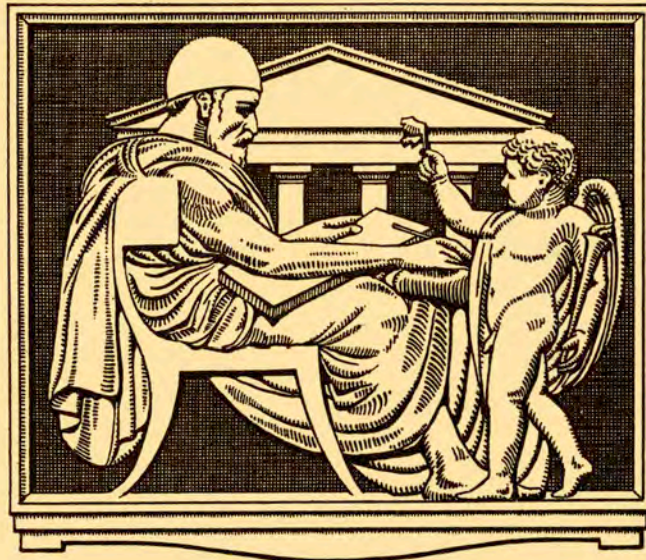
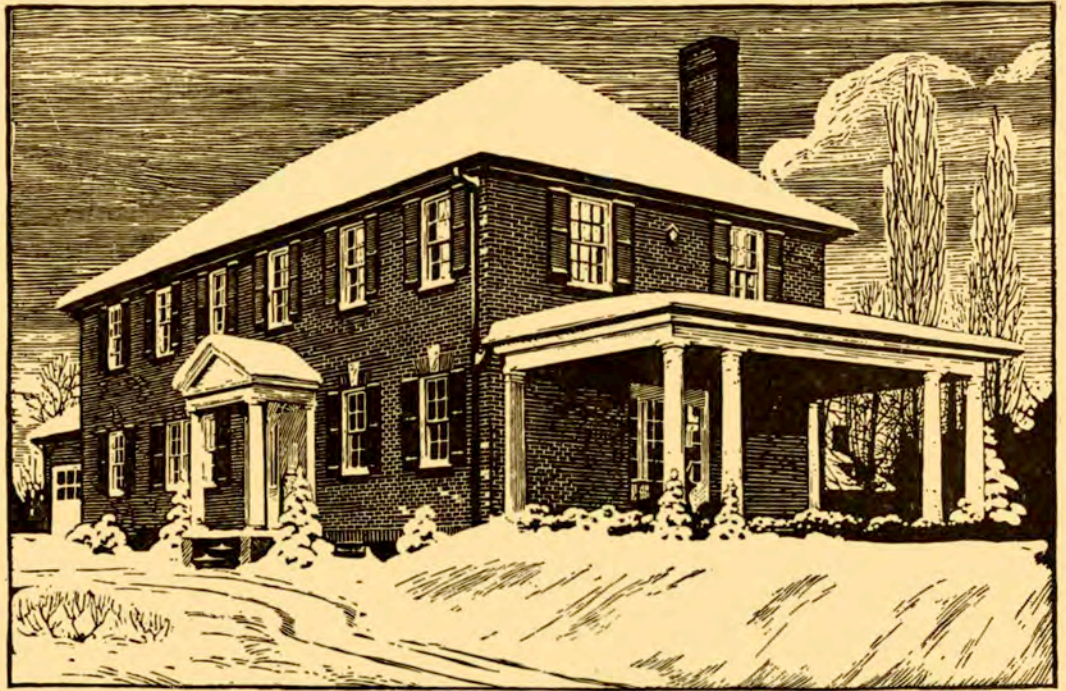


# THE JOURNAL

## ROYAL ARCHITECTURAL INSTITUTE OF CANADA



APRIL  
1928



## A Heating Plant 25% Undersize Heats this Cork-Lined House Comfortably

ORDINARILY the radiation requirements of this house would be 800 square feet. But because it was lined with Armstrong's Corkboard, 1½ inches thick on the walls and 2 inches thick on the second story ceiling, the radiation was reduced 25% and only 600 square feet actually installed.

In commenting on this reduced-size heating plant, the owner, Mr. C. E. Bartlett, himself a heating engineer, wrote on February 17, 1927:

"75% of the heating demand for the season has been met and passed. The house has been comfortably heated at all times with a noticeable absence of drafts, and the gas consumption has been only 225,000 cubic feet. This indicates a saving of at least 25% in fuel, which is about \$120.00. This is also at least

25% return on the net investment in cork insulation."

Saving in the cost of the heating plant and in the consumption of fuel are but two of the advantages following the use of Armstrong's Corkboard Insulation. Equally as important to the owner is the comfort he gets—uniform warmth and freedom from drafts in winter and much cooler rooms, especially upstairs, in summer. A cork-lined home insures a degree of year-round comfort impossible in an uninsulated house.

The ready-to-file catalog "Armstrong's Corkboard Insulation for the Walls and Roofs of Buildings" contains complete data. If you do not have a copy, send for one. Armstrong Cork & Insulation Company, McGill Building, Montreal; 11 Brant Street, Toronto.



A copy of this catalog, containing complete architectural and engineering data should be in every architect's file. Your copy will be sent to you free on request.

# Armstrong's Corkboard Insulation

---

*A Heatproof Lining for Walls and Roof*

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GENERAL  
HOSPITAL**

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1. Provides the same service as if controlled by an operator.
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4. Picks up passengers who have pressed hall buttons in the direction of travel.
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6. Operates with car gates open if there are no *passengers* in the car. Otherwise car gates must be closed.
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# Cork Serves Double Purpose in this Church Installation



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In the Broadway M. E. Church, Armstrong's Corkboard was applied to the under side of the roof, and left exposed, the color and texture of the corkboard being admirably adapted to the interior decorative treatment.

Because of the intermittent use of church buildings and their high ceilings, heating is difficult and costly. The use of even one inch of Armstrong's Corkboard, as in this case, lessens the heat loss materially, making it

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Phantom view gives details of construction.

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*must be greater*



**T**HE demand for greater values in the homes you build will be even more pronounced this year. With "For Sale" signs posted on every street, it looks as though the demand for new homes will be less. . . . But business will be good in 1928 for builders who meet these conditions aggressively. Money will be made by those builders who realize that the desires of everyone have increased. We all *want more* these days and are willing to pay a *fair* price for it. . . . Your service will be in demand on contract jobs—and homes you build to sell will find a ready buyer—if you build well-designed and well-constructed homes with *extra* features of quality, convenience and comfort such as the Majestic Coal Window, Milk and Package Receiver, Fireplace Damper, etc. . . . The builder who does not offer features such as these in 1928 will make a mistake—likewise, the builder who attempts to substitute a product that's built *down* to a price and not up to a standard. . . .



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## IN THE HOME

— No. 6 —

This is the *Sixth* of a Series of Advertisements which will appear regularly in this Magazine.

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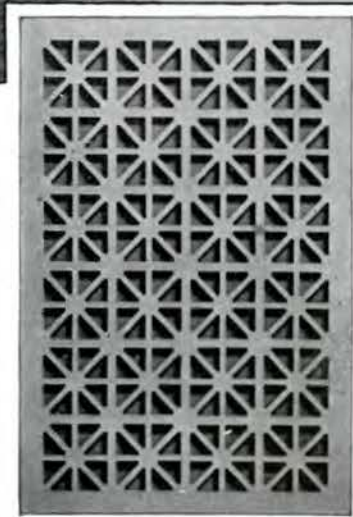
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FOUNDED 19th AUGUST, 1907

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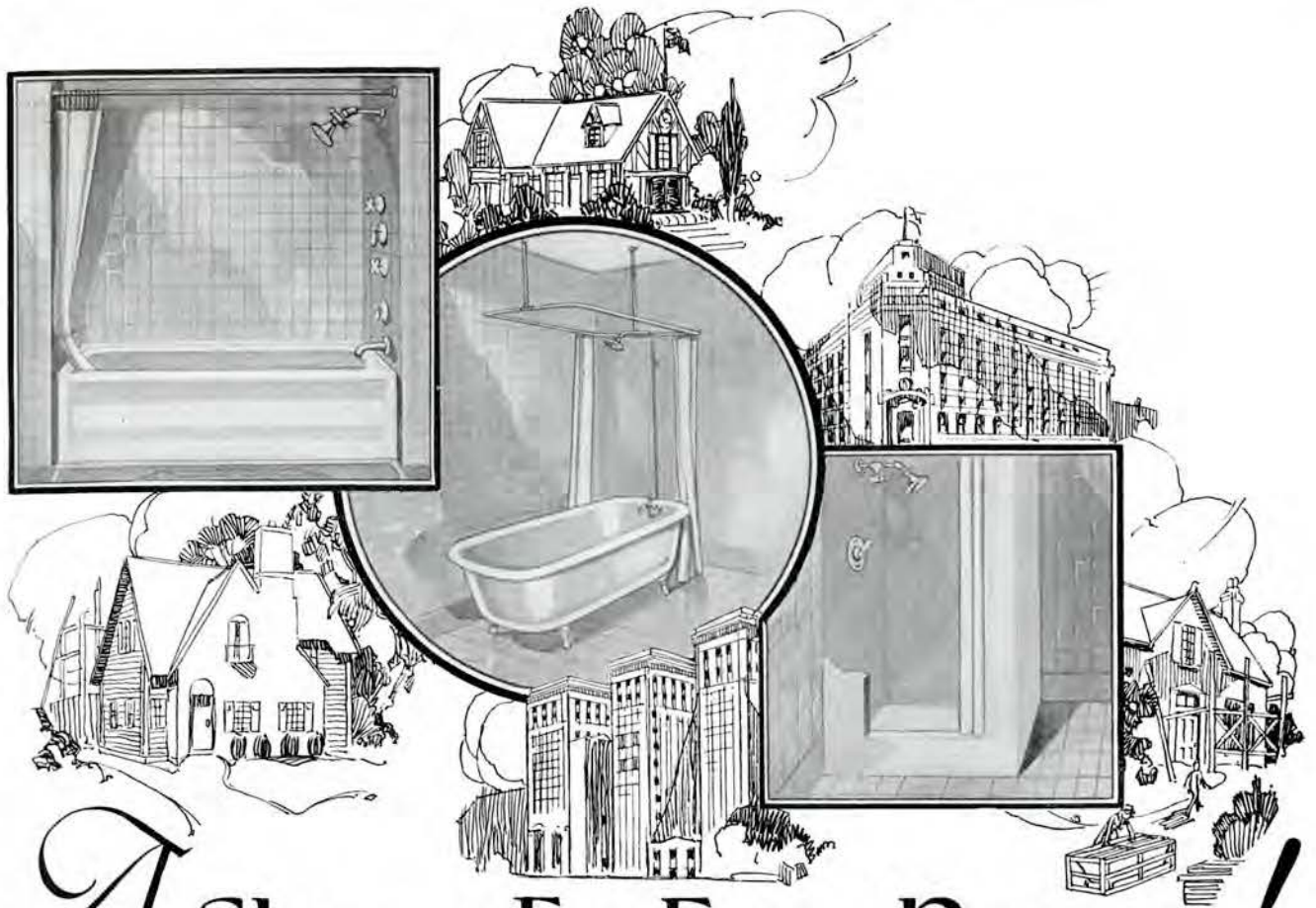
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THE installation shown above required considerable ingenuity. The residence drive prevented the greenhouse from being attached to the garage's east gable. The west gable was equally impossible because the garage would have shaded the greenhouse too much.

The offset passage permitted an angle placing and solved the difficulty . . . giving extra room for ferns, orchids or propagating.

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# The Journal

## Royal Architectural Institute of Canada

Serial No. 32

TORONTO, APRIL, 1928

Vol. V. No. 4

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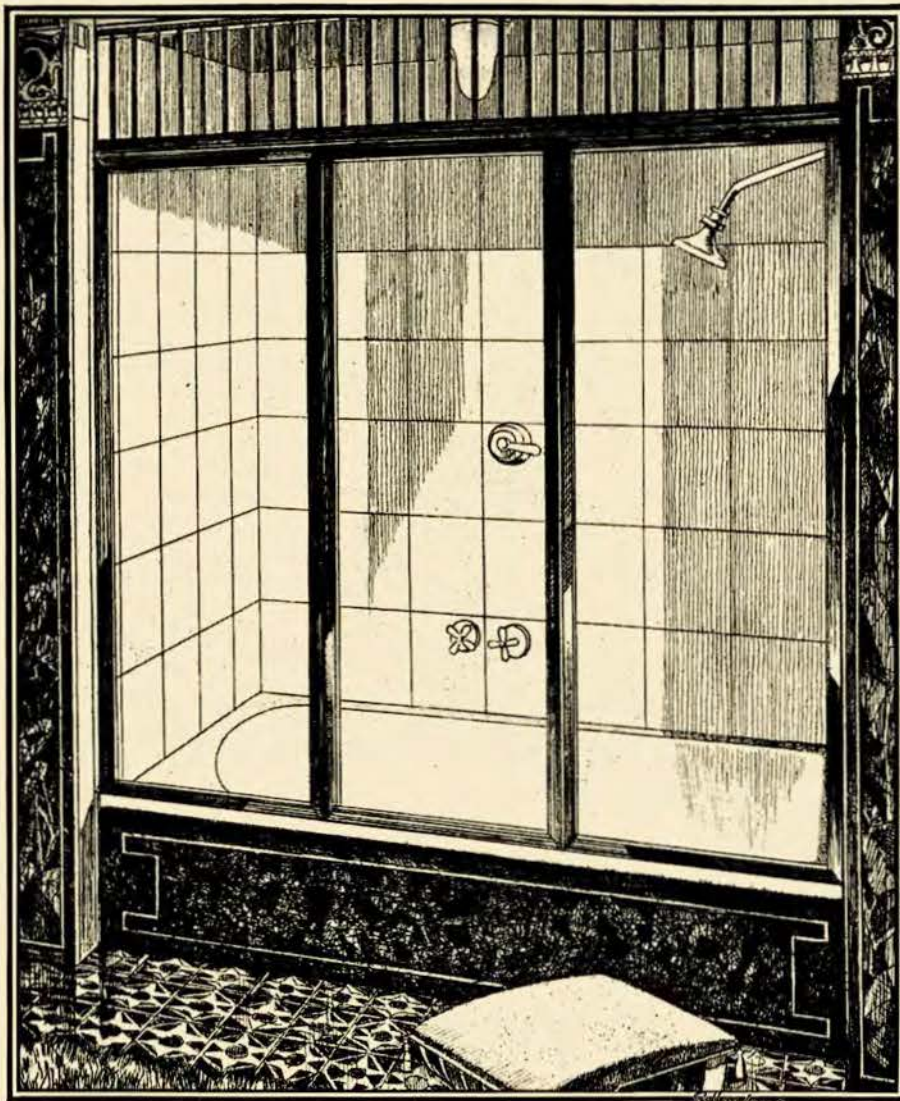
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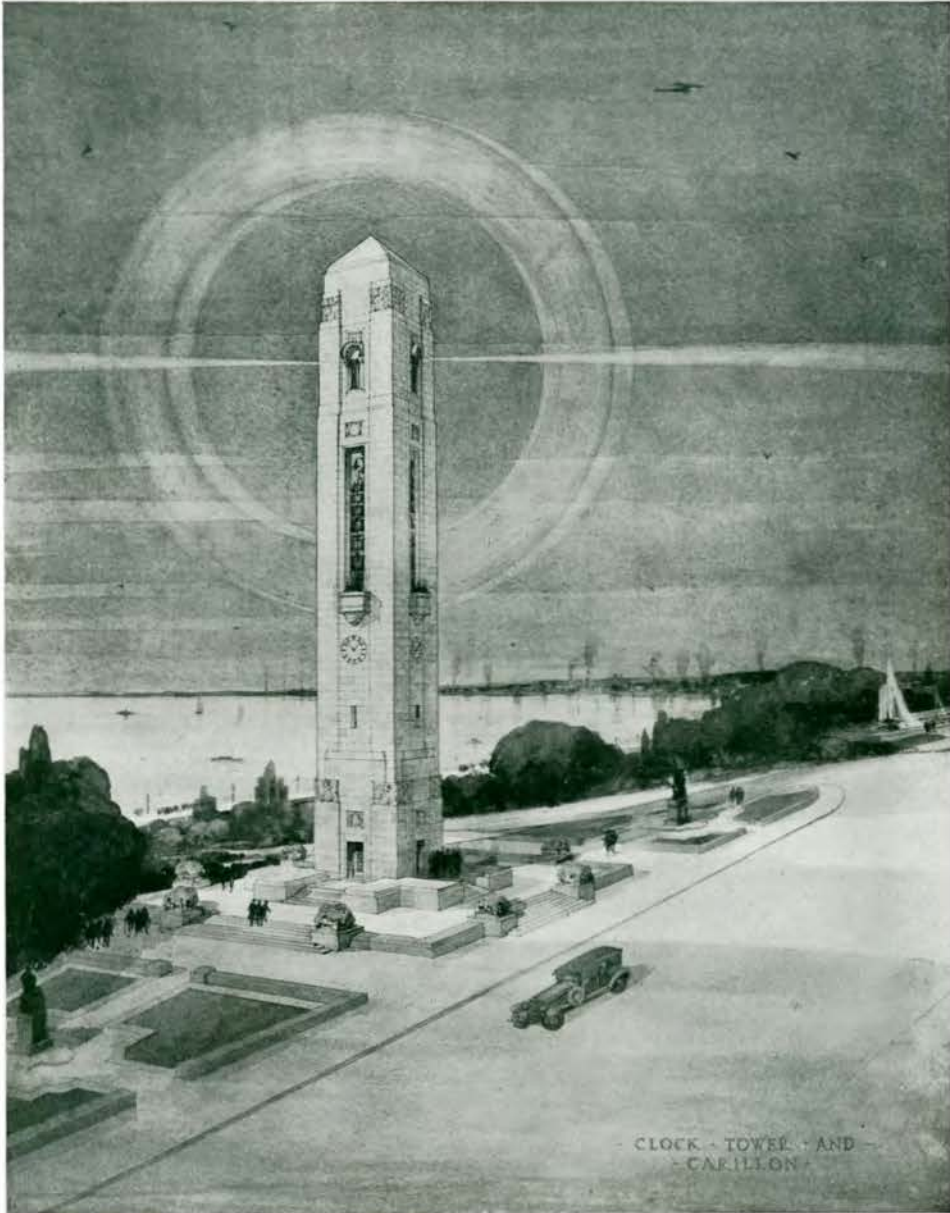
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SKETCH FOR CLOCK TOWER AND CARILLON,  
FROM DESIGN SUBMITTED IN COMPETITION  
FOR A NORTH-WESTERN ENTRANCE TO THE  
CITY OF HAMILTON

