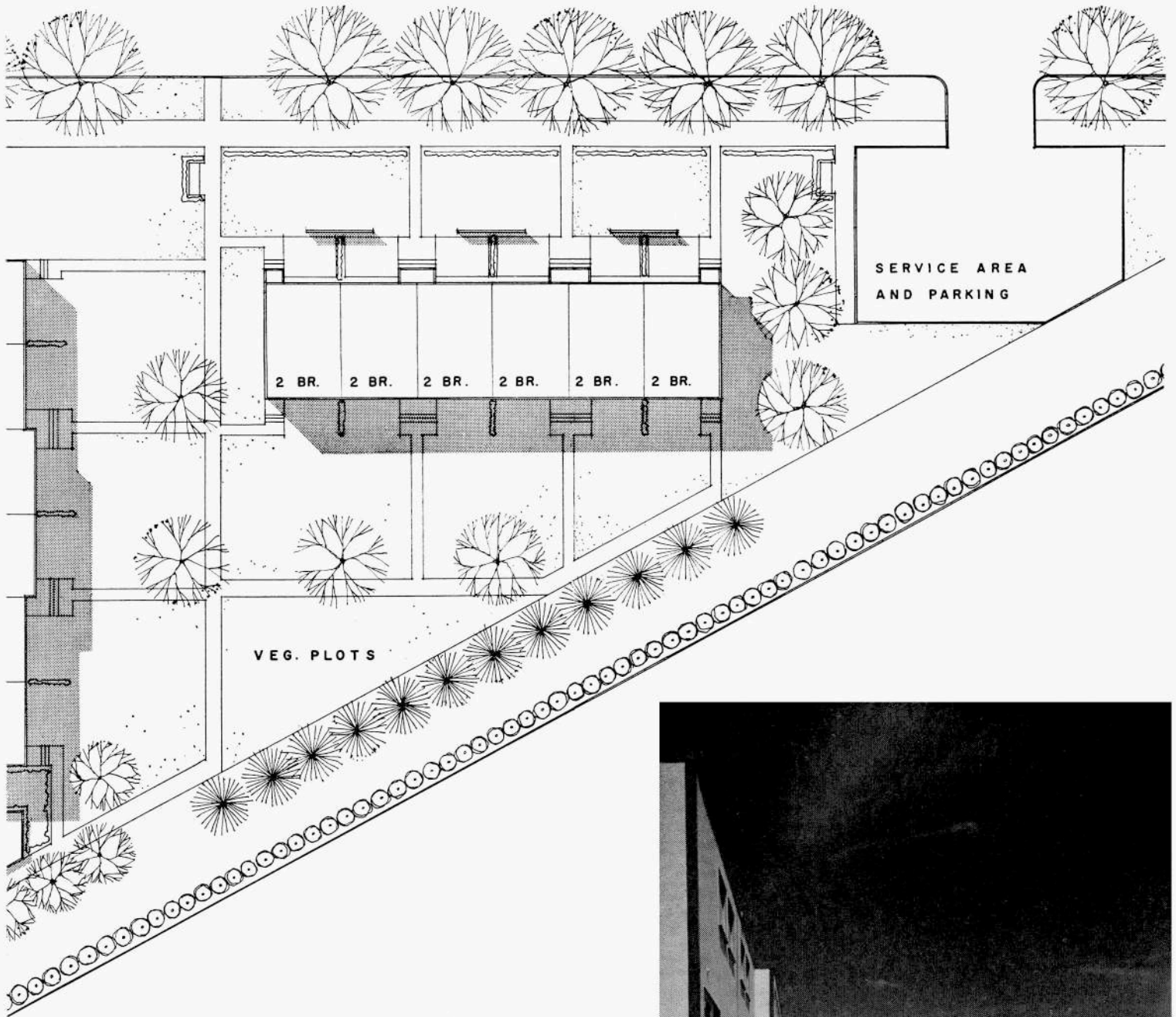
the allowable budget only a bare minimum of landscaping could be done, and that within the next ten to fifteen years we could not rely on trees and foliage to create patterns of interest. Therefore we carefully sited the buildings in such a way that the open space outlined and walled in by the buildings with their rhythmic dot pattern of standard windows would create a sense of life and fun. Colour too became important in the summer green as well as in the winter's white. This scheme is essentially one of white surfaces and grey outlines, with brightly coloured panels, dark blue spur walls, dark red fences and doors in oranges, yellows and reds.

The plans of the houses are simple and uniform. For simplicity of framing the single run stair has been located in the same central location in all plans, whether there are two, three or four bedrooms. The entrance halls with a space for the buggy, and the kitchen-dining rooms face the front, and the living rooms face the back.

KALEN







KHYBER PASS TO CANADA

BY MARY IMRIE

In the last ten weeks of our trip we travelled half way around the globe. We saw the leaves come out in Jordan, Israel, Istanbul, Greece, Italy and New York. We travelled from primitive Afghanistan, where foreigners are not really wanted, to Iran, which is changing from a primitive country to a fast growing industrial country; to Iraq, the oil-rich with its rather dull capital Baghdad in the process of becoming a modern city; to age-old Syria with its beautiful and interesting capital Damascus; to Lebanon, with its gay, modern Beirut, a paradise for any traveller from the east; to rather pathetic Egypt, where tourist guides outnumber the tourists, and not even Nasser can disturb the Sphinx; to wonderful, lazy Jordan, where parts are still as they were in Christ's time; to bustling, hectic, progressive Israel, where fields of wheat are watered by hose and acres of recently irrigated land are producing enough to feed its 1,000 new citizens who arrive every month; and then to Turkey, Greece and Italy, — modern, more modern, most modern, — three beautiful Mediterranean countries; and finally sailed by Spain, Gibraltar and the Azores, and arrived back on the North American continent very travel-worn.