By JOHN M. LYLE, Architect, Toronto.

# The Journal

## Royal Architectural Institute of Canada

Serial No. 32

TORONTO, APRIL, 1928

Vol. V. No. 4

### EDITORIAL

THE TWENTY-SECOND ANNUAL MEETING OF THE INSTITUTE

THE last meeting of the Institute at Ottawa will long be remembered as one of the most successful in its history. Many matters of considerable importance to the architectural profession in Canada were dealt with, and the outcome of the discussions which took place were particularly pleasing.

Probably the most notable feature of the convention was the presentation of a memorial to the Government by a deputation from the Institute composed of a number of the leading members of the profession. This memorial will no doubt be given very serious consideration by the Government. Indeed, some of the points raised were considered so important by the members of the Cabinet present, that the Honorable Mr. Elliott, Minister of Public Works, at once accepted some of the suggestions made by the deputation. The memorial, which was printed in full in the last issue, called upon the Government—(1) to give encouragement to students in architecture by awarding travelling scholarships, (2) to award commissions on Government buildings to private practising architects, (3) to prepare a comprehensive plan for the beautification of Ottawa, (4) to collect proper duties on plans so as to discourage foreign architects from designing Canadian buildings, and (5) that a committee from the Royal Architectural Institute of Canada be permitted to go over the plans of the new Government departmental buildings, about to be erected in Ottawa, and to make any suggestions concerning these plans which they considered advisable.

Considerable credit should be given to Mr. John M. Lyle, of Toronto, for the preparation of that part of the memorial dealing with architectural education. Unfortunately, Mr. Lyle was unable to be present with the deputation, but Mr. W. S. Maxwell, of Montreal, who was associated with Mr. Lyle in the matter, very ably presented the arguments. Credit should also be given to Mr. A. Frank Wickson who presented the views of the Institute with reference to the beautification of Ottawa, and to Mr. George T. Hyde who dealt with the matter of public buildings being designed by private practitioners, not forgetting Mr. J. P. Hynes who, not only introduced the deputation, but in addition to dealing with the matter of the collection of customs duties on plans, gave a summary of what the Institute requested of the Government. We understand that the memorial is being followed up very closely by our president, and it is to be hoped that some tangible results will follow.

Another matter of signal importance was the discussion which took place on architectural education, resulting in the adoption of a resolution to establish an examining board by the Institute. Just what can be expected as a result

of this only time will tell. Of one thing we feel certain, and that is, that in those Provinces where no architectural schools exist and where the qualifications for the practice of architecture have no definite standards, the requirements demanded by the R.A.I.C. examining board will be of inestimable benefit.

THE NEW DEPARTMENTAL BUILDINGS AT OTTAWA

When the Honorable Mr. Elliott, Minister of Public Works, accepted the suggestion made by the deputation with reference to a committee from the Institute examining the plan and design for the new departmental buildings at Ottawa, he at least conceded one of the points mentioned in the memorial. We understand that the plans did not meet with the approval of this committee and that certain changes have been suggested. It is too early to say at this moment whether or not the Government will accept the timely advice given, but if the members of the Cabinet are desirous of erecting a building that will be a credit to Ottawa from a practical, economic and aesthetic point of view they will pay heed to the warning given by our Institute.

The correspondence which has passed between the Institute and the Government to date in connection with these buildings is printed in this issue of THE JOURNAL and we wish here to particularly draw the attention of the members to these letters which appear on page 147.

THE DESIGNING OF PUBLIC BUILDINGS

The Government should accede to the request made by the Institute in its memorial to allow its public buildings to be designed by private practitioners. As pointed out by Mr. Hyde, the Government would have everything to gain and nothing to lose by adopting our recommendation. It is not the intention of the Institute to criticise in any way the ability of the architects employed by the Government, but it is felt that the private practitioner would be more free to express in his designs that individuality which is probably lacking in a Government department. The buildings thus designed would express more clearly the architectural development of the Dominion as a whole and would also give the profession, which after all is of great importance in our national life, the recognition which it deserves. The employment of private practising architects on Government buildings would not necessarily mean that the services of the Government architectural departments should be eliminated. The function of the official architect could be clearly defined so as to distinguish between the designing of public buildings and the carrying out of less important work, such as alterations and additions to existing buildings and co-operating with the architect appointed to carry out any major work.

## Architectural Education

RAMSAY TRAQUAIR, M.A., F.R.I.B.A.  
*Professor of Architecture, McGill University.*

*From an address given at the 21st Annual Meeting of the Royal Architectural Institute of Canada at Ottawa on February 17th, 1928.*

AS ONE who is concerned with the education of architects, I should like to tell you how much impressed I am very often by the genuine earnestness and desire for knowledge which we find amongst our best students, those students to whom we look for the future improvement of the standard of architecture throughout the country—those men whose work we hope will raise the whole standard of building and in that way the standard of our lives. These men are in earnest. They are often pathetically in earnest in their desire for knowledge, in their desire for attainment and in their desire for good guidance. We, who have to take charge of their education, often feel that the best that we can give them is not as good as they ought to get. But we can only go on doing our best.

We are here, amongst other things, to talk about standardisation in education. This is not an easy question. There was a time, not so many years ago, when I used to think that it was possible to standardise architectural education to some degree, that there were subjects which it was necessary to know, subjects which had to be grouped together, and, finally approved methods of teaching them. But the longer I work at it the vaguer do my ideas become upon standardisation until I am at times almost driven to think that there is no single subject which it is utterly necessary for an architect to know. There are of course abilities and powers which he ought to possess, such as imagination or accuracy but our difficulties begin when we attempt to formulate any scheme for imparting these abilities. There are so many ways of making an architect which have proved successful in the past that I should be very sorry indeed if the university training ever came to be regarded as the only entrance to the profession. The most that we can standardise upon is some degree of guidance in effort and some standard in accomplishment.

There are so few things in our lives in which we can be quite certain that we are right that I would never care to be dogmatic about any scheme of education. Indeed I only know of one thing which I think that we should always do. We can impress upon our young men the very highest ideals of conduct, of practice, of attainments, of skill, knowledge and inspiration, the highest ideals of what constitutes an architect. We can make them proud of their profession and give them a respect for it and for themselves. For, if we can fill them with the highest ideals of the profession into which they are entering, I am satisfied that by their own efforts they will attain the necessary standard which it might be vain for us to enforce by compulsory courses. The duty of a teacher is often rather inspiration than instruction.

I would not of course suggest that we should immediately upset all our curriculums or let every student progress along his own lane by doing just what he liked. But I would suggest that we should not attach too much importance to any fixed standards, whilst attaching the greatest importance

to those degrees of inspiration and of guidance which I think that we can give. There is really little need for standardisation between one university and another. If a student changes his university midway in his course it is to his good that he should enter a new world of ideas, rather than that he should find himself continuing the same course and receiving the same ideas that he has left. I would go further. I would regret to think that any school was so standardised within itself that it could not open itself to a new idea or reject an old one. Standardisation means fixity and rigidity. This is a characteristic of corpses.

The subject of travelling scholarships has been mentioned already this morning. This is one of the ways in which we can most effectively help our students. I should like to see national dominion-wide scholarships for travel and study, open to full competition amongst architectural students,—with the highest possible attainments required before an award was made. I am confident that the institution of such scholarships would act as a spur to our young architects; they would prepare themselves for success even if they were not fortunate enough to attain it. A travelling scholarship aids many more students than the fortunate few to whom it is awarded. It is wonderful how much work a student will do if he is working towards a definite object and if he is confident that he is working along the right lines. And, of course, this work which a man does for himself is infinitely more valuable than any work that any teacher can do for him.

The mention of scholarships brings me to a matter which I have had at heart for many years; the study of our own architecture. Particularly in the older Provinces of the Dominion we possess a very fine tradition of Canadian architecture. Perhaps I admire that which we find in the Province of Quebec more than what we see elsewhere, but that is because I have had more opportunity of studying it. But Prof. Arthur has done good work in investigating some of the old buildings in Ontario and I know that there exist in the Maritime Provinces and elsewhere fine old historical buildings which are well worthy of being recorded and published, and even more worthy of being taken care of. I think that this Institute could do much through its members to impress upon the public the great value of our architectural historic associations; not only the value in that the craftsmanship of those days was in many ways finer than the craftsmanship of today, but in that a people without a history is a people without a soul. A people is largely ruled by its emotions. We think that we are being ruled by practical economic reasons, but when we try to get underneath the obvious reason for our action, we almost always come to some emotional response. Now there is no finer emotion than that of admiration for our

*(Concluded on page 122).*

EUROPEAN STUDIES

From Photographs by F. Bruce Brown, M.Arch.

NUMBER XV



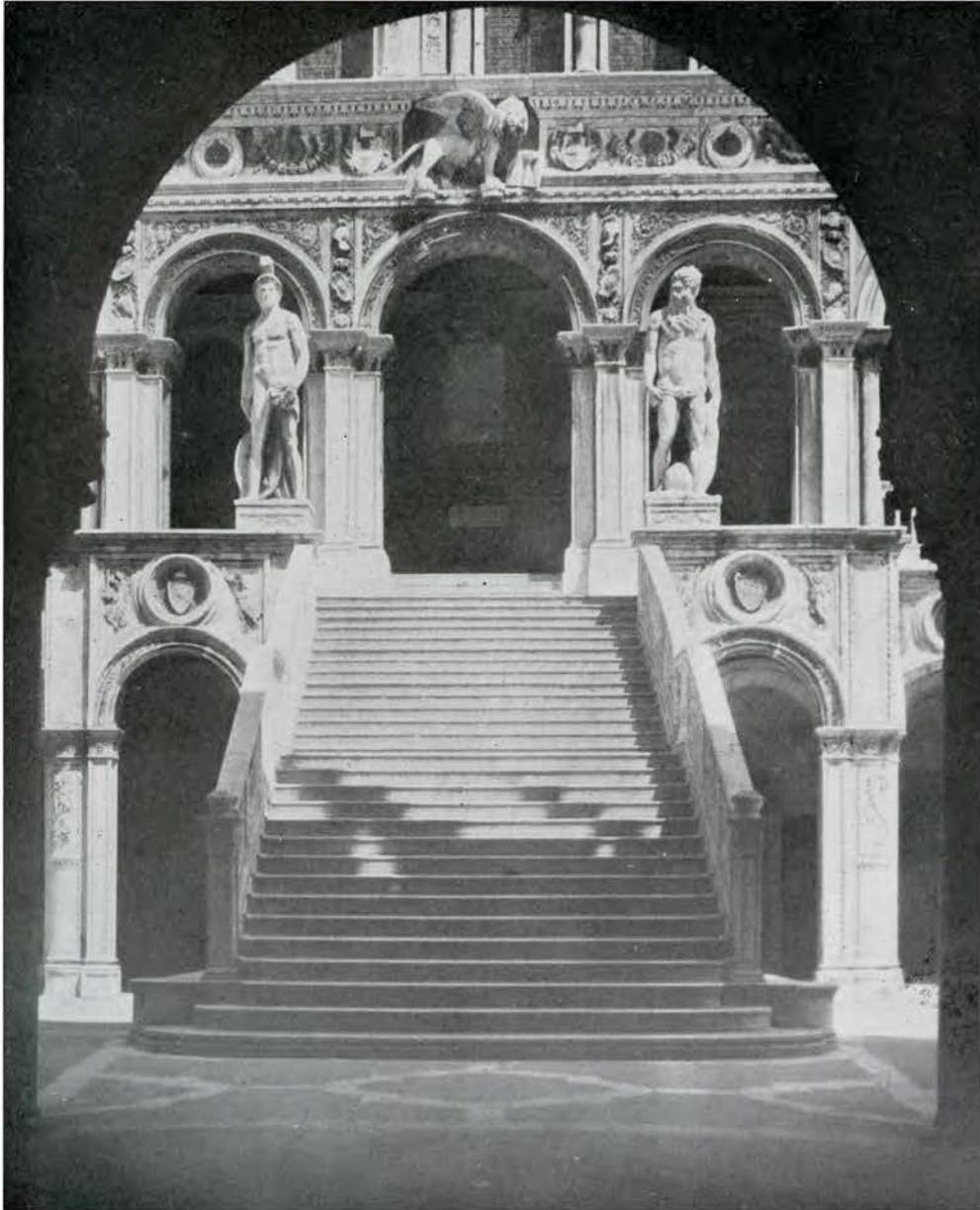
LIBRARY AND DOGES' PALACE, VENICE



EUROPEAN STUDIES

From Photographs by F. Bruce Brown, M.Arch.

NUMBER XVI



SCALA DEI GIGANTI, DOGES' PALACE, VENICE



CITY HALL, MONTREAL  
*From Sketch by Roland J. A. Chalmers*

## The Rebuilding of the Montreal City Hall

IN March of 1922 the old Montreal City Hall, built over fifty years ago, was destroyed by fire. Shortly thereafter the City Council appointed a Commission of Architects consisting of Messrs. J. O. Marchand as chairman, D. Viau, A. Venne, E. Cormier, L. A. Amos and D. S. Spence to examine the building and determine as to the possibilities of it being rebuilt.

Upon examination it was found that practically the whole of the interior had been destroyed, but that the walls were undamaged and, if so desired, the existing architectural features of the exterior could be retained. Mr. J. L. D. Lafrenière, the city architect, was commissioned to prepare the plans for the new building which were approved by the Commission of Architects.

Work was begun at once and a sub-basement was excavated under the old building and the existing walls were under-pinned to a depth of twelve feet. As some of the existing walls had to be demolished while others had to be rebuilt, and in order to prevent any unequal settlement that might take place it was deemed advisable to erect a steel structure completely independent of the existing walls. The accommodation provided in the new City Hall was greatly increased,

there being six stories instead of the four in the old building. The remodelling of the City Hall cost approximately \$2,500,000. It was made completely fireproof and the heating of the building was effected by means of a hot water system, heated by steam generated in the boiler room at the City Hall annex building.