In time, we stepped from the era 200 B.C. to 200 A.D. at Taxila in Northern Pakistan, to British India of Khyber fame, to 16th century A.D. glory of Ispahan, to 18th century B.C. Babylon, to the wars of the Medes and the Persians, to Phoenician traders, to Egyptian pyramid builders, to the time of Christ in Israel and Jordan, to Crusaders wars, to Omar Khayyam and the Turkish Empire, to the Golden Age of Greece of 400 B.C. and back to 2,000 B.C. Crete, and on to Imperialist Rome and modern Gibraltar. Famous names we had not thought of for years jostled us as we went along — Alexander the Great, Hammerabi, Tutankhamen, Pericles, Constantine, Paris, Hector, Saul, David, Lazareth, Jacob, — until, indeed, history had slipped from every corner of our minds where we had her stored, and confusion reigned supreme!

Physically, the type of country we passed through or over was almost as varied as the history. The Khyber pass is very moving, and the regimental plaques and remains of strongholds and forts that mark the landscape never let one forget that this was the scene of many a fierce battle. We motored to Kabul, the capital of Afghanistan, from Peshawar in Pakistan, 210 miles, in 13 driving hours. The only town of any size we passed was Jalalabad where snow-capped mountains, blue in the distance, made a wonderful backdrop for the vivid green irrigated area in which this town is situated. Before arriving at Kabul (pronounced "cobble") we crossed the spectacular Lataband pass — otherwise the countryside was dry, stony, mostly desert, and rather lovely, with mountains all around. Camel trains and flocks of sheep were numerous in this country of nomadic inhabitants.

Kabul, a primitive town, with only one very third rate hotel, is beautifully situated in a valley surrounded by snow-capped (in February) mountains. The climate was bracing and the men looked happy and healthy, and are reputed to be clever and to have a nice sense of humour. The women are still in Purdah, and wear cloaks of sombre shades that cover them from head to toe, and for all the world they look like ghosts in the streets of Kabul.

We flew from Kabul all the way to Italy by a very circuitous route. We were amazed at the tremendous amount of desert.

Over Iran the landscape varies with oceans of white salt, stretches of fine sand which the wind has blown into waves, small hills eroded into dry creeks and valleys, some mountains, and every once in a while some habitation, which was always marked by rings of sand doughnuts strung along like a necklace, which are the water holes of Persia — a system of irrigation carried on for generations.

From Tehran to Baghdad one passes over a range of mountains, and then comes to the Tigris and Euphrates rivers which irrigate the surrounding country enough to produce the famous date palms — otherwise all is desert. From Baghdad to Beirut again desert, mile after mile, till the green garden area of Damascus, and then the two ranges of mountains that enclose fertile Lebanon into the Mediterranean coast. Egypt seemed to be all desert except for the thin green Nile strip. Flying from Egypt to Jordan, one Arab country to another, the plane dared not pass within firing distance of Israel, so we detoured well south across the Sinai Peninsula, approaching Jordan over the Gulf of Aqaba. Only the northern part of Jordan showed much signs of enough water for agriculture. Israel, more comparable to Lebanon, is irrigated to the nines, and then, of course, Turkey Greece and Italy seemed very productive compared to the further eastern countries.

We saw a great deal of historical architecture on this part of the trip. We felt the magnificent blue mosques of Ispahan in Iran were well worth the plane trip about 200 miles south of Tehran and back in the same day. It's mosques were completely covered — minarettes, domes and all, inside and out — with tile work, sometimes multi-coloured mosaic, sometimes of larger tiles containing coloured designs, and giving a general affect of green to blue-green to blue and sometimes almost purple. Ispahan is interesting also from a town planning point of view. The great rectangle around which the town was built served, in the time of Shah Abbas the Great, for games of polo which was invented here, and for the many great pageants for which the sumptuous Persian court of this time was noted. This still serves as the main focal point of the town with many shops occupying what were probably dwellings for former court members and staff. One end of this great rectangle was a logical spot for a large mosque — but it did not face Mecca (we had learned by now Mecca was not always east!) — so they built the grand tiled entrance and minarettes for the mosque on the axis of the square, and twisted the courtyard inside so that the mosque itself with its prominent tiled dome could face the right direction.

Babylon, on the Euphrates, is about sixty miles from Baghdad, which is on the Tigris river. The excavations there are most impressive, especially the brick walls with horses in relief, but the hanging gardens are hard to conjure up even with a strong imagination. If the area of the excavation is disappointingly small, the field of possible future excavations is unbelievably large. The tremendous amount of knowledge and money that is needed to carry on successful excavations were forcibly apparent to us in all these ancient sites, and the wonder is not how little has been done, but how much.

Closer to Baghdad is the partial arch of Ctesiphon, the remains of an early A.D. palace of Persian rulers — this is a fantastic structure built in a parabolic shape spanning 80 feet, and entirely of brick — only a small part of the total structure is still standing, giving a most interesting silhouette rising out

of the desert against the blue, blue sky.

Biblos, near Beirut, is interesting because it has excavations dating from about 3,000 B.C., Roman ruins built on top of them, and is also capped by a Crusader's castle. As an old Phoenician trading centre its inhabitants needed written documents to conduct their business and are credited with evolving the alphabet. As they traded papyrus, their name became connected with writing, and the word "Bible" is derived from this town of Biblos.

Baalbek is another historic Lebanese city where the ruins of the Roman occupation were better preserved and more extensive than anything we saw in Rome. The enormous columns of its Temple of Jupiter rise spectacularly from the edge of a wall almost as high as they are. We were told that many of the smaller columns at Baalbek were red granite which had been transported in one piece from Aswan in Egypt.

Jerash in Northern Jordan, is another Roman city with an almost complete elliptical forum surrounded by an impressive Ionic colonnade. It is a well preserved, well excavated city, complete with theatre, elaborate street plan, ruined Byzantine churches with mosaic floors, and a beautiful temple of Artemus with many huge Corinthian columns rising from a stone foundation which is now covered with a riot of brilliant wild flowers.

The walls and old streets of Jerusalem, perhaps the bloodiest city that ever existed, the walls of Jericho excavated recently by the French, Bethlehem, River Jordan, Dead Sea, Nazareth, Sea of Galilee — the Biblical lands are beautiful as well as historical, and we were glad we didn't miss them.

In Istanbul, Santa Sophia, an engineering marvel in her day, still strong looking, and dominant, and the Blue Mosque, more graceful, more beautiful, and just as dominant, as well as many other smaller mosques, shoot their minarets skywards looking like guided missiles about to be set off.

Greece, with so much expected of her, didn't let us down, and in fact, was more glorious than we imagined. Crete, Mycenae, Delphi, the Acropolis, Corinth — surely Greece is an architect's paradise.

But of all the historical places we saw, the most outstanding, probably because it was hard to reach, was Petra. Your Editor, in a letter to us in Delhi, said "I implore you not to miss Petra." We had vaguely heard of Petra, but did not know where it was. It is a former caravan city in the Southern part of Jordan, situated in an almost inaccessible valley, and called "the red-rose city, half as old as time." It lay on the trade routes between Arabia, Syria and Egypt and flourished about the time of Christ. Many caves have been dug into the multi-colored rocks and the rock faces elaborately carved into building facades with tiers of columns, broken pediments, cupolas, urns, etc. The inhabitants no doubt lived in a city at an opening out of the valley and in the many caves in the surrounding rocks.

To get to Petra one starts at Amman, the capital of Jordan, and hires a car and driver for three days. You drive eight hours the first day over dry Biblical country where shepherds still watch their flocks by night, across several deep, wide (sometimes 10 miles) wadis (valleys) until you come to a small town called Wadi Musa (Moses Valley). Here you change to horses for the two-hour ride into the Tourist camp that has been set up on the old city's site. We descended from Wadi Musa and followed along the creek bottom of an old dried up river bed. As we proceeded we seemed to get deeper and deeper into the narrowing gorge of colored sand-stone, and the scale of the small train of tourists, Bedouin guides, baggage mules, and small boys riding along for buck-sheesh, in relation to nature surrounding us, was humiliating. At a last turn of this gorge, there is an opening wide enough to admit sunlight onto the startling facade of our first Petra building — the Treasury, with one of the best preserved carved faces in the area. Here the valley widens, and after passing the theatre, tombs and caves, we follow up the ruined market street to reach our "hotel". Our room the first night was a cave, with its one side open to the rising sun — the second night we slept in a tent which is considered superior accommodation. The kitchen was in a larger cave, and the dining room and office in a huge gaily

colored Arab tent. Unfortunately a new camp is being built which will have a bar, lounge, electric light and running water! Our full day at Petra was most strenuous as we climbed to the top of the valley in two different directions, passing carved remains, over old stone stairways, looking down great chasms, and conquering steep slopes (with the guide's assistance) where there seemed to be no foothold whatever. The general colour of the whole valley was rose-red, but one can also find stark white, gold, blue, yellow, brown and any colour between, in the rocks. In places the carvings are eroding very quickly and the multi-coloured result is of amazing beauty. The views from the top of the valley were magnificent. El Dier, the two storied temple commanding the view of our afternoon's climb, is more than 140' high, and when we climbed to the roof of it, we found we were dwarfed by the urn that tops it all. Petra is very close to Jordan's border with Israel, and from our heights we could admire some of the Israeli mountains. As the border is well patrolled, we were warned not to wander far without our Bedouin guides, or we might be shot as invaders. On the third day we left again at sunrise to reach Amman before dark. Thank you, Mr Editor for your imploring. It was well worth the trouble and expense.

Baghdad is mostly flat and uninteresting, but has a pleasant modern hotel that was to be opened soon, overlooking the muddy wide Tigris River. We didn't hear of Frank Lloyd Wright's concert hall here, and saw little else of modern interest. Beirut is a most modern city, with lovely new hotels and apartments, and reminded us of the modern South American cities. An architect could spend weeks in Beirut exploring the many exciting looking buildings. Cairo has its new Nile Hilton which is expected to be finished next year, and is more up-to-date looking than some of the rather prosaic, enormous new government buildings that have just been finished. Israel was as bustling as the States, with many lovely buildings, among them some fine university buildings in the Israeli part of Jerusalem. Tel-Aviv is indeed a little New York, and boasts among other projects a huge concert hall with museum connected, that would make Alberta's jubilee auditoriums sit up and take notice. The Istanbul Hilton commands a marvelous view over the Bosphorus, as well as the attention of every tourist in Turkey. If it is typically foreign Hilton, more power to them — the lounge courageously decorated in every colour of green with accents of gold, red and purple was most pleasant, as were the interestingly shaped roofs of the entry and ball room. Greece had little of new building that impressed us, and in our much too brief visit to Rome and Milan we were rather disappointed in the new buildings except for the station in Rome.

We have visited twenty countries in this six months trip, and spent approximately \$3,000.00. We are travel-worn and confused, but our few regrets on looking back are that we missed some things — e.g. Ankor Wat, Kathmandu, Palmyra — and not that we have seen too much. We will have time to digest what we have seen, and find that we are more keenly interested in what we read of places we have visited, even those which were too hurriedly visited. The world has shrunk for us, even though we travelled mostly by land and sea, and exotic names like Bangkok and Baghdad now take on definite characteristics in our minds. Our baggage was always a problem, as we needed clothing for all kinds of weather, and picked up small pieces of handicrafts of nearly every country visited. Language was not really a problem, as so many people spoke English. We would have gotten more from the trip, admittedly, had we been able to speak the native language, but considering how many different tongues there were in India alone, this was quite out of the question. We were still able to talk to all kinds of people, and always found them friendly and interested in Canada, and anxious to have us like their countries. Naturally, we liked some countries more than others, usually depending inversely as the amount of poverty and beggars. But there was no place we would want to stay to live, and find we are very happy to be back in Canada, and grateful to be able to live in a not overpopulated country with resources such as Canada has.