On the ground floor important improvements have been made. The treasurer's department has been located on this floor which is at the level of Gosford Street on one side and City Hall Square on the other, thus affording easy access and egress to this department. Four high-speed elevators have been provided running from the basement to the attic. These are placed in the elevator halls running on each side of the building. In the wide hall on the ground floor, which is for the use of the public, is the information bureau and the City Hall post office. On each side are two marble staircases running from the basement to the top storey, and to the west of the staircases are the assessors' offices, while the east side is occupied by the archives department with a private stairs to the under-ground vault in the basement. The walls of the vestibules, elevator halls, large public hall and information bureau on

this floor up to eight feet in height are covered with Tavernelle marble with bases in Roseal Tennessee. The floor slabs are of Tavernelle with a border of Roseal Tennessee.

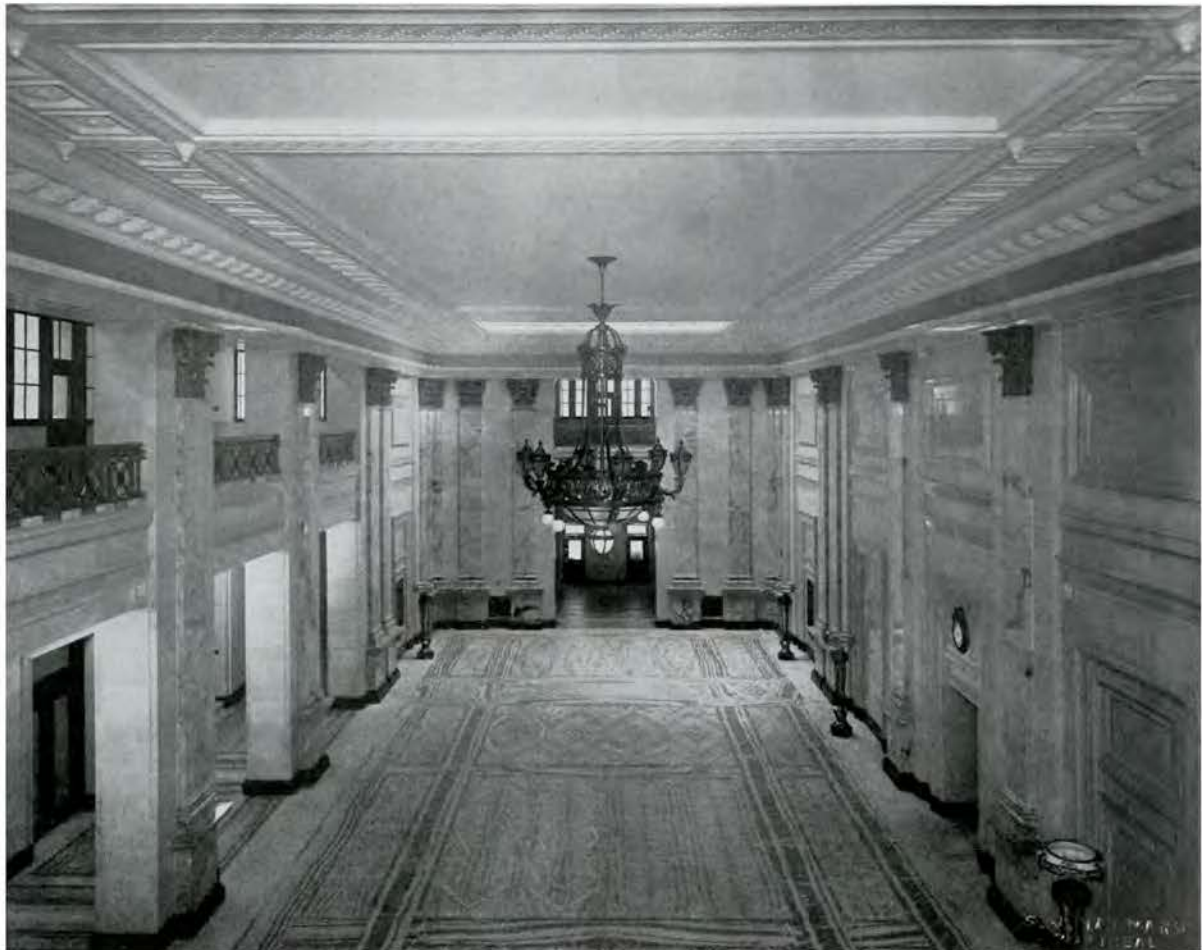
The main floor is entered from Notre-Dame Street and approached by the original steps. The entrance doors at this point are of massive bronze, which, with the semi-circular grille, weigh over seven thousand pounds. The heavy doors leading to the main vestibule are of oak. The main vestibule is quite spacious and is all done in marble. The floor is of Campan mélangé, campan rubané, campan vert and campan rouge, forming designs perfectly matched. The walls up to four feet are da-dod with black and



ELEVATOR HALL, MAIN FLOOR, CITY HALL, MONTREAL  
*J. L. D. Lafreniere, City Architect*

gold marble and the walls above are of Granité d'Or forming panels. The radiators are concealed behind bronze grilles, and the lighting of the vestibule is from a solid gilded bronze lantern suspended in the centre and two large bronze wall brackets.

One of the features of the new City Hall is the hall of honor or reception room, which is entered from the main vestibule. It is two stories in height and in the very centre of the building. It is 106 feet long by 44 feet wide by 32 feet high, and it is all done in marble. The walls are of Granité d'Or contrasted by twenty-eight pilasters in Escalette marble, capped by gilded Corinthian capitals. The frieze above the pilasters is also of Granité



HALL OF HONOUR, CITY HALL, MONTREAL  
*J. L. D. Lafreniere, City Architect*



COUNCIL CHAMBER, CITY HALL, MONTREAL.  
*J. L. D. Lafreniere, City Architect*

d'Or. The cornice of Corinthian design is continued on the ceiling by a row of small caissons forming frames at both ends of the Hall of Honor for the two ceiling lights under the light shafts. The detail throughout this room has been kept as simple as possible; the richness of the material used being its own ornamentation. The floor is of various campan marbles and the rich dark red and light green have been so matched as to give the appearance of a huge oriental rug. This can be plainly seen in the illustrations included in this article. The lighting of this hall is from a large gilded bronze electrolier weighing over two thousand pounds, suspended from the centre of the ceiling, and six gilded bronze standards on the floor.

The walls of the council chamber, which is entered from the hall of honor, are of French Travertino, one of the few examples where real Travertino stone is used in this country; the lower part of the council chamber to a height of 11 feet has wainscoting of teak wood inlaid with ebony in the mouldings of the panels. The mayor's throne is also of teak wood with ebony inlay and is raised three steps above the floor. The chamber has a black and gold marble base, and the floor has a campan rubané border twelve inches wide, while the rest of the floor is of cork tile. The council chamber is 32 feet 8 inches high, and the ceiling is decorated with octagonal and square

caissons. There are five round-headed windows 20 feet high with solid bronze frames, and in these windows are stained glass panels depicting scenes from the history of the city. The artificial lighting of this chamber is done by means of innumerable bulbs concealed in the marble cornice, with the addition of twenty-six bronze brackets placed around the wainscot. The council chamber is provided with two galleries for the public and on each side of the galleries are the ante-chambers, which are paneled in quartered oak to a height of 10 feet 6 inches.

The northwest tower is occupied by the Mayor's private office. The walls are wainscoted twelve feet high in teak wood with ebony trimmings to harmonize with the council chamber. The floor in this office is the only wooden floor in the whole building; it is of marquetry in quartered oak and ebony and is a replica of the floor of the Marie-Antoinette room in the Chateau de Versailles. Off the mayor's office is a reception room. In the northeast tower is the caucus room and between this room and the east council room antechamber is located the committee rooms. These rooms have paneled wainscoting similar in design to the mayor's private office, but is of quartered oak instead of teak wood. The walls above the wainscot and the ceilings are in Caen stone. Next to the caucus room on the Gosford Street side is a large rest room for the aldermen.

The rest of this floor is taken up by the city clerk's and auditor's offices.

On the second floor the legal department occupies the whole front of the building from the main stairway on the east side to the notarial department on the northeast tower. This space is divided by partitions into private offices for the various officials of this department. The director of public works also has a large office on this floor.

The third floor contains the offices of the sewer, boiler inspection, lighting department, the metropolitan commission, the roads and water works department and the building inspection department. The interior offices of this floor, and also the fourth floor, are lighted by two large light wells giving light at the two ends of the hall of honor below.

On the fourth floor the whole of the rear of the building and the space between the two light wells is entirely occupied by the technical department. One of the striking features in connection with this is that besides the numerous windows in the exterior walls, there is 4,500 square feet of glass in the ceiling, making the drafting office exceedingly bright. The architect's depart-

ment is on the west side of this floor, while the south side is occupied by the drafting office of the water works department. There is also a blue print plant in the southeast tower equipped with the most up-to-date appliances. A filing room for plans is also on this floor, and is connected to a large vault in the basement by a dumb waiter. Photographers' quarters are also provided, including a large dark room equipped with modern cameras and enlarging machines.

All corridors and elevator halls, except those of the ground and first floors have dados of Missisquoi gray marble, 3 feet 6 inches high. The floors are also of Missisquoi marble. All stairs have Missisquoi gray marble treads and risers with stringers and balustrades of wrought iron, except those from the ground floor to the second floor, which are of solid bronze. All office floors have grey rubber tiles with a Missisquoi grey marble border. Two lavatories are provided on each floor and are fitted with the most modern and sanitary fixtures. The windows are provided with bronze weather stripping and the hardware throughout the building is of solid bronze. Lightning rods have been installed on the building and a system of copper steam piping has been placed on the roof for the melting of the snow.

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### Architectural Education—Concluded

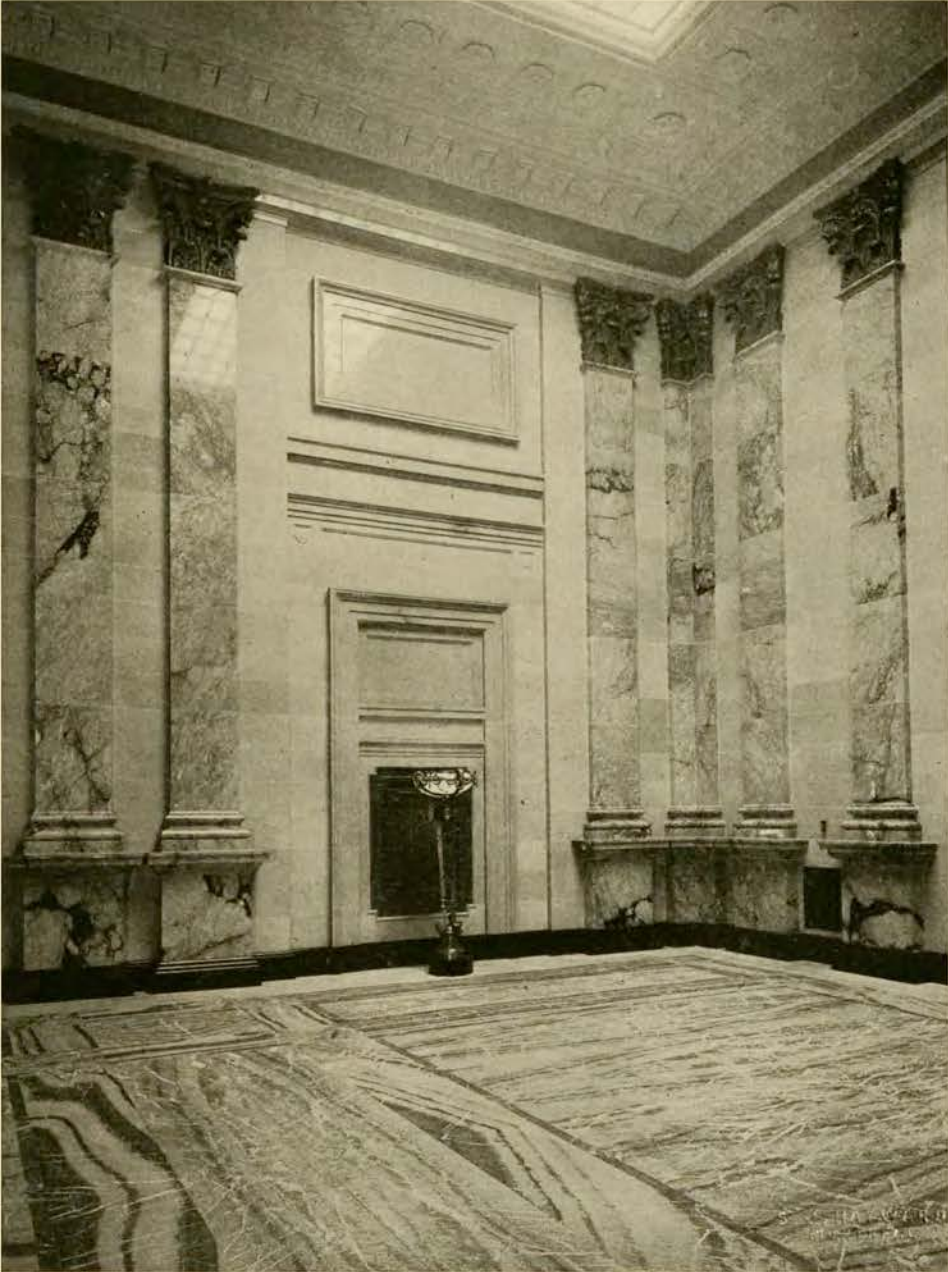
ancestors—for those who have gone before us—and an appreciation for the work which they have done and which they have left to us. There is more in history than kings and battles, even than politicians and governments. There is the work of men's hands and we ought to treasure that work and care for it, and we ought to see that the public understands its value and that it is conserved in every way. Especially should we do so in the case of work so beautiful as is much of our old architecture and decoration.

We can learn a great deal from the past, yet of course we are living for the future. But we must remember that the future comes out of the past. The more we study the fine things of our past, the better we may hope to make our future. And I confess that the more I study the old buildings of Quebec the more interesting and attractive do I find them and the history of the craftsmen who made them. Amongst its great traditions Quebec has a tradition of fine artistic work. So far we only know a small part of it. We know that there is much which we have not yet discovered but which is waiting for us to find it.

We are applying much of our effort to the mining

of precious metals in the North country, but the precious traditions of our buildings are quite as worthy of investigation. They may not be so pecuniarily valuable but spiritually they are possibly of much greater value. They are our neglected heritage.

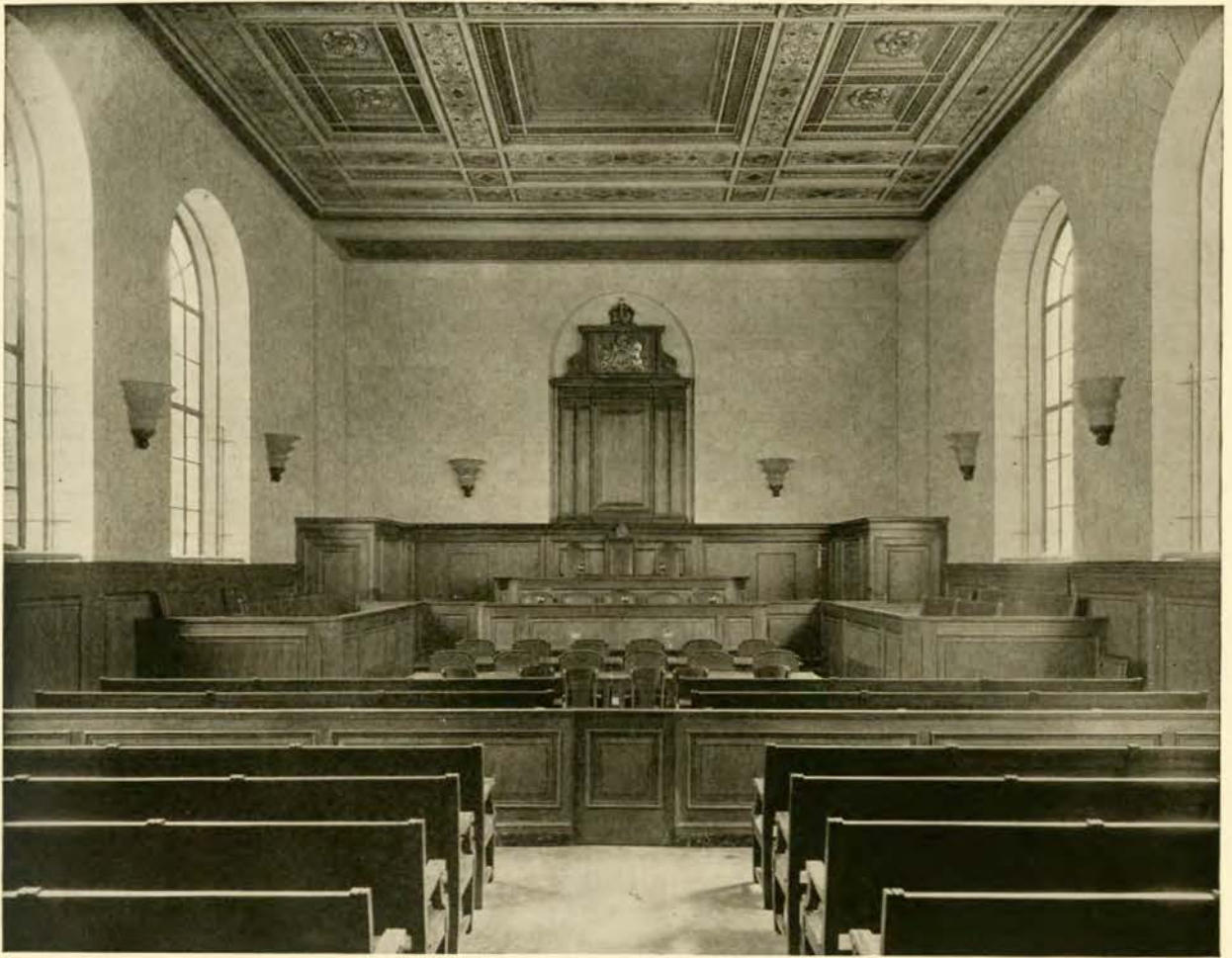
To come back for a moment to the subject of standardisation, I have said that I have great suspicion of any attempts to regulate too closely any educational system. But there is one suggestion which I think might lead to interesting results. We might arrange a little more for exchange lectureships and so on between our various institutions, so that we might be able to see better what the other people are doing, and what ideals they have. I do not say that we should do this for the purpose of copying, for individuality is a great virtue, but we might find that a certain co-ordination would come naturally to us if we all knew a little more of what we were all doing. In a large country like this it is difficult for us to know one another unless there is some organised effort to bring us together. We need a wider knowledge of each other and a wider appreciation amongst ourselves of the ideals after which we are striving.



HALL OF HONOUR, CITY HALL, MONTREAL  
*J. L. D. Lafrenière, City Architect*

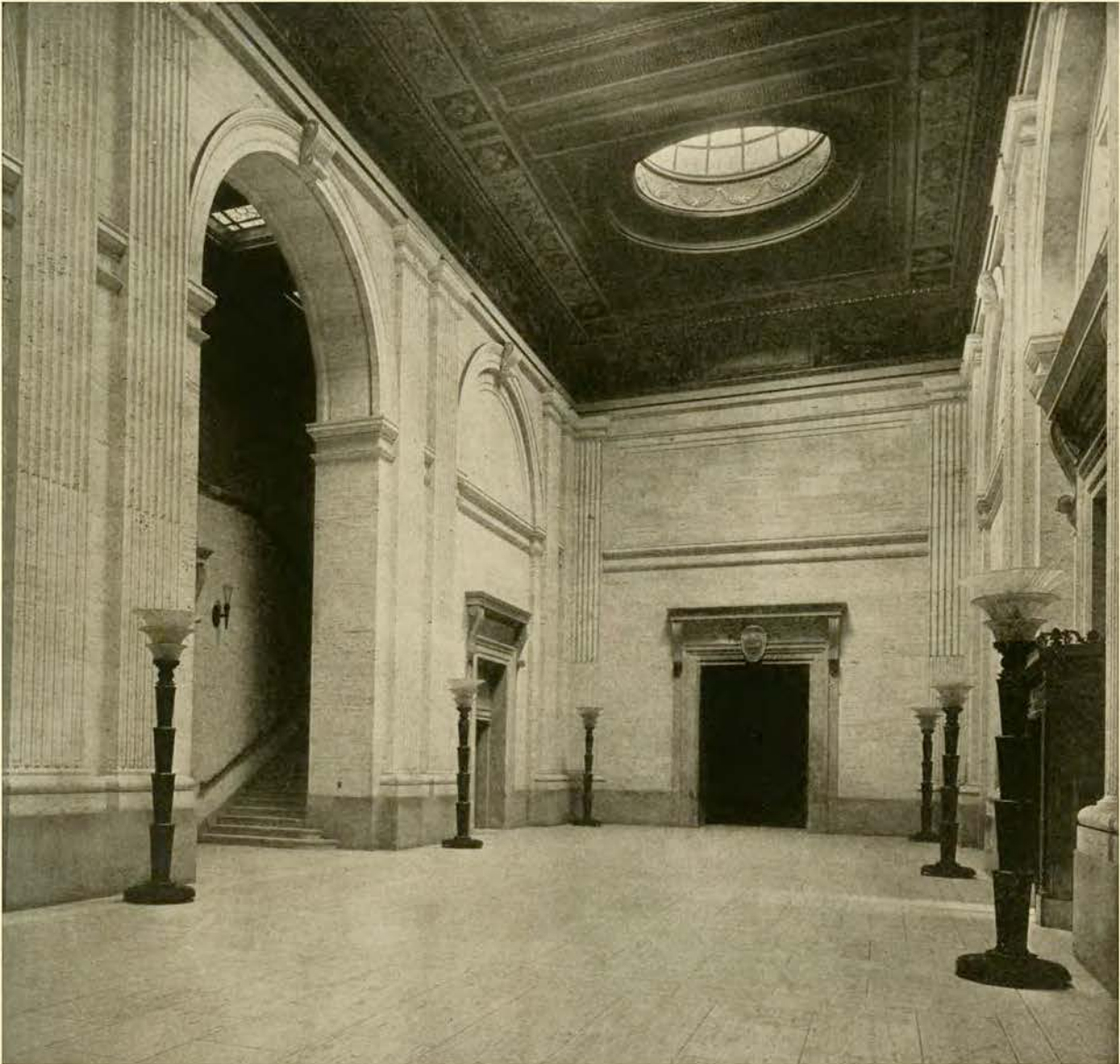


MAYOR'S OFFICE, CITY HALL, MONTREAL, QUE.  
*J. L. D. Lafrenière, City Architect*

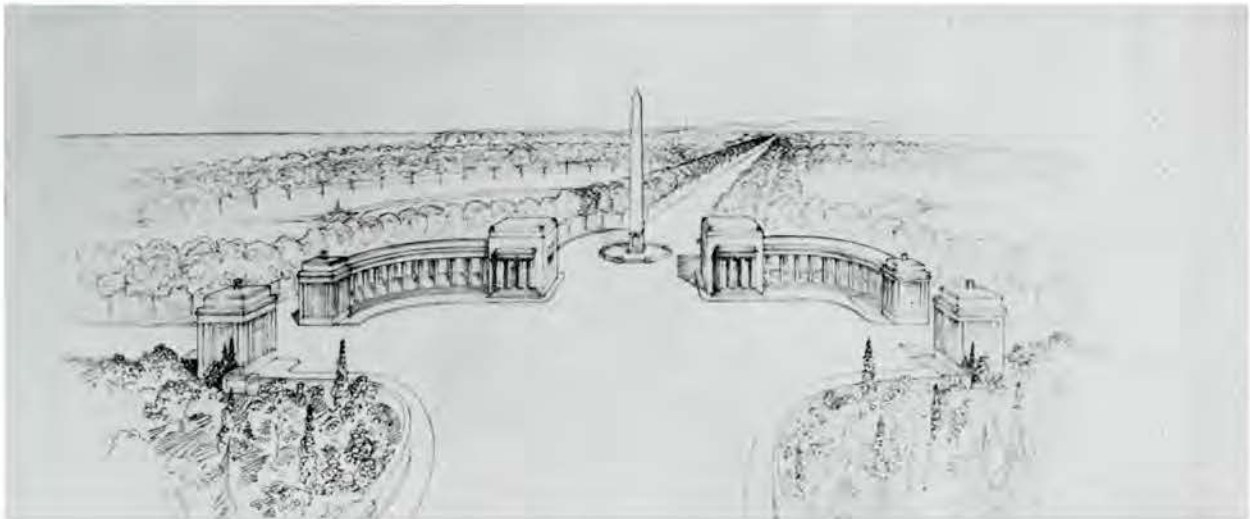


COURT OF KING'S BENCH, COURT HOUSE, MONTREAL, QUE.  
*Ernest Cormier, L. A. Amos and Chas. J. Saxe, Associated Architects*





THE MAIN HALL, COURT HOUSE, MONTREAL, QUE.  
*Ernest Cormier, L. A. Amos and Chas. J. Saxe, Associated Architects*



MAIN ENTRANCE PLAZA

Design submitted by Wilson, Bunnell & Borgstrom, consulting engineers and landscape architects; Harkness, Loudon & Hertzberg, engineers; and Earle Sheppard, architect

First Award

## Awards in the Competition for a North-Western Entrance to the City of Hamilton

THE awards have recently been announced in what is considered to be one of the most important architectural and landscape competitions held in Canada for some years. The competition called for a design for a northwestern entrance to the city of Hamilton, and in November, 1927, competitive plans were requested from British subjects resident in Canada. The promoter of the competition was the board of park management of the city of Hamilton.

The object of the competition was to secure a design for the improvement of the northwestern entrance to the city of Hamilton and a first prize of \$2,000 was offered and, in the event of the work being carried out, a fee of 10% on the cost thereof, including labour or materials provided by the owner, was to be given to the winner. There was also a second prize of \$1,000 and a third of \$500. It was distinctly stated that the winner was to ensure any necessary collaboration in connection with matters in which the winner was not skilled.

Designs were submitted by twelve competitors:

1. Warren and McDonnell, architects, Hamilton, and Edwin Kay, landscape architect, Toronto.
2. W. L. Somerville, architect, Toronto; A. K. Grimmer, engineer, Temiskaming, Que.; D. E. Kertland and A. E. Watson, architects, Toronto.
3. John M. Lyle, architect, Toronto.
4. William A. Owen, Hamilton.
5. H. B. and L. A. Dunnington-Grubb, landscape architects, Toronto, and W. A. Watson, architect, Toronto.
6. Nobbs and Hyde, architects, Montreal, and Noulan Cauchon, town planner, Ottawa.
7. J. Ryrie, architect, Toronto, and E. C. Horwood, architect, Toronto.
8. Wilson, Bunnell and Borgstrom, Limited, consulting engineers and landscape architects, Toronto; Earl L. Sheppard, architect, Toronto; and Messrs. Harkness, Loudon and Hertzberg, consulting bridge engineers.
9. Claude V. Hodges, architect, Hamilton.

10. F. P. Adams, Sr., and F. P. Adams, Jr., engineers, Brantford.
11. T. McLaren, architect, Montreal, and R. A. Outhet, town planner, Montreal.
12. Gordon and Helliwell, architects, Toronto.

### AWARDS

The board of assessors, consisting of E. R. Arthur, M.A., B.Arch., A.R.I.B.A., professor of architecture, Toronto University; W. P. Witton, architect, Hamilton; and T. D. LeMay, O.L.S., M.E.I.C., city surveyor, Toronto, after giving careful study to the various schemes submitted, made the following awards which were approved of by the promoters of the competition:

- First*, "L"—Wilson, Bunnell and Borgstrom, Limited, consulting engineers and landscape architects, Toronto; Earl L. Sheppard, architect, Toronto; and Messrs. Harkness, Loudon and Hertzberg, consulting bridge engineers.
- Second*, "K"—H. B. and L. A. Dunnington-Grubb, landscape architects, Toronto, and W. A. Watson, architect, Toronto.
- Third*, "G"—John M. Lyle, architect, Toronto.
- The assessors' report to the promoters of the competition is as follows:

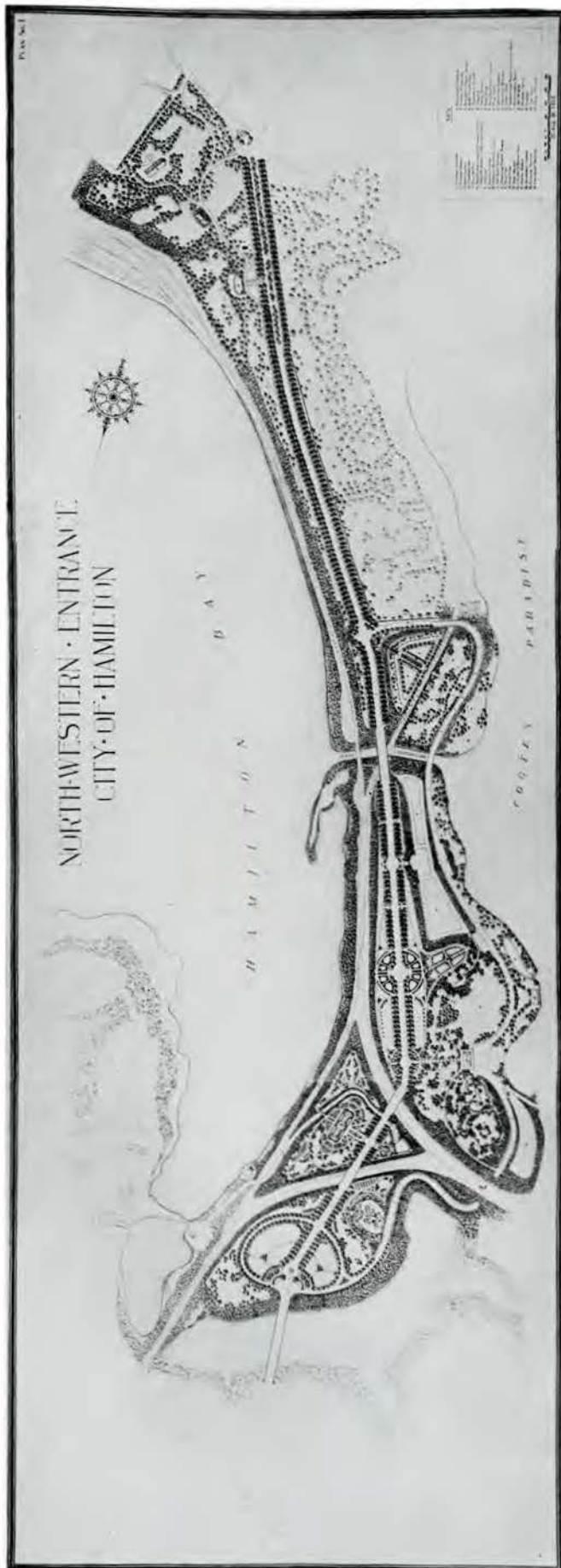
March 19th, 1928.

C. V. LANGS, Esq., Chairman, and  
Members of the Board of Park  
Management,  
Hamilton, Ontario.

Dear Sirs:

*Competition for Northwest Entrance,  
City of Hamilton*

Having completed our assessment of the various plans, drawings, etc., submitted by the competitors, of whom there were twelve, we beg to report as follows:



PLAN

Design submitted by Wilson, Bunnell & Borgstrom, consulting engineers and landscape architects; Harkness, Loudon & Hertzberg, engineers; and Earle Sheppard, architect—*First Award*

The entries presented, in some cases, considerable ingenuity and considerable variation in character: from the purely architectural type which relied almost entirely on its structure and buildings for its effect to the type where buildings were secondary and planting was the keynote of the scheme.

For this reason it was found impossible to assess each entry separately from the standpoint of general suitability, and it was deemed advisable to allot marks for the various features which it seemed proper that the ideal plan should embrace.