NEWS FROM THE INSTITUTE

CALENDAR OF EVENTS

The Fifth Australian Planning Congress, sponsored by the Australian Planning Institute, Sydney, Australia, August 18th - 22nd, 1958. Theme "Metropolis — the Problem of the Expanding City".

FUTURE ISSUES

August	Brussels Fair Buildings
September	Landscape and Plantscape, Hamilton Court House
October	Toronto City Hall Competition
November	Campus Planning
December	Massey Medals
January	Halifax
February	Architects' Own Houses

B.C. LETTER

Living and working in the southern interior of British Columbia, hemmed in by great natural barriers of mountains and lakes, the suggestion that local happenings might be of interest to even a few of the readers of the *Journal* comes as something of a shock.

Though neither the first nor the only architect to practise in this area, known as the East and West Kootenays, when I arrived here in 1951 with draughting impedimenta and a commission for one small house, loneliness closed in and the word *pioneer* frequently occurred to me.

Canada and Canadian architecture were prospering, however, and as the Kootenays were contributing to the national growth, I survived. Industry in the form of The Consolidated Mining and Smelting Company of Canada Limited, together with lumbering, forms the heart of the economy, and backing this in turn is nature's gift of unlimited hydro-electric power.

Recent evidence of a slowing down of the national economic expansion is regarded locally as a challenge. A substantial addition to the research and development laboratories at Cominco coincided with the news of impending international tariffs on lead and zinc, and, at the same time, plans to build an iron smelter at Kimberley were announced.

The seat of British Columbia's government lies 500 miles and several mountain ranges away. There ministers are cautiously re-examining the needs of various communities for new schools and hospitals. The falling demand for base metals causes them to question Kimberley's need of a new 57-bed hospital. The people of Kimberley on the other hand, proud of their great Sullivan Mine, are confident that new forms and uses will be found for its ores. They are determined that, as their future depends upon their own efforts, it will be a bright one, and that their hospital will be built, as was their large school programme last year. The first units of a new pulp mill are to be seen on the outskirts of the village of Castlegar and so a 30-bed hospital, designed for early expansion, is nearing completion.

From Golden through Nelson to Trail, not only hospitals and schools but the buildings to house growing communities' needs are being considered. A large brewery in Creston, apartment buildings in Cranbrook, a hotel and a hospital in Nelson, a new airport in Trail. Somehow we feel that little ails the Canadian economy while its less glamorous areas show these signs of healthy growth.

Paul D. Smith, Trail, B.C.

ONTARIO LETTER

Much has been written in the past few years about the architect and his place in the community. Architectural magazines have on occasion published articles on this subject.

It is becoming more and more apparent that the architect has a real obligation to direct good architectural thinking among his associates, friends and the general public in his community. He is sometimes not truly aware of his influence in this regard.

The Association and the *Journal* are doing a fine job in promoting the profession as a whole by newspaper articles and magazine features. Better acknowledgement of the architects for buildings in advertising and news items is being obtained. This however is primarily for the benefit of the profession and the individual architect.

But does it have much effect on the architectural education of the man on the street?

We as architects should strive to acquaint people with the benefits they obtain from good design and architecture. Not because it might help us to be more successful but because it might help them to appreciate good architecture.

The architect, like the sculptor and painter, should be more interested in his art, yes his art for arts sake. And in addition he should want others less blessed in talent to appreciate this art.

Why is it that many architects almost apologise for their desire to provide good design? Let us be more arrogant about our art and our talents. The public has become more conscious of architecture in recent years. They are often in a sea of confusion regarding what is bad and what is good, and are crying or at least whimpering for an explanation or even a clue.

Architects — let us rise on our feet of clay and tell them! Talk architecture and its blessings at your club meetings, in your social life, while fishing, anytime and at all times. We might be amazed at our friends' interest.

It won't do too much harm and maybe it will help more than we know.

James S. Craig, Peterborough, Ontario

LETTERS TO THE EDITOR

Dear Sir:

As you have said in the *Journal* editorial, "We want to hear from you, so as to know how we are doing", and in order to help plan the future of the RAIC, I would like to express my opinion.

I have just returned from the RAIC meetings, and I was shocked to see how few of the articles and talks on the program were primarily concerned with architecture, and how little of the material had enough professional interest or usefulness to make me want to return again, or even to retain it in my memory.

Too many items, in my opinion, were concerned with activities (not buildup) of architects and with public relations, improvements of the profession, criticism of the profession and a longing for the good old days.

All of these subjects have some importance, but they are secondary. We should be primarily concerned with the buildings which have not yet been built and with the future. Let's devote the RAIC more to Architecture and less to Architects.

Yours sincerely,

Keith L. Graham, Halifax

The Editor,

Dear Sir:

May I congratulate you on your most excellent and timely editorial in the June issue of the *Journal* which deals with the beauty of nature and the destructiveness of man. As you point out, this destructiveness is no longer limited to the land, but has been extended to the pollution of waters.

I am interested in your question as to why such abuses are tolerated, although they could be eliminated by government and by law, and I agree with you that as individuals we are far from blameless. I would go a step further personally, and say that as architects we are very much to blame, both individually and collectively.