The more important of these features were:

- (a) The northern approach or "portal."
- (b) Bridge design.
- (c) Southern approach.
- (d) Highway from a traffic standpoint.
- (e) Highway from a scenic standpoint.
- (f) Development of low-lying lands and access thereto.
- (g) Architecture and location of buildings.
- (h) Parking space.

A proper proportion of marks was allotted to each feature, of which there were fourteen, and each entry marked in accordance therewith.

On summing up the marks, it was found that no entry gave full weight to all the points involved, and we desire, at a later date, to recommend such changes in the winner's design as will correct what appear to us to be weaknesses therein.

The inability of the promoter to give to the competitors any definite intimation as to the permissible cost has debarred us from giving much consideration to this phase of the problem; any scheme is, however, undoubtedly capable of modification in this respect.

After careful study of the situation, we are of the opinion that, while general development and improvement of the site are necessary, an adequate and dignified highway is of paramount importance, and that the purpose is not only to advertise the city, but, also to provide enjoyment and pleasure for its citizens.

With all these matters in view, our award is as follows: first prize "L," second prize "K," third prize "G."

The outstanding practical feature of the winning design is the lowering of the highway to the grade of bridge 5, thus broadening out and finding material for fill. The plan for the lower road, with connections at both north and south ends, is well considered, and the development of the whole of the westerly lower level makes a splendid

foreground to the view over Cootes Paradise, now a game-bird sanctuary extending westward several miles. The plan lacks some few features more developed by other competitors and is not impressive in its architectural design, but it is outstanding in its planting and uniform development of the whole area and general conception of the purpose of the competition.

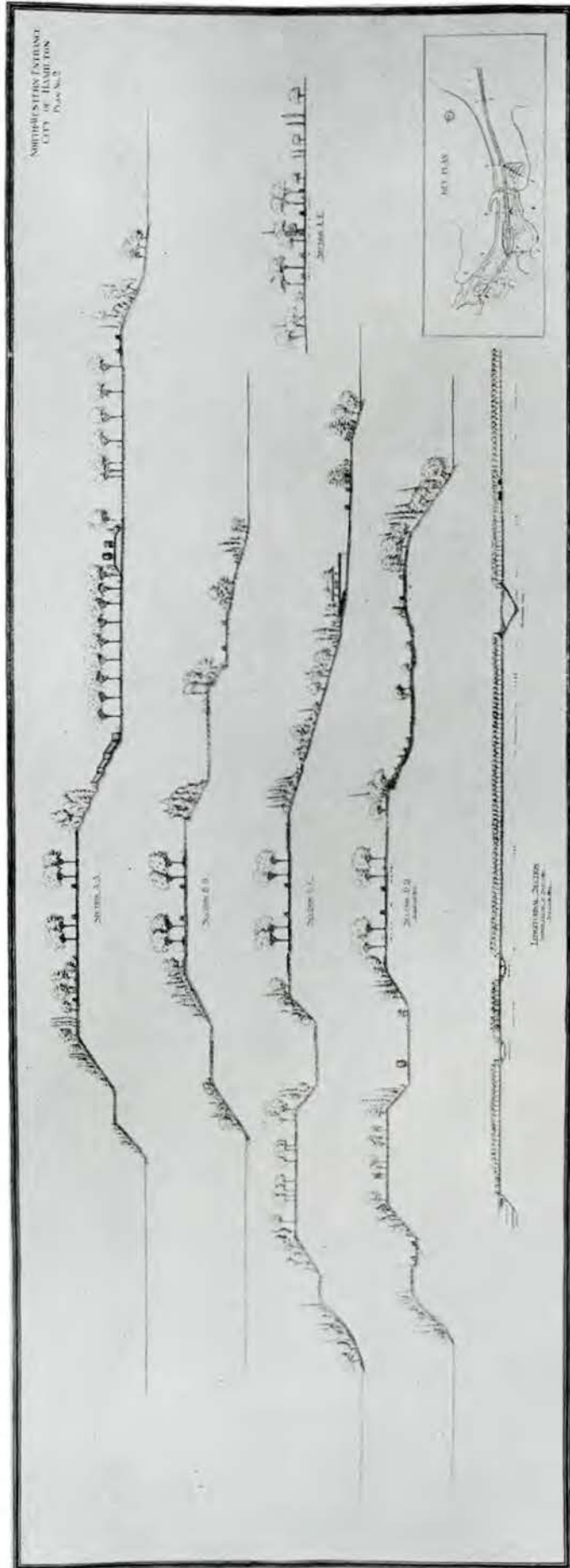
Entry "K" presents a scheme that relies for its value on both architecture and planting; the former is uniformly good, but undue importance is attached thereto, as is evidenced by the sacrifice of highway considerations to obtain a vista of the art museum. The "portal" or entrance is an interesting alternative to the architectural gateway of the winning design and an outstanding feature in his scheme. Full advantage has been taken of the view of the bay from Harvey Park, but a simpler and less architectural and costly treatment would suffice. We do not believe that the intensive rearrangement of Dundurn Park is desirable or necessary and feel that this area had best be retained much in its present form.

Entry "G" relies for the interest of his scheme on the great scale of its bridge, dominating, as it does, the entire development, and the monumental treatment of the water line; the latter, however, was not included in the area to be developed and was not considered either for or against. Planting on the upper levels is intentionally absent and only half-hearted elsewhere, and the entrance treatment is not as successful as "L" or "K." The conception of width of road and rearrangement at the fort are excellent, but the failure to make proper use of the lower levels as a park development mitigated largely against its chances of success.

Yours truly,

(Signed) E. R. ARTHUR,  
W. P. WITTON,  
T. D. LEMAY.

The site of the proposed improvements is on the elevated roadway and adjoining lands called "The Causeway," from the present high level bridge to and including Dundurn Park. A magnificent view from the causeway can be had in all directions, to the west is a marsh stretching out towards Dundas, to the east is the bay, to the north is rising farm and woodland country, and to the south is Hamilton itself at the foot of its mountain. The possibilities of developing this site and providing a unique entrance to the city of Hamilton was the object in promoting this competition and competitors were allowed to provide such features as pavilion, gasoline station, tea houses, balustrades, fountains, lamp standards and other



SECTIONS  
Design submitted by Wilson, Bunnell & Borgstrom, consulting engineers and landscape architects; Harkness, Loudon & Hertzberg, engineers; and Earle Sheppard, architect—First Award



Design submitted by Wilson, Bunnell & Borgstrom, consulting engineers and landscape architects;  
Harkness, Loudon & Hertzberg, engineers; and Earle Sheppard, architect  
*First Award*

architectural features including a reinforced concrete bridge across the Des Jardins canal. It was stated in the conditions that the large cemetery

83 feet in width and owned by the city of Hamilton, was not to be changed. The fort at the southern end of the site was also to be retained.



CAUSEWAY BOULEVARD, LOOKING SOUTHEAST  
Design submitted by Wilson, Bunnell & Borgstrom, consulting engineers and landscape architects;  
Harkness, Loudon & Hertzberg, engineers; and Earle Sheppard, architect  
*First Award*

on the outskirts of Hamilton was not to be included in the land to be developed and also that the location of the existing highway, which is

All drawings were to be on white paper mounted on linen and, although colour was prohibited, ink or other washes in monochrome could be used.



BAND STAND SUBWAY ENTRANCE  
Design submitted by Wilson, Bunnell & Borgstrom, consulting engineers and landscape architects;  
Harkness, Loudon & Hertzberg, engineers; and Earle Sheppard, architect  
*First Award*



Design submitted by Wilson, Bunnell & Borgstrom, consulting engineers and landscape architects; Harkness, Loudon & Hertzberg, engineers; and Earle Sheppard, architect  
*First Award*

The competitors were requested to send in with their drawings an explanation of their scheme, and in order that our readers may fully understand the designs receiving the awards which are illustrated herewith, we are including a copy of the descriptions sent in by the three prize winners.

*Description of scheme submitted by Wilson, Bunnell and Borgstrom, Limited, Earl L. Sheppard and Messrs. Harkness, Loudon and Hertzberg.*

Cities, like men, are influenced by their environment. The city of to-day is the result of the thought and action of the people of yesterday and the city of to-morrow will truly represent the vision and foresight of its people of to-day.

The opportunities of 1927 have faded into history. A new chapter is waiting to be written, the chapter of 1928 and after, and the story it will tell depends upon what we are prepared to do now.

Cities do not just grow. Whether they are beautiful or ugly, healthy or disease-ridden, desirable or undesirable to live in depends altogether upon the type of men and women who rule its affairs.

The steady and substantial growth resulting from these advantages is shown by the industrial pre-eminence now enjoyed by the city of Hamilton.

The report and plans which we have the honour to submit cover a complete development of the proposed northwestern entrance to Hamilton. The historical associations of this area have been given consideration. The memorial cemetery and the old fort have been made an integral part of our report.

The obelisk standing within the main entrance is suggested by us to serve as a permanent memorial to those early pioneers who, in far-off days, braved hardship and suffering that this section of Canada should remain part of the British Empire and to whose early settlement Hamilton owes its existence.

The plans and estimates are the combined work of a landscape architect, and architect and a bridge engineer. The estimates of cost have been carefully checked and we are satisfied that the work can be completed for the figures submitted.

We have considered it essential that under no circumstances must highway traffic be interrupted, consequently we have provided a temporary highway from Ordnance Street to bridge No. 5 (see progress plan No. 1), to be in use during the period when the new highway bridge over the canal is under construction. As this development is a work of some magnitude we have separated the work into periods suggesting the rotation in which, according to our view, it should be carried out. We have been guided in this judgment by the belief that public convenience should receive first consideration.

SEQUENCE FOR CARRYING OUT DEVELOPMENT

*First Period:*

- Construct temporary road on lower section from canal bridge to bridge No. 5.
- Construct shore boulevard bridge over T.H. & B. railway.
- Construct shore boulevard bridge over Des Jardins canal.
- Grade shore boulevard, Ordnance Street to Des Jardins canal.

*Second Period:*

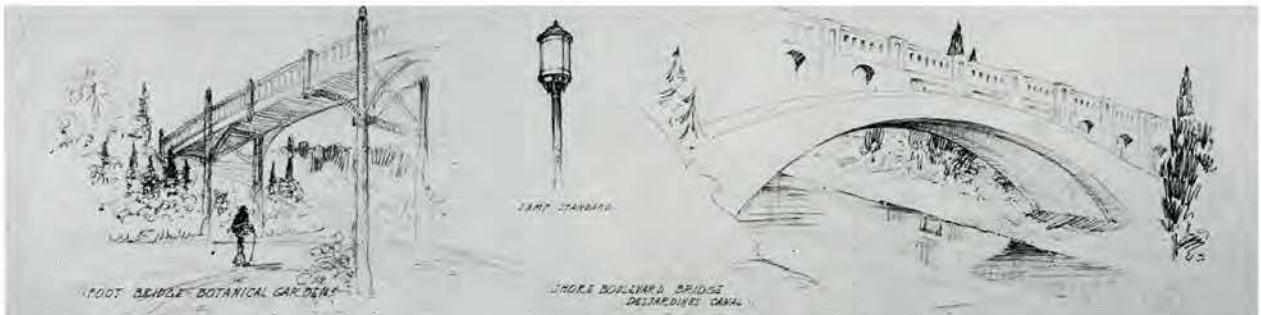
- Construct causeway boulevard bridge over canal.
- Grade causeway from bridge No. 5 to Ordnance Street to a width of 100 feet, 60%.
- Construct entrance gateway and obelisk, 50%.

*Third Period:*

- Complete entrance gateway and obelisk.
- Complete grading causeway boulevard, bridge No. 5 to Ordnance Street.
- Pave causeway boulevard, bridge No. 5 to Ordnance Street.
- Construct gasoline stations at Ordnance Street.
- Construct refreshment booth at Ordnance Street.

*Fourth Period:*

- Complete landscape work in section between bridges 3 and 4.
- Rough grade, shore boulevard, main entrance to subway.
- Top dress and plant botanical garden area.



Design submitted by Wilson, Bunnell & Borgstrom, consulting engineers and landscape architects; Harkness, Loudon & Hertzberg, engineers; and Earle Sheppard, architect  
*First Award*

Construct walks and paths, botanical garden area.  
 Construct park superintendent's house.  
 Construct garden pavilions, foot-bridge, pool and statuary, botanical gardens.  
 Complete paving causeway boulevard, main entrance to south end Dundurn Park.

*Fifth Period:*

Construct subway under railway for shore boulevard.  
 Final grading of area between bridge No. 5 and Ordnance Street.

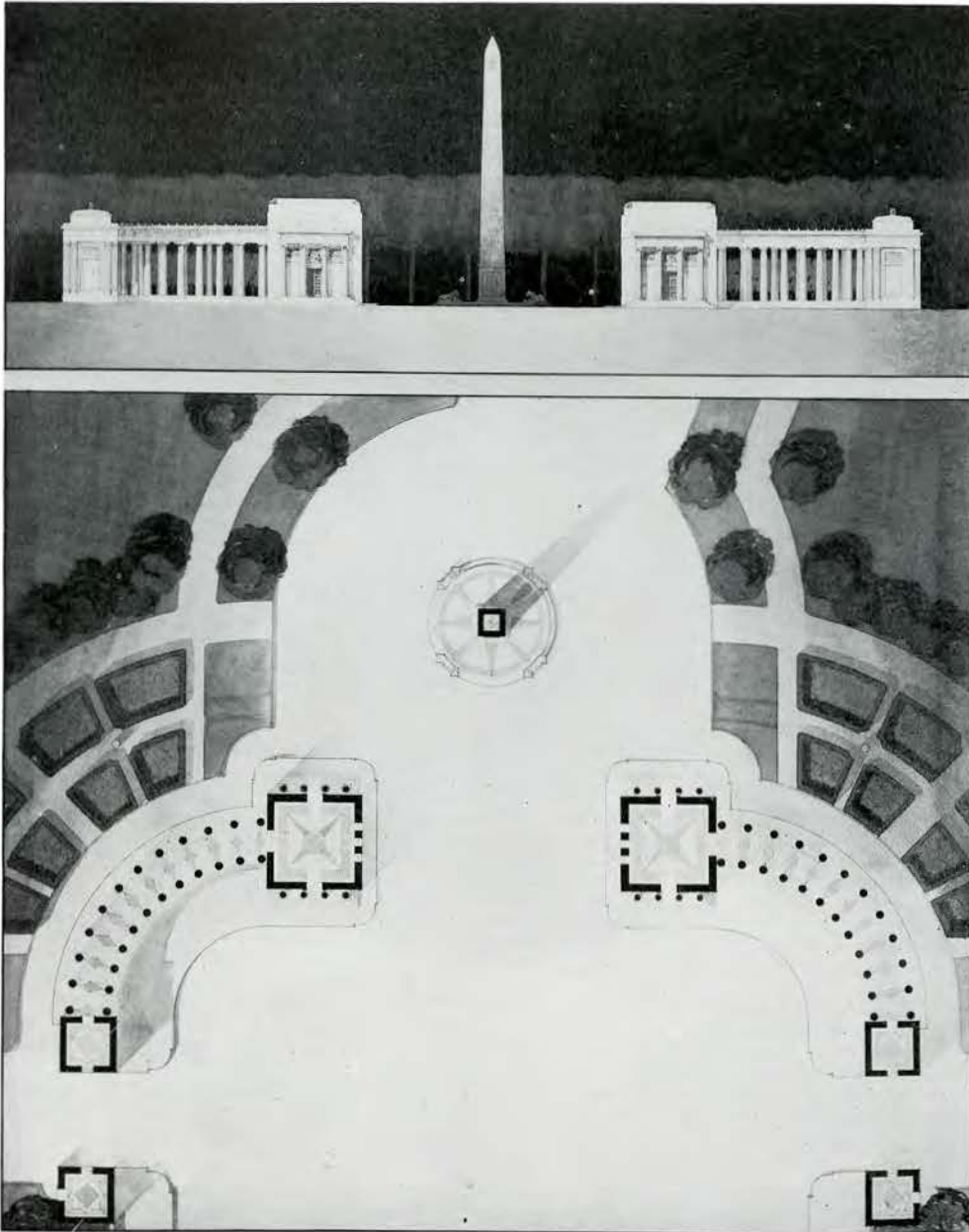
Construct walks from bridge No. 5 to canal and sidewalks along causeway boulevard from Ordnance Street to south limit.  
 Construct bandstand.  
 Construct balustrade grand terrace.