I personally feel that action is required by government and by citizens committees, and that we should also attempt to educate the people, if the innate good taste still exists. I am in full agreement that it is a matter of simple good manners on the part of citizens and I further believe that the encouragement of such good manners is definitely a matter of concern to architects as an organized group in Canada.

Many years ago, architects in Canada appeared to take a much greater interest in such things, and I am glad to see that England still has its "Society for the Preservation of Rural England", and that architects have always been among its most influential members. I am sadly disillusioned to find that the profession of architecture, unlike the other professions, is not well represented numerically in the federal, provincial or municipal levels of government and I am at a loss to understand why architects do not present a strong lobby for the cause of beauty and decency at Ottawa.

Your suggestion at the end of the editorial that such a group of citizens is badly needed here, and that you would be happy to support it, is a most welcome one to me. Such a move is long overdue and I, for one, can promise you my utmost support.

I am personally exhausted by the number of deputations that come to visit me as a Member of Parliament, but I should be most happy to receive a group of architects for a change.

Best of luck in your campaign, if there is to be a campaign, and let us hope there is to be one.

Yours sincerely,

R. John Pratt, M.P.,
Mayor of the City of Dorval,
Jacques Cartier-Lasalle

PILKINGTON GLASS TRAVELLING SCHOLARSHIP AND AWARDS



Harvey Wolfe

The *Journal* is pleased to announce the results of the Pilkington Glass Limited Scholarship for 1958 —
Scholarship winner, Harvey Wolfe.

**Second prize of \$200, Rodrigue Guite
of Ecole des Beaux Arts.
Third prize of \$100, P. H. Warren
of the University of Toronto.**

Mr E. J. Smith of Winnipeg acted as chairman of the jury, which consisted of:

Mr G. Everett Wilson, President of the Ontario Association of Architects, Mr Fred Lebensold of Montreal, Mr Vincent Rother of Montreal, Mr P. O. Trepanier of Granby, Quebec and Mr R. E. Bolton of Montreal.

This is the twelfth annual award of the Pilkington scholarship which enables the winner to do research in Britain and Europe. This year the Company very generously increased the amount of the award from \$1,500 to \$2,500.

The *Journal* hopes in a later issue to be able to say something of Mr Wolfe's program in connection with the scholarship.

CITY HALL COMPETITION, WINNIPEG

We understand that every architect in Canada has received the notice of this competition from the Professional Adviser, Professor John Russell. If anyone has been missed, Professor Russell will be glad to send complete information.

PRIZES AND AWARDS

The schools of architecture in Canada announce the following awards for session 1957-1958:

UNIVERSITY OF BRITISH COLUMBIA

Fifth Year

British Columbia Lumber Manufacturers Association to Martin Douglas
Northwest Plaster Bureau to Martin Douglas
Pilkington Glass (Canada) Limited to Martin Douglas and Tor Skjelvik
Powell River Company Limited to Wolfgang Thiersch
Royal Architectural Institute of Canada Medal to Wolfgang Thiersch

Fourth Year

Architectural Institute of British Columbia to Gene Kinoshita
British American Paint Company Ltd. to Donald Matsuba
British Columbia Cement Company Limited to Gene Kinoshita
British Columbia Lumber Manufacturers Association to Leonhard Ehling
Canadian Pittsburgh Industries to Leonhard Ehling

Third Year

Architectural Institute of British Columbia to Daryl Jorgenson
Atlas Asbestos Company Limited to Daryl Jorgenson
Beulah Garden Homes Society to Tom Anzyon
Charles J. Thompson to Hin Fong Yip
McCarter, Nairne & Partners to Jack Katnick
British Columbia Lumber Manufacturers Association to Jack Katnick

Second Year

British Columbia Cement Company Limited to Raymond Griffin
British Columbia Lumber Manufacturers Association to Robert Dagg
Charles J. Thompson to Donovan Marshall
Schlage Lock Company to David Dubeta
Union Carbide Canada Limited to Raymond Griffin

Pre-First Year

Architectural Institute of British Columbia to Robert Mansfield

ECOLE DES BEAUX-ARTS DE MONTREAL

Honorary Prizes

Diploma first prize, Medal of the Royal Architectural Institute of Canada to Louis Beaupre
Diploma second prize, The Minister's Prize to Jean Daunais

Regular Prizes

Fifth year first prize to Louis Beaupre
Fifth year second prize to Jean Daunais
Fifth year third prize to Jean Dery

Mentions — Final Thesis Project

First Mention to Rodrigue Guite
Second Mention to Almas Mathieu
Third Mention to Robert Menard

UNIVERSITY OF MANITOBA

University Gold Medal to Walter John Toporek
Royal Architectural Institute of Canada Medal to
M. H. Francis Harrington
Bachelor of Architecture Thesis Prize to Walter John Toporek
Manitoba Association of Architects Book Prizes to
Etienne Haboury, M. H. Francis Harrington, Lucien Payl
Hebert, Walter Kubrak Gordon McGarva, Walter J. Toporek
Lighting Materials Limited Prize to
Lucien Paul Hebert, Edward Lindgren, Gerald I. Norbraten,
Alexander E. Rattray, Donald R. Wall
Mayor Findlay Prize to James S. Rose

MCGILL UNIVERSITY

Hugh McLennan Memorial Travelling Scholarship to
Mark Alan Shapiro
The Royal Architectural Institute of Canada Medal to
Mark Alan Shapiro
A. F. Dunlop Travelling Scholarship to Melvin Charney and
Tiiu Tammist
Turnbull Elevator Prize for summer essay to Harvey Wolfe

UNIVERSITY OF TORONTO

Fifth Year

Royal Architectural Institute of Canada Medal to P. H. Warren
Anaconda American Brass Limited Scholarship to J. J. Nowski
Toronto Architectural Guild Bronze Medal to V. Petrusis
Colonna of Canada Limited Prize to V. Petrusis
The Jules F. Wegman Fellowship to A. G. Grant
The George T. Goulstone Fellowship in Architecture to
J. J. Nowski