*Eighth Period:*

Top dress and plant area, bridge No. 5 to canal, 50%.  
 Construct conservatory, botanical gardens.

*Ninth Period:*

Construct pergola, causeway boulevard.



ENTRANCE GATEWAY AND OBELISK

Design submitted by Wilson, Bunnell & Borgstrom, consulting engineers and landscape architects; Harkness, Loudon & Hertzberg, engineers; and Earle Sheppard, architect

*First Award*

*Sixth Period:*

Prepare shore boulevard for paving.  
 Construct art museum.  
 Construct driveway to art museum.  
 Construct stables and implement buildings, parks department.  
 Erect flag pole at fort.

*Seventh Period:*

Pave shore boulevard.  
 Top dress and plant area bridge No. 5 to canal, 50%.  
 Construct gasoline station, shore boulevard.

Construct cemetery memorial.  
 Construct wading pool and bird shelter structures.  
 Construct restaurant pavilion.  
 Construct boathouse and dance hall.  
 Construct foot bridge, yacht pond.

*Tenth Period:*

Construct tunnel, zoological gardens.  
 Top dressing and planting, zoological gardens.  
 Construct paths, zoological gardens.  
 Construct administration building, zoological gardens.  
 Construct buildings, zoological gardens.



PLAN  
Design submitted by H. B. & L. A. Dunnington-Grubb, landscape architects, and W. A. Watson, architect—Second Award

DESCRIPTION OF DESIGN

It is needless to detail all the minor problems which confronted us in our study of the area.

*Major Problem*—The major problem was the question of material to create more land in the area between bridge No. 5 and Ordnance Street. The present restricted width of the plateau precluded any development of landscape value. The western slope along Cootes Paradise requires a large quantity of material in order to render it capable of satisfactory treatment. To overcome these two objections a lowered highway grade offered the solution.

From an examination of the present highway bridge over the canal and T., H. & B. railway it is evident that the bridge can be lowered to a degree which will permit the highway in turn to be lowered and still leave the clearance required by the Board of Railway Commissioners of Canada.

This change of grade will provide sufficient fill to widen the plateau to a point where landscape treatment could be made impressive and useful.

The present highway grade between bridge No. 5 and Ordnance Street is to all intents level. By using a descending grade of 1% from each of these points sufficient material is obtainable to carry out the development as shown. This is the only place where a change of highway grade has been made.

*The Causeway Boulevard*—The width adopted for the causeway boulevard through its entire length, with the exception of 1,400 feet at the south end is a 60-foot pavement between curbs with a 15-foot park strip and a 10-foot sidewalk on either side. The distance of 1,400 feet, above referred to, is laid out with two boulevards of 30 ft. in width between curbs, with a central park area of 20 ft. On the Hamilton Cemetery side adjoining the curb is a park strip of 10 feet with a 5-foot sidewalk. The park strip and sidewalk on the east side remains the same as the other part of the causeway boulevard. The reason for this double roadway is to take care of some very fine trees which are now along the east side of the present road. To eliminate the bad curve at the fort a double roadway has been built around it and this is made the northern terminus of the street-car system. From this point to the northerly end of the development we would suggest a motor-bus system be provided.

*The Shore Boulevard*—The extensive area lying between the causeway boulevard and Cootes Paradise is practically inaccessible unless a suitable grade can be obtained. Special study has been given this problem with a result that proper access has been provided and this large area is now available to pedestrian and automobile traffic by means of a shore boulevard. The grades of this boulevard were governed by certain requirements.

1. To provide a suitable grade for entrance to the rock garden.
2. To provide a suitable connection with the old Guelph road.
3. To maintain the same clearance over the Des Jardin's canal, as provided by the T., H. & B. bridge.
4. To give access to the area lying west of the zoological gardens.
5. To provide standard clearance over the T., H. & B. railway at Ordnance Street.

These requirements scattered along the entire length of the boulevard left little or no choice in the location of a grade, but when finally decided, the maximum grade used is 5%, which is an easy grade for the automobile of to-day and not too steep for pedestrians. The pavement is 30 feet wide, sufficient for three lines of traffic with an 8-foot sidewalk on the easterly side. At convenient places parking areas have been provided which will leave the boulevard clear. Starting at the entrance plaza a 5% descending grade is used to where connection is made to a level stretch of 125 feet in front of the rock garden. From this point there is a 4% descending grade to the subway underneath the C.N.R. and C.P.R. railways. Passing through the subway on a level grade the shore boulevard descends on a 2% grade to the junction of the old Guelph road. From here the grade is level to a point approximately opposite the Memorial Cemetery, when a 3% descending grade is used to the bridge crossing the canal. Thence on a 5% descending grade to the entrance of the area lying west of the zoological gardens. A 5% ascending grade from this point connects with the causeway boulevard.





Design submitted by H. B. & L. A. Dunnington-Grubb, landscape architects, and W. A. Watson, architect  
*Second Award*

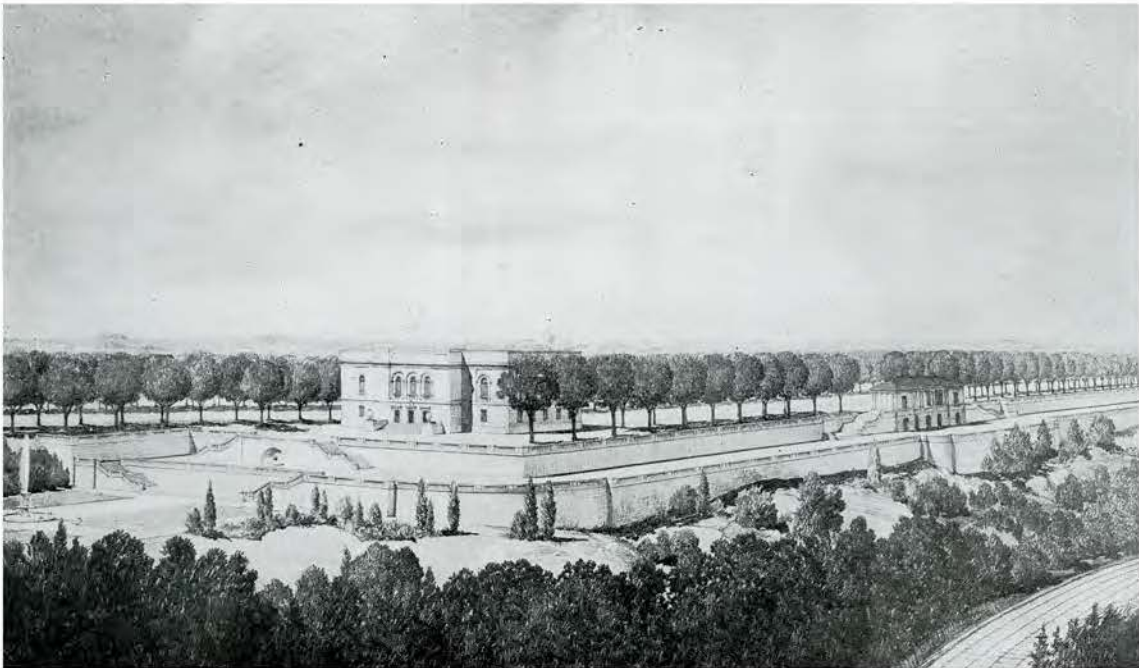
*Grading and Planting*—It is intended that all slopes within the entire development shall be graded and supplied with loam sufficient for mass planting. By the selection of trees and shrubs which thrive in soil of a gravelly nature a considerable saving in top dressing may be effected.

A general description of the main features embodied in this development follows (see plan No. 1):

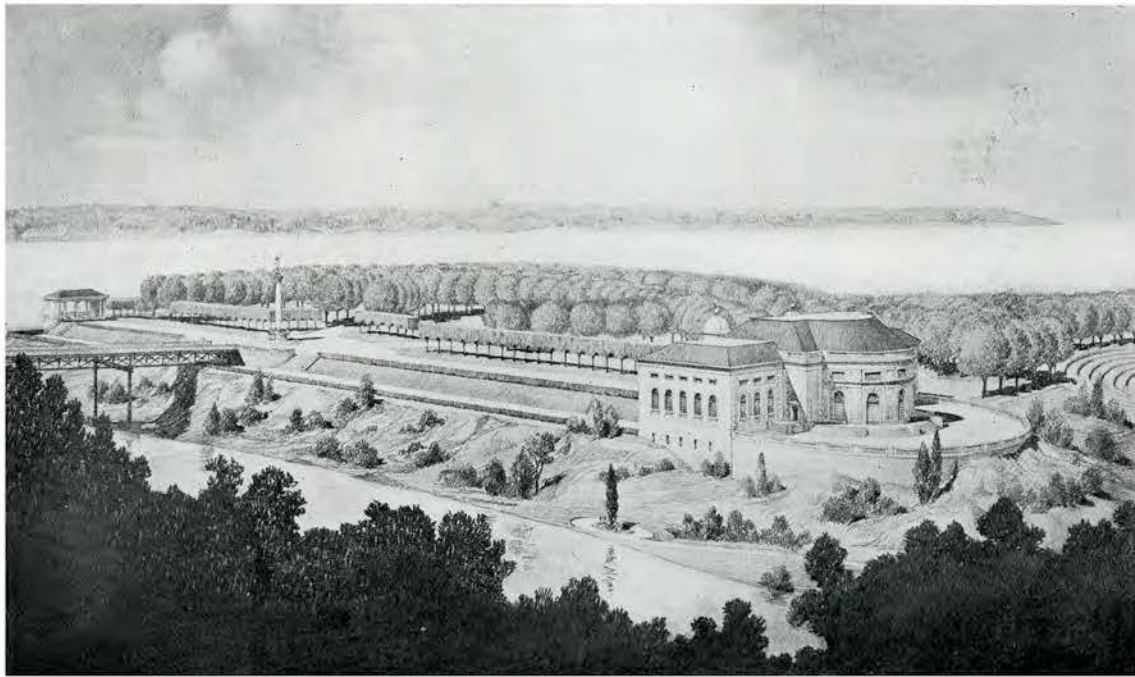
*Entrance Gateway*—An entrance gateway in our opinion should be situated at the extreme north-westerly end of the

development. The placing of a gateway in this location involved considerable study, mainly on account of the angle in the highway at this particular point.

The obelisk in our design, 71 feet 6 inches high, is placed at the angle mentioned and flooded with lights from the base and sending strong rays from lights placed inside the structure at the top, should present a striking landmark seen for many miles around. A bronze plate at its base is provided for inscription.



Design submitted by H. B. & L. A. Dunnington-Grubb, landscape architects, and W. A. Watson, architect  
*Second Award*



Design submitted by H. B. & L. A. Dunnington-Grubb, landscape architects, and W. A. Watson, architect  
*Second Award*

The entrance gateway is of a classic design and built of stone. The pylon on the east side provides accommodation for an office for the parks department, and on the west side for a publicity office for the city of Hamilton. On each side of the two roads leading east and west from the entrance plaza are comfort stations.

*Flower Gardens*—Inside the colonade on either side are flower gardens so designed and planted as to give color to the entrance. This will be further emphasized by a row of dark foliage trees immediately behind, forming a background for the flower garden and entrance gateway.

*Rock Garden*—The gravel pit near the north end of bridge No. 4 has been transformed into a rock garden with a pool in



Design submitted by H. B. & L. A. Dunnington-Grubb, landscape architects, and W. A. Watson, architect  
*Second Award*



## PLAN

Design submitted by John M. Lyle, architect—Third Award

the centre. In addition to flowers of ordinary garden variety, a selection of Canadian wild flowers would make an interesting and beautiful display. In the pool with its small island connected by two bridges would be grown aquatic plants, both native and foreign. The supply of water for the pool will be obtained from the water main along the causeway boulevard serving the various buildings, with an overflow draining into the lagoon to the west. Fronting on the shore boulevard a stone wall, connecting the two sides of the rock garden, forms an entrance from the boulevard. At this point the roadway has been widened 10 feet to provide parking space. Entering the rock garden from the causeway boulevard side a complete view of the garden is obtained from a balustraded look-out point which is built on an existing projection. From this point walks and steps provide access to the rest of the garden.

*Botanical Gardens*—The plateau between bridges Nos. 4 and 5 has been laid out for a botanical garden, with the rock garden already mentioned and a small plateau to the south considered as part of same. Many paths have been provided in this layout in order to give close public inspection. The conservatory, 238 feet long, is intended for the growing of palms and other tall plants, and also to serve as a show house for the display of other plants during their flowering season. To afford a view of the plants from above a lattice-type mezzanine promenade has been provided and to which access is obtained by stairs from the central portion of the conservatory.

Directly in front of the conservatory and on its main axis is a long pool, provided with fountain jets and with statuarities placed in the nooks on either side.

Immediately opposite and across the causeway boulevard is the residence and office of the superintendent of parks and, behind this building, heavily screened with trees and shrubs, are the yard and implement buildings.

On the east side of the garden facing the bay are three garden pavilions, the centre one of which is at the easterly end of an ornamental wooden bridge, which provides access to the triangular-shaped plateau separated from the main gardens by the road leading to Woodlawn Cemetery. The connection of this road with the causeway boulevard has been diverted to the north side of bridge No. 5 and the old wooden bridge at present in use crossing the railway has been abandoned.

*Red Bank Station*—The possibilities of visitors from out of town patronizing the activities of this development suggests that Red Bank station be enlarged to handle such traffic, and that suitable connection be made from the station to the shore boulevard.

*Subway*—The subway under the railway at Red Bank station is of concrete construction provided with a 30-foot pavement and one 5-foot sidewalk on the east side, and a clear head room of 14 feet.

*Valley Inn*—The site of the present Valley Inn could be maintained for an inn of a modern design.

*Bird Pond and Children's Wading Pool*—The basin lying between the shore boulevard and the railway is divided into two pools, one of which is used for birds, native and foreign, and the other as a wading pool for children. The wading pool is provided with an island connected by two small rustic bridges. In the bird pond provision is made for shelter for the birds.

*Automobile Parking*—The area lying to the north of the old Guelph road, and immediately west of the shore boulevard, is suggested as an overflow parking area.

*Gasoline Station*—In connection with the above parking area a gasoline station is provided at the junction of the old Guelph road and the new shore boulevard.

*Children's Shelter*—South of the children's wading pool is situated a shelter with dressing rooms and lavatories.

*Restaurant and Pavilion*—The design of this pavilion is along Italian lines. This type was suggested on account of its location on the hillside. It is surrounded by a wide balustraded terrace, from which a view can be had of the many activities in this vicinity. Below the terrace provision has been made for refreshment concessions. Access to the pavilion from the causeway boulevard is obtained by a series of steps and landings descending the long slope which has been treated in a naturalistic manner by group planting of trees and shrubs. This slope could be very well utilized as a picnic ground as the angles are but 16 degrees from the horizontal. Walks are provided along the hillside connecting with the subway to the northwest and Grand Terrace to the south.

*General Playground*—To the south of the restaurant is situated a field which is intended to be used as a general playground for summer and winter sports. The slope from the causeway boulevard would provide a suitable location for toboggan slides and ski runs.

*Boat House and Dance Pavilion*—Situated to the west of the general playground is a building accommodating a dance pavilion on the boulevard level and a boat house on the shore level. A limited automobile parking space is available in front of this building.

*Model Yacht Pond*—To the south of the dance pavilion provision has been made for the sailing of model yachts. A path around the entire pond, with a small bridge crossing the inlet, provides the necessary accessibility in the handling of the sailing models.

*Memorial Cemetery*—Complying with the request of the board of park management the cemetery side has been retained, with the exception of a light surface grading and layout of walks, with a suggested central point for suitable memorial. The revised grade of the causeway boulevard as adopted in this development makes the cemetery practically the same level at this point.

*Pergola*—On account of the peculiar shape of the area between bridge No. 5 and the Des Jardins canal bridge the layout has been confined to a formal parkway with gardens at intervals, which create points of interest along the avenue. On the east side of the main cross axis, and opposite the memorial cemetery, a pergola is located at the extreme edge of the bank which overlooks Hamilton Bay.