Fourth Year

Canadian Pittsburgh Industries Ltd. Scholarships,
First to T. E. Casey, Second to N. Kubota
Argo Block Co. Limited Scholarship to G. A. MacInnis

Third Year

Toronto Brick Company Scholarship, First to A. D. Rae
Colonna of Canada Limited Prize to Miss N. Salkauskis
Ontario Association of Architects Prize to J. H. Fisher
Queenston Quarries Limited Scholarship to J. H. Fisher

Second Year

Ontario Association of Architects Scholarship to S. Irwin
Booth Brick Company Prize to D. J. Nichol
Colonna of Canada Limited Prize to D. J. Nichol
Atlas Asbestos Company Limited, First to P. L. Nightingale,
Second to F. Levee

First Year

Colonna of Canada Limited Prize to B. G. Gates
Turnbull Elevator Company Limited Scholarship
to M. J. McMordie

CONTRIBUTORS TO THIS ISSUE

Stewart Bates was appointed President, CMHC in December, 1954. Born and educated in Scotland, he graduated from the University of Glasgow in 1930 with M.A. degree and first-class honours in Economics and Philosophy. He became Gold Medalist in 1929 and was Commonwealth Fellow at Harvard University from 1934-36. Following his graduation in Glasgow, he worked as an Economist with the Empire Marketing Board, London, England, and as lecturer in Economics at Edinburgh University from 1931-34. Mr Bates was appointed Professor of Commerce at Dalhousie University, Halifax in 1938 and continued in this position until 1942, when, in June, he became special assistant to the Deputy Minister of Fisheries, Ottawa. In September 1945, he was appointed Deputy Director-General of Economic Research at the Department of Reconstruction and Supply and was made Director-General in September, 1946. He was appointed Deputy Minister of Fisheries in January 1947 to re-organize the Department and to try to work out International Fishery Agreements. He was instrumental in forming two International Agreements, one among the North Atlantic Fishing Nations, and the other in the North Pacific, and was the first man to be chairman of

these committees, covering both oceans. In 1954, he completed the ring of treaties protecting Canadian waters by negotiating an agreement with the United States to cover the Great Lakes. The honorary degree of Doctor of Laws was conferred on Mr Bates at a convocation marking the 100th anniversary of St. Francis Xavier University, Antigonish, N.S., in 1953.

Charles-Edouard Campeau is member for Saint-Jacques, Province of Quebec, in the House of Commons, Ottawa.

He was educated in Montreal and later as Civil Engineer at the Ecole Polytechnique and M.I.T., Boston.

Mr Campeau was formerly Director of Planning for the City of Montreal and is now President of the Society of Professional Engineers for the Province of Quebec.

Albert Cloutier, RCA, was born in 1902 and educated in Montreal. He studied under Edmond Dyonnet and F.X. St. Charles at Monument National. A designer of brochures, posters, murals, and display materials, his mural experience started in 1939 at the New York World's Fair in two panels 18' x 20' each and a 450' frieze for the Canadian Pavilion. Other work includes murals and carvings for the Canadian Industries Limited at the C.N.E., Ontario Provincial Government murals for Canadian Pacific Railways Observation Dome Cars in the Park Series and the Salle Bonaventure of the New Queen Elizabeth Hotel in Montreal.

From 1940-43 he was Chief of Graphics in charge of War Posters and Publications for the Department of National War Services in Ottawa, after which he became official war artist for the R.C.A.F. He is a past president of the Art Directors Club of Montreal, 1954, and is president of the Arts Club of Montreal.

Mr Cloutier has been represented in many collections, namely: The National Gallery of Canada, Department of External Affairs, Seagrams, Pulp & Paper Association and many private collections in Canada and abroad.

Professor J. I. Cooper was educated at the University of Western Ontario, where, in 1926, he received his B.A. degree and, in 1933, his M.A. degree, and later at McGill University, where he obtained his Ph.D. in 1938. He is at present an Associate Professor at McGill University, where he teaches Canadian and North American Economic History. His research interests are in local Montreal history and late 19th century history of Canada. Prof. Cooper is the author of *Montreal, the story of Three Hundred Years* (1942), *History of the Montreal Hunt* (1952), and, *One Hundred and Twenty-Fifth Anniversary of St. George's Lodge, G.R.Q.*, (1955). He has contributed to the *Canadian Historical Review* and the *Canadian Journal of Economic and Political Science*.

John Syner Hodgson, O.B.E. became Executive Director of the Central Mortgage and Housing Corporation on May 1st, 1958. He joined the Corporation at its inception on January 1st, 1946 as assistant secretary, also serving as National Supervisor of Emergency Shelter and Secretary of Interdepartmental Housing Committee.

Mr Hodgson was educated in Montreal and graduated from McGill University in 1937 with a B.A. degree. A Rhodes Scholar, he studied at St. John's College, Oxford University, where, in 1940, he received a Doctor of Philosophy degree in industrial relations. He holds a degree for piano as a licentiate of the Dominion College of Music. In World War II, Mr Hodgson served in the Royal Canadian Navy from 1941 until 1945, when he retired with the rank of commander. He was assistant director of naval plans, Ottawa, and also a member of the staffs of the Deputy Chief of Naval Staff, Ottawa, and of Flag Officer, Newfoundland.

From 1940-41, with the Department of Labour in Ottawa, he was engaged on drafting the Unemployment Insurance Bill, assisted in organizing the Unemployment Insurance Commission and its employment service, and was named executive assistant of the Commission.