*Grand Terrace and Bandstand*—Descending from the causeway boulevard approximately 30 feet by a series of steps and landings we reach a level plateau to be known as the Grand Terrace, the size of which is approximately 1,100 feet long by an average width of 150 feet.

Around the limits of this terrace is a promenade with a low protecting balustrade on the westerly and southerly sides. In the centre is a semi-circular shaped bandstand facing the terrace which can also be used as a public platform. The main thought in the creation of this grand terrace was prompted by the anticipation that in the near future the marsh stretching towards Dundas will be used for aviation purposes, and the terrace would provide a vantage point from which to view these activities.

Steps on each side of the bandstand connect the Grand Terrace with the shore boulevard, which, at this point, has been widened 20 feet. At the south end of the terrace a walk, passing under the causeway boulevard bridge over the canal, ascends the slope on the east side and connects with the causeway boulevard.

*Wild Bird Feeding Grounds*—The area along the shore south of the Des Jardins canal and west of the shore boulevard is set aside as a feeding ground for wild birds in connection with the government bird sanctuary.

*Picnic Park*—Between the shore boulevard and the T. H. & B. railway is a picnic park. Connection to the wild bird feeding ground is by means of a pathway under the shore boulevard bridge crossing the canal, and to the zoological gardens by a concrete subway under the railway.

*Zoological Gardens*—The zoological gardens occupy the low area between the causeway boulevard, Hamilton Cemetery and the T. H. & B. railway. The banks surrounding this area have been used for dens for cave-dwelling animals, and in the centre two long buildings are provided for animals requiring heated quarters. From a path along the slopes and behind the dens the public can view the animals from above. This path connects with the causeway and shore boulevards by series of steps and landings.

*Administration Building, Zoological Gardens*—The administration building for the zoological gardens is situated at the junction of the causeway and shore boulevards.

*Refreshment Booth*—Directly across the causeway boulevard from the zoological administration building is a pavilion for light refreshments. Necessary parking space is provided in this connection.

*Gasoline Stations*—At the two remaining corners of the intersection of the causeway and shore boulevards are situated two gasoline stations which provide automobile service to traffic on both boulevards. In the treatment of these station layouts the entrance is made by means of a passage-way into a screened courtyard.

*Art Museum*—An art museum is situated in a vista along the top of the bank approximately 500 feet northwest of Dundurn Castle, having a heavy background of existing trees. A semi-circular driveway, 20 feet in width, provides access from the causeway boulevard and connection is also made with the present roadway system of Dundurn Park, which, in a general way, is left unchanged.

*Dundurn Castle*—Dundurn Castle has been left in its present state, but the animal buildings and stables have been removed, as it was considered they were in an unsuitable location from an aesthetic point of view and also, as previously pointed out, more convenient and suitable sites have been created elsewhere.

*Flag Pole*—A flag pole has been placed at the extreme north end of the island on which the fort is located and is of a height that can be seen from a long distance.

#### CONCLUSION

The foregoing description is necessarily limited in matters of detail, but read in conjunction with the several plans it can readily be seen that the suggested development is complete in its scope and, when carried to a conclusion, will provide the city of Hamilton with an entrance useful, dignified and beautiful.

#### *Description of scheme submitted by H. B. and L. A. Dunnington-Grubb, and W. A. Watson*

A careful consideration of the conditions of the competition as issued by the promoters, and an exhaustive study of the site together with the surveys and photographs relative to it, have convinced the competitors that the fundamental problem is the designing of a monumental approach expressing the ideal of an entrance to a modern city of a population expected to reach half a million within the next few decades.

The city of Hamilton is fortunate in possessing so unique a natural causeway as its only means of approach from the north and south. As an opportunity for civic development and beautification, it probably has no equal on the American continent, and if carried out on comprehensive lines, should prove, not merely a local, but a national asset since it will embrace a portion of the most-travelled tourist highway in the Dominion.

The conception of a monumental entrance, no matter what form it may take, demands of necessity a long straight approach not only for those entering the city, but also for those leaving the city. Entering the area to be planned at bridge "B" at the north end the first section proceeding south is not naturally adapted to the location of such an entrance, on account of the curving nature of the highway which precludes the possibility of straight approaches. From bridge "A," however, to the southerly limit of the cemetery a highway can be designed in two straight lines intersecting one another at a point more or less central between the above-mentioned limits, viz., at the northeast corner of the cemetery. In our opinion, this is the place for the entrance, as it can be given a long straight approach from each direction.

Few modern cities are favoured with the natural facilities for the development of such an entrance. Still fewer have made any attempt at the handling of such a problem. It is difficult to find any prototype in the modern world which might be referred to as an example. In the ancient and mediaeval world the arch was universally adopted not only as the symbolic, but as the actual entrance. The demands of modern traffic preclude the arch as an entrance.



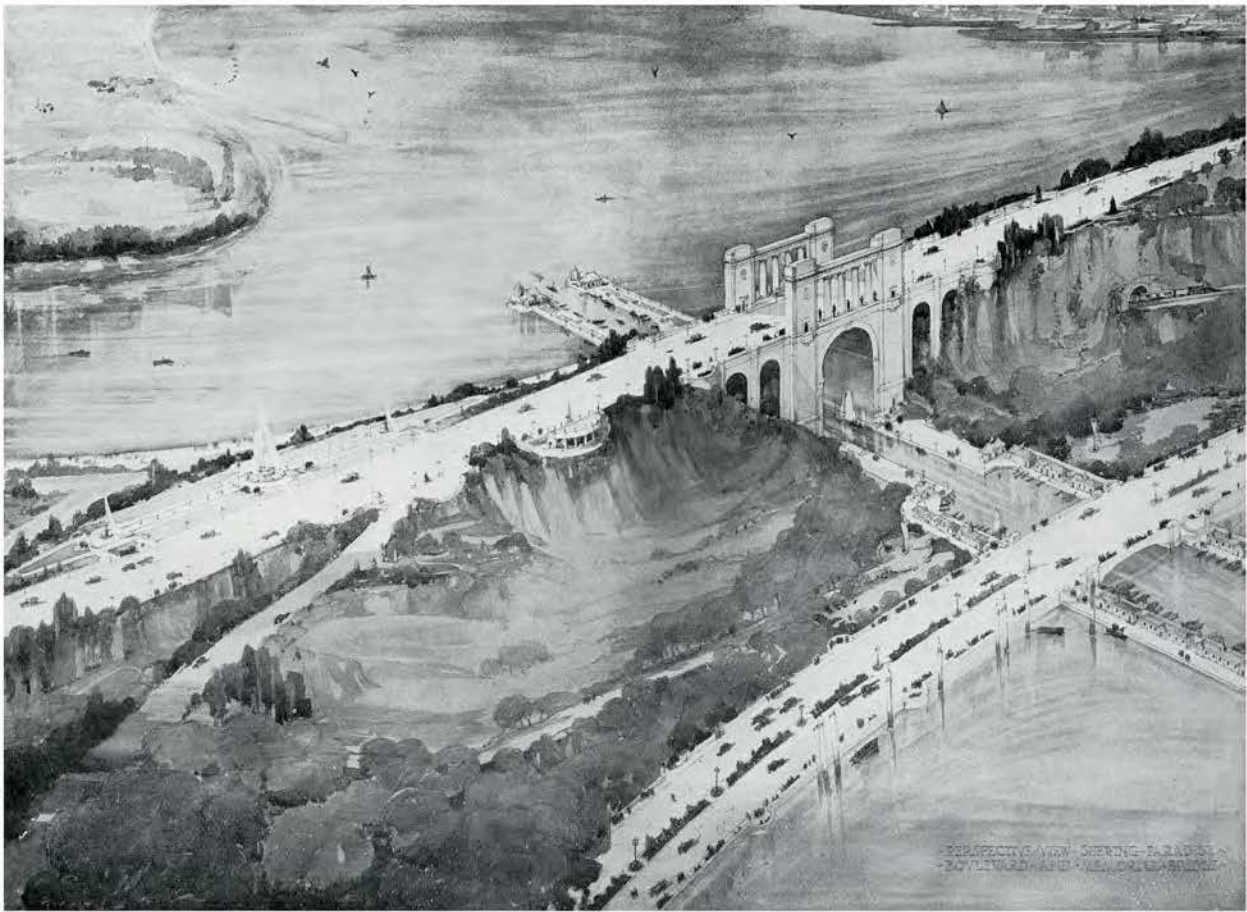
Design submitted by John M. Lyle, architect  
*Third Award*

In the symbolic sense it is used as at the Place l'Etoile in Paris, but necessitates a very definite obstruction to traffic, which would be quite objectionable in the present case. We suggest pylons erected on either side of the highway.

That part of our plan which deals with the highway may be said to divide itself up into two distinct sections, joining one another at the point where the stone crusher now stands, a short distance north of the bridge over the Des Jardins



Design submitted by John M. Lyle, architect  
*Third Award*

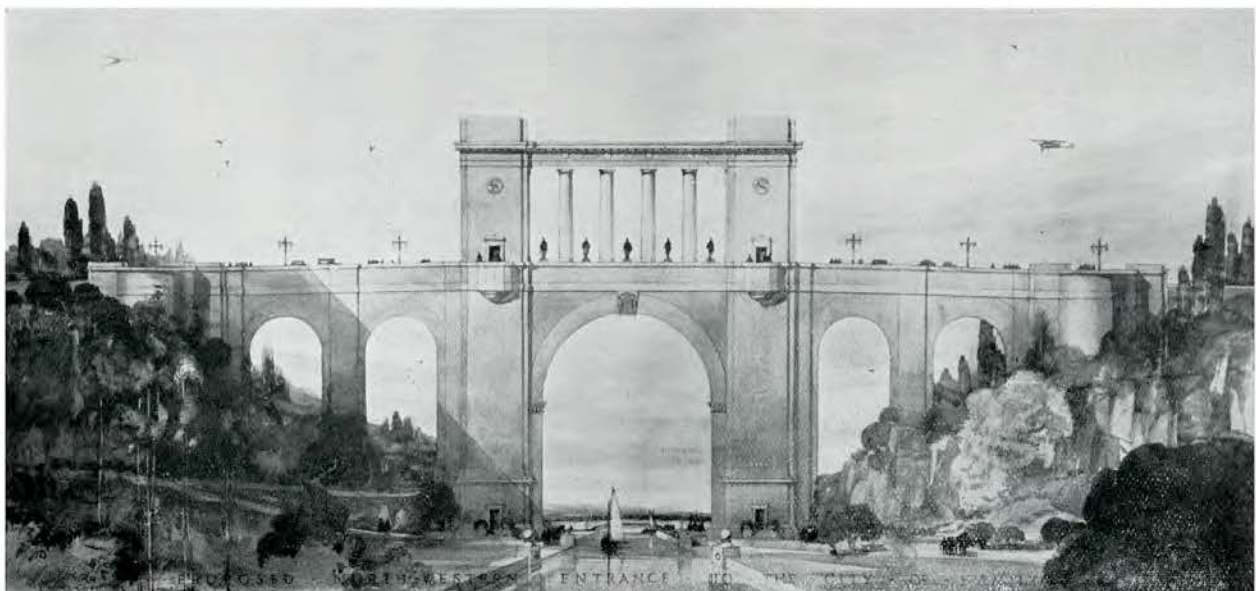


Design submitted by John M. Lyle, architect  
*Third Award*

canal. From this point south, the planning may be described as monumental and from the same point north as modern park design.

Dealing in the first place with the monumental section, the natural projection on which the stone crusher stands forms an excellent site for an outlook which, developed on

each side of the highway, gives an opportunity for the commencement of monumental planning. Connected by heavy balustrade across the new Des Jardins canal bridge to the pylons, the highway then breaks off at a new angle into the "Mall," running parallel with the top of the bank, and giving an opportunity for formal promenade terraces which would



BRIDGE OVER DES JARDINS CANAL  
Design submitted by John M. Lyle, architect  
*Third Award*

become as celebrated and popular as the famous Dufferin Terrace at Quebec. As a southerly focal point for "The Mall," we suggest an art gallery, a building of which the city of Hamilton has long felt the need. Breaking away from the art gallery to the "circus," at a new angle the highway then forks to right and left, the westerly branch leading to London and Windsor and the easterly to Hamilton and the Falls.

A suggestion has been included for the treatment of Dundurn Park laid out as public gardens surrounding Dundurn Castle, and connected up with the art gallery by a central fountain in a sunken Italian garden. The conception of these gardens is based upon the design of the new gardens at Aston Manor, now the property of the city of Birmingham, England.

The northerly section of the highway has been designed in a much freer and less expensive a style. Starting at the northerly boundary (bridge "B") a suggestion of formal design has been thought advisable in order to give the scheme a suitable start. It is suggested that double terraces should be constructed on the southerly bank of the canal at this point facing north. This section of the park is particularly suited to rather intensive development, as it is quite free from the smoke and noise of trains and the ravine is unusually beautiful. The westerly end of the terraces would be closed by a large park pavilion for dancing and refreshments and the northerly end by a shelter. The gravel pit on this property suggests the possibility of an outdoor theatre for band concerts, and the whole park, with the rather high intensive type of ornamental gardening suggested, should prove a great attraction to large crowds of visitors, both local and transient. The facilities provided for the handling of parking and traffic should be particularly noted in this park. An attempt has been made to provide subway communication under the highway at each end for pedestrian traffic.

Moving further south the placing of gasoline stations on each side of the highway should be noted. The sites chosen are so surrounded by railways and smoke that they would be of little use for any other purpose.

Although considerable grading is contemplated in this northerly section of the highway scheme, the development is, on the whole, of an economical type. No balustrade is called for and effects are chiefly sought by means of formal tree planting, informal shrubbery and level graded lawns.

*The Highway*—Some reference must be made to the alterations proposed as to the location of the highway. It would seem fairly obvious that formal or monumental planning is extremely difficult, if not impossible, if the existing pavement is to be maintained. In the accompanying plans the highway has been entirely changed in two places. (1) At the northerly entrance to the property at bridge three. (2) Between the Hamilton Cemetery and Harvey Park, through which it is suggested that the altered highway should run. We wish most emphatically to point out that neither of these alterations are fundamental to the principles of the design embodied in our plans. They must be regarded, merely, as very desirable improvements. At bridge three the planning would not be radically changed if the pavement had to remain as at present. Through Harvey Park, the proposed new highway, instead of being a pavement designed for automobile traffic, might be designed as a lawn flanked by walks and double rows of trees on each side. If such a scheme were adopted the design might remain almost unaltered and the existing highway be maintained in its present location.

The outlying areas in the design seem to call for little in the way of explanation. It is suggested that they be made accessible by means of roads, walks, terraces, etc., mostly of an informal character. Planting, shelters, lawns, etc., are all clearly indicated on the plans. No grades are suggested for roadways steeper than  $7\frac{1}{2}\%$ , and grading has been reduced to the minimum.

In conclusion, we think to point out the economic aspects of the scheme. In our opinion, the expenditure involved would be quite trifling compared with the increase in revenue accruing from the improved trade conditions which would be the direct result of such civic beautification, combined with excellent transportation facilities. These latter constitute an outstanding and far-reaching advertising medium unobtainable in any other way known to modern trading science.

#### *Description of scheme submitted by John M. Lyle.*

As we understand the purport of this competition, it is to obtain a scheme which can be developed from year to year over a long period. The spectacular possibilities of the causeway development and the adjacent lands and water

lots offer a unique opportunity for a bold and comprehensive scheme. It is, therefore, in this spirit that we have approached the problem.

We consider it vital that the highway across the causeway should be 86 feet wide to provide for future traffic conditions. We also consider it important that there should be a lower road developed to connect with the highway and the Guelph road on the west and with the southwestern area of Hamilton. The road down to the Valley Inn we have changed so as to afford easy gradients. We think these last two secondary developments important, as offering relief for possible congestion. Generally speaking, we have not attempted to alter the grades or contour lines of the highway across the causeway, but have rather attempted to develop the lands adjacent to the highway, fitting these developments to the existing contours.

You will note that we have not suggested any shade tree plantation along the highway proper on the causeway, rather depending for our interest on the natural growth or plantations on the sides of the banks—this in order that the view in both directions will not be obstructed.