Eric W. Thrift was born in Winnipeg and received his architectural education at the University of Manitoba, where he obtained the University of Manitoba and RAIC Gold Medals. He did graduate work at the M.I.T. and received his Master of Architecture degree there in 1938. Mr Thrift was employed by various Winnipeg architects and the Hudson's Bay Company and from 1943-1944, he was Technical Advisor to the Post War Planning Committee for the Province of Manitoba. Since 1945, he has been Director of the Metropolitan Planning Commission of Greater Winnipeg and is Planning Consultant to Cities and Districts in Alberta, Saskatchewan, Manitoba and Ontario. Mr Thrift was President of the Manitoba Association of Architects in 1949 and President of the Town Planning Institute of Canada in 1953.

BOOK REVIEWS

EARTH PRESSURES AND RETAINING WALLS by W. C. Huntington; 534 pp + xv, illustrated. Published by John Wiley & Sons Inc., New York, 1957. Price \$11.50.

Retaining walls are not structures which architects would normally choose to design, or to incorporate in their designs, their aesthetic potential being rather seriously limited. All architects will know, however, how frequently the configuration of a building site, when combined with the requirements of the owner, leaves no choice but that of using a retaining structure of some kind in order to obtain necessary grade separations. This new engineering text book will therefore be of use in many architectural offices; it can be recommended without reservation.

That a complete book should be devoted to this one subject will be surprising to those who have not been introduced to the complexities of earth pressure calculations. That it is the first such book to be published in English for several decades will be equally surprising to those who are acquainted with the subject, and who must often have wished for the assembly in one place of the most up-to-date theories of soil mechanics and of guides to the application of these theories in the actual practice of retaining wall design. This is one of the stated purposes of the volume under review; it is achieved admirably.

The book will be of chief value to engineers who work with architects on the structural phases of building design. The first thirty-four pages of the introductory chapter, however, could well be "required reading" for all architects who have to concern themselves with the integration of retaining walls into their designs. These pages contain a succinct and unusually clear description of the factors that have to be considered in retaining wall design, coupled with an excellent but simple introduction to the fundamentals of soil mechanics, in just sufficient detail to serve well its intended purpose. The major part of the book is a complete description and assessment of the principal theories of earth pressure calculation. The final chapter gives fully worked out examples of the four main types of retaining walls, with appropriate references to the relevant theoretical discussions earlier in the book. The book is, therefore, a complete guide to design accompanied by appropriate theoretical discussions and with the requisite bibliography.

The author has recently retired, after a lifetime of teaching, from his position as head of the Department of Civil Engineering at the University of Illinois. The arrangement and presentation of the material in the book shows the sure and certain hand of the expert and experienced teacher. This was to be expected of Dr Huntington, as all who know him or who have used his earlier book on *Building Construction (Materials and Types of Construction)* will appreciate. It is good indeed to see that he has been able to make available this convenient and useful summary of his many years of experience in this special branch of structural design.

*Robert F. Legget, Director
Division of Building Research
National Research Council*

RELIGIOUS BUILDINGS FOR TODAY. Edited by John Knox Shear, A.I.A., Editor-in-Chief—*Architectural Record*. Published by the F. W. Dodge Corporation, 1957.

This is another book of reprints from the *Architectural Record*. The scope of the book is as wide as the range of religious work published recently by this magazine and of necessity the treatment of the various parts is superficial. The emphasis in this volume is aimed less at techniques and economy and leans more to the intangible qualities in church design. This approach is helpful for it gives a picture of the intellectual content of much recent work. That this was deliberate is born out by the selection of writings and the type of illustration, both endeavour to convey atmosphere in preference to material facts. To satisfy others there are some 'practical' articles included, which are instructive.

The book is made up of several sections. First a series of well written and informative notes with carefully chosen detail photographs give the flavour of each of the better known persuasions. This is well done and is a useful summary, if too brief, of the present state of development of the various churches. A series of articles are interspersed. They range from Basil Spence's analysis of his design for Coventry Cathedral—A thesis for St. John the Divine — The Horizontal Cathedral, Mario Salvadori, to such practical subjects as the selection of an architect and responsibilities of a client — The church and its school — to name but a few. Lastly the largest section comprises a goodly number of examples of recent churches, for the most part American, together with comment by the Architects concerned and in some cases a mild editorial summary. Unfortunately there is no real criticism — perhaps this was not within the editor's terms of reference — good criticism is lacking these days and it is unfortunate that this is so for it is through honest appraisal of our work by others that we can be shown our faults and thereby learn.

The editor of this volume has accomplished what he set out to do. He has produced a collection of the more interesting examples of religious work — both in building and writing — recently published by the *Architectural Record*. As such it is useful, as a work of reference its value is limited, however for those becoming interested in this field of practice ("Seventy thousand churches in the next ten years" — page 33) it should inspire them to delve deeper.

Peter M. Thornton

AMERICAN CITIES IN THE GROWTH OF THE NATION by Constance McLaughlin Green, University of London, The Athlone Press, London, 1957. 35s.

The nature of the City and its historic evolution has engaged the attention of scholars in the field of history, architecture and city planning for some time. Fortunately, during the past few years an increasing number of thoroughly competent and comprehensive treatises have been published in the English-speaking world. Students of the American City are especially indebted to Christopher Tunnard, who, in his writings, has been able to shed considerable humanistic light on the matrix of the early urban development in the United States.

Now a new book has joined this growing group of works and indeed a good one. Dr Green, in her "American Cities in the Growth of the Nation" discusses the American City in relation to urbanization and early cultural development of the United States, particularly the colonization of a new continent. The author is a distinguished American historian and presented the substance of her book in a series of lectures at the University of London in 1951. Dr Green chooses 16 American cities and traces their specific development in relation to the growth of the Nation since 1800. In each case we are treated to a fine array of details which is able to conjure up before our eyes the real life of people in the early 19th Century in such diverse cities as Cincinnati, St. Louis, New York, Boston, or Seattle; in fact, the author selected the cities for her case studies so as to demonstrate and clarify certain national roles played by these cities. In that sense, Chicago is the "Railway Centre";

Cincinnati "the River City"; Philadelphia "the Seaboard City" and Denver one of the "Cities of the Great Plains". The final chapter is devoted to Washington as the Federal City and is probably among the best brief statements of this extraordinary phenomenon which started as an abstract idea and lived to become a symbol. In many ways, Washington, "the Federal City", invites parallel speculations on Ottawa, "our Federal City". Washington started with a plan in the late 18th Century, which survived many vicissitudes which Dr Green ably describes. Justifiably, she is critical of the contrast between the vast and heroic scale of the facade of the city and human problems of living behind them. In her concluding remarks, Dr Green points up the symbolic quality of Washington and its plan.

"Out of the tidal marshes and open fields has come an architecturally beautiful city containing, it is true, few evidences of artistic originality, yet presenting a planned harmony rarely found elsewhere in the country. And just as every state in the Union contributed stones to complete the obelisk of the Washington Monument to its full 555-foot height, so Americans feel they individually have built the city. Even while they object to the detachment of Washington from the rest of the United States, they take pride in having created this splendid isolation. Depressions, cushioned by government activities, never strike here with the severity other big cities experience. Political crises are so frequent they become everyday fare. Utterly atypical of American cities, unrepresentative of American customs and thought, Washington still embodies the essence of the nation."

Do, by any chance, these comments echo Canada's attitude towards Ottawa and its monumental design?

If one has any regrets about "American Cities" it is that it is merely a collection of lectures and as such represents a schematic treatment of the whole subject. As the author states in the introduction, the book "might help to explain to English readers why the American character has assumed so distinctive a form; why forces have shaped the American into a person with whom citizens of the old world can frequently feel little kinship. Though geography determined the pattern of the American expansion across the continent and the rise of cities at strategic points, the men and women who seized the opportunity thus prodigially offered, left their own indelible marks upon the country and the nation". The author demonstrates this process very well by emphasizing the social, cultural and political milieu for which the builders and designers of America's cities have created the visual background.

URBAN RENEWAL AND BUILDING TEAM (Continued from page 274)

as delinquency, fire losses, social welfare cases, low assessments, and that therefore from the excessive costs of land clearance should be deducted the intangible gains arising from the abolition of these evils. Unfortunately a physical environment is not responsible for many of these evils.

Urban renewal does not pay because Canadian cities and the provincial governments which hold them so tightly in their fiscal fists have made the mistake of not recognizing that the state has public duties towards housing. Municipal assessors have also made the mistake of overanticipating the spread of commercial uses. The result is that blighted land is some of the most excessively costly, largely because it has an immediately profitable rental value due to the exploitation of immigrants, and it has long-term speculative value. We are having therefore to see redevelopment schemes, in which much if not all the land is to be redeveloped for public housing of the poorest on land which is the most expensive. Unless we recognize that

When will other scholars give us a critical evaluation of Canadian cities and their role in the growth of our nation? Impressive evidence is piling up before our eyes; it needs only sorting and analysis.

H. Peter Oberlander, Ph.D.

MATERIALS AND METHODS IN ARCHITECTURE — over 400 pages of technical articles from *Progressive Architecture* selected by Burton H. Holmes. Published by the Reinhold Publishing Corp., New York. Price \$10.00.

As Mr Holmes points out in his preface, the book "does not by any means contain a complete gathering of discussions on the art of selecting and designing Architectural Materials and Methods". However, it does contain a short record of some significant developments in Architectural Engineering Techniques, which have come to light during the past few years.

The heading of the sections are, in themselves, intriguing and certainly invite closer examination. Such titles as "Wood Forever," "Ubiquitous Steel," "Aluminum the Challenger," "Plastics Move In", to name a few, arouse one's curiosity.

The subjects of curtain wall systems, Sun Control Methods, Environmental Control, Water Supply and Laboratory Plumbing are dealt with in varying degrees, and, while an exhaustive treatise is not written about each, there is enough information to enable one to acquire some knowledge.

For some reason or other, a complete streamlined specification for Interior Marblework is included as a subject, and, while this is probably a very good marble spec., it does seem out of place when it occurs alongside subjects such as Resilient Flooring Resumes and Possibilities in Porcelain Enamel.

There are several reports worth reading. Among these are "Surface Waterproofing with Silicone Resins" and "Comfort Factors Affecting Cooling" which are interesting if one likes this sort of thing. There is also a very short article on the Wood Geodesic House.

The matter of artificial illumination in many of its aspects is dealt with comprehensively, as are a variety of contemporary heating systems. Among the latter are included design data for radiant glass panel heating, as well as design data for a Solar House.

For those who intended to clip and file the P/A Technical Articles, this volume does the job handsomely. It is a ready reference and reminder of those many aspects of a complicated building process which are so easy to misplace mentally.

While not primarily a drafting room reference, much of the material could be used for that purpose.

Watson Balharrie

mistakes must be paid for, that mistakes are costly, and that most urban redevelopment cannot be justified on economic grounds but must be justified on social grounds, we shall fail.

The team in redevelopment is much larger than the building team. If public assistance is involved, and it must be involved if the land assembly is on any scale, the team must include representatives from three levels of government, the social sciences, as well as architects, engineers, manufacturers and builders. The work must go forward, guided in its overall principles by the town planning profession, but created with the vigour and artistry expected of architects and the enterprise of builders and manufacturers all facing problems on a vaster scale than ever before.

I hope that we will succeed. Canada is in an exciting period of its history and in no branch of the Canadian striving is it as exciting as in the cities. I hope we will be big enough and co-operative enough to meet our challenge.