#### GENERAL DESCRIPTION OF SCHEME

Beginning at the northwestern end of the development, we have shown the present bridges to remain and other new bridges to be placed beside them to double the traffic movement. On the axis of the highway is centred a French flower mosaic, on the left of this motif is placed an open-air bandstand sheltered by a tree plantation—on the right is placed a tea room overlooking a lily pond in a natural depression; adjoining this tea room is a rose garden and parking area.

You will note that we have provided a large gasoline station in the parking area adjoining the tea pavilion. We feel that this main gasoline station should not be on the highway proper, but off it, yet accessible in order that there should not be any congestion of motor travel, and also that the scenic beauty of the gardens along the causeway should be preserved. We have also suggested small gasoline stations in the parking areas on the lower levels.

The next development is to the left of the highway, and is in the form of an open and closed zoo—together with an open and enclosed aquarium.

In the focal point formed by the junction of the highway and the old Valley Inn road, is placed a clock tower and carillon, having in its upper sections provision for searchlights and revolving aeroplane beacon lights. As travel by aeroplane is sure to be an important factor in the future we think this tower lends itself to such an installation. We also think this site for a carillon is a particularly happy one.

Continuing along the highway we have suggested a water garden development on the left. The play of water against the skyline and the setting—in a formal plantation—should be an effective foil to the highway alignment and to the more architecturalized features of the pavilion and the bridge.

On the left we take advantage of the projecting knoll to place a pavilion, affording a fine panorama of the lower promenade, boulevard and the Dundas valley. The memorial bridge spanning the Des Jardins canal we have treated in a new manner—having in mind the importance of emphasizing this bridge on the highway level we have thrown across a decorative colonnade between pylons—with statues of leading Canadians as accents. This colonnade will give a fine architectural effect when seen from the highway and will be a particularly striking feature when viewed from the bay or from the lower levels towards the south. It is also suggestive in its architectural treatment of a gateway to the city.

You will note that we have suggested that the T. H. & B. railway bridge, which crosses the present bridge diagonally at a lower level, be done away with and a new line of track laid out crossing the canal parallel and adjoining the present C.N.R. tracks, then crossing to the south through a new short tunnel and along its present route to the city. We consider this change of the greatest importance, as it would consolidate the railway crossings at the canal and make it possible to design a bridge on a monumental scale without having its architectural value lessened by a purely utilitarian bridge set at an impossible angle.

Continuing eastward we have suggested a formal garden and fountain development parallel to the highway along its northern boundary. Harvey Park and Dundurn Park we leave practically as they are, with this exception—that we divide the highway at the site of the old fort, so affording relief from the present bad traffic conditions at this point. By developing a proper architectural setting for one of the historic buildings of Hamilton we mark the importance of an almost unknown spot. On the intersection of the new highway axis and of Dundurn Street, we have suggested an

important site for a symbolical and historical sculptural group. And again, on the secondary axis of the highway to the south, by easing the approach to Dundurn Street, we gain a focal point of importance.

The entrance to Dundurn Park we would move from the corner where it now is to a point opposite the axial line of Davenport Street.

Up to the present there has been no effort on the part of our municipalities (with the exception of the Sunnyside development) to take advantage of the great assets we possess in our lakes and bays. In planning a water gate and basin, with the adjoining boulevards and promenades, we have provided at once for the boat and canoe enthusiast and given a setting offering great landscape possibilities, and at the same time affording a secondary means of travel movement.

On the bay side, we propose to clean up the unsightly lay and to fill in the block just beyond the Valley Inn. The new land thus formed will be utilized for a parking area, gardens and tea pavilion. This area to be tied to the central water gate motif by a wide promenade lined by a plantation

of flowering shrubs and bloom.

The water gate has pavilions and bandstands, promenade walks, flower gardens and seats—landing stages are provided to facilitate travel by water. The gay aspect of this water gate, with its movement of life and colour, particularly at night, with the beautiful bay and inlet as a background, should make a scene of great beauty from the highway.

Passing through the water gate along the canal to the water basin we come to the boat houses and shooting boxes—these all providing a revenue and facilities for summer and autumn sport.

Sweeping across the northern end of Cootes Paradise, we have suggested a wide boulevard and promenade—connecting Paradise Road and Hamilton on the east with the Guelph road and highway on the west. If the northern end of Cootes Paradise were dredged a beautiful setting would be afforded for the whole causeway development, and with McMaster University in the distance, a complete change in the aspect would obtain. It would be possible without great expense to form two or three islands in this area, which would give an added beauty to the water development.

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## Activities of the Institute

**A** MEETING of the executive committee of the council of the Royal Architectural Institute of Canada was held at the Arts and Letters Club, Toronto, Ont., on Saturday, March 31st, 1928, at 10.00 a.m. Those present were: J. P. Hynes, W. L. Somerville, Gordon M. West, J. H. Craig, and the president, Mr. J. P. Hynes, was in the chair.

*Reading of Minutes:* In the absence of the honorary secretary, Mr. I. Markus, editor of THE JOURNAL, acted as secretary. The minutes of the meeting of the executive committee of the council held in Toronto on January 14th, 1928, were read and adopted. The minutes of the meeting of the 1927 council held in Ottawa on February 17th and also the minutes of the meeting of the 1928 council held in Ottawa on February 18th were read, and, as the name of J. H. Craig had been omitted from the executive committee in the minutes of the council meeting of February 18th, the correction was made and the minutes of both meetings were then adopted.

*Standard Form of Contract:* The president reported that the new standard contract forms issued by the Canadian Construction Association, namely: (a) for a stipulated sum, (b) cost plus percentage or fixed fee, (c) between contractor and sub-contractor, have been sent to the provincial associations with a request to examine these forms and advise the Institute whether or not they meet with their approval. The president also reported that he had appointed a special committee, composed of Messrs. A. Frank Wickson and H. E. Moore, to examine the contract forms and report to the executive as early as possible.

*Correspondence from the R.I.B.A.:* A letter was read from the Board of Architectural Education of the R.I.B.A., announcing prizes and student-ships in 1928-1929.

A letter was also read from the secretary requesting notices from the allied societies for publication in the R.I.B.A. JOURNAL, also advising

that members of an allied society, although not members of the R.I.B.A., could obtain the R.I.B.A. JOURNAL, post free, at a reduced subscription of 12/- per year. It was decided to publish a notice in the issue with reference to subscriptions to the R.I.B.A. JOURNAL and that a marked copy of THE JOURNAL in which the notice appears be sent to the secretary of the R.I.B.A.

*Resolution Respecting Architects in the Employ of the Federal Government:* A letter to the honorary secretary, Mr. Alcide Chaussé, from B. Evan Parry, honorary secretary-treasurer of the Architects' Club of Ottawa, was read asking whether or not the resolution passed at the general annual meeting pertaining to the memorial had been sent to the local press. The honorary secretary advised that a copy of this resolution, which appeared on page 91 of the March issue of THE JOURNAL, was sent to the Secretary of State at Ottawa, the Ottawa Journal and the Ottawa Citizen.

*Report of the President re Deputation to the Government:* The president reported that the special committee appointed by the Institute at its annual meeting had examined the plans of the new Government Departmental Buildings to be erected at Ottawa, as a result of which some correspondence had passed between himself and the Department of Public Works. He also reported that he had had an interview with the Honorable Mr. Elliott in Ottawa. It was decided to publish the correspondence in THE JOURNAL, provided a majority of the special committee did not object. This correspondence appears on page 147 in this issue.

*Appointment of an Executive Secretary:* As a result of the resolution passed at the annual meeting instructing the executive committee to appoint an executive secretary, it was resolved that Mr. I. Markus be appointed to that office, his duties to commence immediately, and that he receive an honorarium of \$500.00 per year. The president was also requested to communicate with the



P.Q.A.A. in the matter of adjusting the payments made to them on account of rent and secretarial services.

*Appointment of an R.A.I.C. Examining Board:* The resolution passed at the annual meeting providing for the appointment of an examining board was thoroughly discussed by the executive, as a result of which the following resolution was passed:

PREAMBLE

Recognizing that a large number of men come into the practice of architecture without having university training, the Royal Architectural Institute of Canada is establishing an examining board which will give such persons an opportunity of taking examinations equal in their requirements to those of the architectural courses in Canadian universities. This will establish an educational basis for the admission of members to the Provincial associations and thus overcome the present difficulty of fixing an equitable basis for admission to these associations.

THE EXAMINING BOARD

The following members constitute the examining board: Chairman, Professor Beaugrand-Champagne, Ecole Des Beaux Arts, Montreal; Professor C. H. C. Wright, University of Toronto; Professor Ramsay Traquair, McGill University, Montreal; Professor A. A. Stoughton, University of Manitoba, Winnipeg; W. S. Maxwell, Montreal; John M. Lyle, Toronto.

DUTIES OF THE BOARD

The duties of the board of examiners shall be as follows:

1. To formulate a scheme for the purpose of holding examinations and to tender the services of this board to the Provincial associations.
2. To prepare papers and arrange for the conduct of these examinations when requested by a Provincial association.
3. To examine papers and drawings and make awards.
4. To issue certificates to those who qualify through these examinations.

5. To set such fees for examinations as to defray expenses incurred by this Board.
6. To make interim reports to the executive committee so that the members of the Institute can be kept informed.

*The Beaverbrook Competition:* The executive was informed of a competition for a students' residence at the University of New Brunswick in Fredericton, N.B., to be presented by Lord Beaverbrook. As the competition was not according to recognized procedure, it was resolved that a letter respecting the matter be drafted by the president to be sent to Dr. Murray MacLaren of the University and that a copy of this letter also be sent to the Maritime Association of Architects.

*Winnipeg War Memorial:* In the matter of the award made in the competition for the Winnipeg war memorial, which was referred by the annual meeting to the executive for such action as may be found advisable, it was resolved that a letter be sent to the war memorial committee regretting that this committee should have rejected the unanimous award of the assessors, and that this was particularly regrettable on account of a similar action having been taken in a previous competition held by them. It was also decided to send copies of this letter to the Winnipeg newspapers and to the Ontario Society of Artists who requested the Institute to take some action in the matter.

*Creation of Fellowships in the Institute:* The matter of fellowships, which was referred to the executive committee with power to draft an additional clause in the charter if found necessary, was discussed and the president was requested to consult a solicitor regarding the matter and to report at the next executive meeting.

*Adjournment:* As the business of the meeting was not complete, it was decided to adjourn the meeting until Saturday, April 7th, when the executive would again meet at the Arts and Letters Club, Toronto, at 10.00 a.m.

## The International Housing and Town Planning Congress

The International Housing and Town Planning Congress will be held in Paris (France) from July 2nd, to July 8th, 1928. It is in response to the kind invitations of the city of Paris and the general council of the department of the Seine, supported by the French housing and town planning organizations affiliated to the French section of the International Federation for Housing and Town Planning, that it was decided to hold the congress in the Palais de la Sorbonne, Paris, on the above mentioned dates. The opening of the congress will be attended by His Excellency the President of the French Republic, attended by the Ministers of State. The principal subjects for discussion will be housing, building costs, rural housing, housing for the very poor, town planning, mass and density of buildings in relation to open spaces and traffic facilities, legal and practical difficulties in carrying

out town and regional plans. The exhibition dealing with housing, town planning and social welfare, will be under the direction of M. Paul Strauss, formerly the French minister of health. It will contain a selected international housing and town planning section organized by the federation. The congress fees are as follows: Delegates £1 (124 francs); ladies accompanying delegates 10/- (62 francs). Congress papers will be sent to delegates so that they may read them before going to Paris; a final report will be sent after the Congress. Delegates will be entitled to enter the exhibition free. All enquiries pertaining to the congress to be sent to Mr. H. Chapman, organizing secretary, International Federation for Housing and Town Planning, No. 29, Rue de Sévigné, Paris (IIIe,) France.

## Correspondence Arising from the R.A.I.C. Memorial to the Government

EDITOR'S NOTE—Following a visit of the special committee from the Institute to the office of the Chief Architect for the purpose of examining the plans for the departmental buildings at Ottawa, the president arranged an interview with the Minister of Public Works, as a result of which the following correspondence has taken place:

Toronto, Ont.  
March 10th, 1928.

Mr. T. W. Fuller,  
Chief Architect,  
Department of Public Works,  
Ottawa.

February 23rd., 1928

Hon. John C. Elliott, K.C.  
Minister of Public Works, Ottawa, Ont.  
Dear Mr. Elliott:

Taking advantage of your invitation to inspect the drawings prepared for the Government's Departmental Buildings in Ottawa, Professor Wright of Toronto, Professor Traquair of McGill, and Professor Beaugrand-Champagne of the Ecole des Beaux-Arts of Montreal, Mr. Wickson of Toronto, Mr. Maxwell of Montreal and the writer inspected these plans Saturday afternoon last, when they were graciously received by Mr. Fuller and Mr. Hunter.

I find it difficult to commit to writing what would satisfactorily express the result of our inspection, and would therefore take it as a favor if I might have a short interview with you on this matter. Senator MacGuire tells me that you might be available in Toronto as you frequently pass through to London for the week-end. If this is not possible, I would appreciate an appointment with you early in the week in Ottawa.

I cannot close this letter without expressing to you again, as I tried to at the time of the deputation, the very deep appreciation of the members of the Institute for the very splendid way in which you received the deputation and encouraged it in the matters that it has so deeply at heart.

Trusting that the appointment I ask for may not be long deferred, I remain,

Very truly yours,  
(Signed) J. P. HYNES, *President.*

OFFICE OF THE MINISTER OF PUBLIC WORKS  
OTTAWA

February 29th, 1928

Dear Mr. Hynes:

Your letter of the 23rd instant received, contents of which have been carefully noted.

If Tuesday March 6th would be convenient to you I should be pleased indeed to see you in Ottawa on that day.

Yours sincerely,  
(Signed) J. C. ELLIOTT.

J. P. Hynes Esq.,  
President Royal Architectural Institute,  
73 King Street West, Toronto, Ont.

Toronto, Ont.

Hon. J. C. Elliott, March 2nd., 1928  
Minister of Public Works, Ottawa, Ont.

Dear Sir:

I thank you for your favor of the 29th ult., and will be in Ottawa on Tuesday next, the 6th inst. I would appreciate it if you would write me at the Chateau Laurier, at what time on that day I may call upon you.

Yours truly  
(Signed) J. P. HYNES.

Dear Mr. Fuller:

For our mutual understanding I am reviewing here the conversation which the Hon. Mr. Elliott, Mr. Hunter, yourself and I had in Mr. Elliott's rooms in the Parliament Buildings on the morning of the 6th inst., in regard to the proposed departmental office buildings, Wellington Street, Ottawa, for the Dominion Government.

My statement was that Wellington Street and the Mall were not wide enough for a proper setting of the proposed buildings.

That the direction of those thoroughfares was too nearly east and west to permit of proper lighting of the buildings when their frontages paralleled the thoroughfares.

That the position of the Mall was so close to Wellington Street that the sites for the buildings were exactly city blocks of the much condemned gridiron type.

That as a result of this the buildings had been planned with courts, some of which were open only toward the north.

That the property provided ample space for a park in which the buildings could be set in such a manner as to obtain the maximum of sunlight and air.

That courts should be avoided but if used, should be of adequate width and open to the south.

Mr. Hunter asked what I had to say to the fact that many men highly qualified to express an opinion had endorsed the plot plan and commended the Mall. My answer was that opinions, no matter from whom, were of little value when facts demonstrated the contrary.

These facts are the too close proximity of parallel thoroughfares running in an undesirable direction which forces the sites into size and position detrimental to the planning of the buildings for their purpose. These undesirable conditions are not forced by the natural conditions of the property but by the arbitrary adoption of a plan for it which places a Mall in such a position as to reduce the sites to city blocks instead of open park areas.

Where park area is available, as in this instance, it is not justifiable to adopt as models, buildings planned for high cost central real estate in large cities where purely economic conditions sacrifice the considerations of sunlight, air and health.

As the natural conditions of this property afford every opportunity to plan buildings with a maximum of sunlight and air without any sacrifice of economy the present plan should be abandoned and a study made to obtain the conditions outlined above.

When the architectural design of the exterior of these buildings was mentioned, I stated that we were not offering any criticism further than to raise the question of the suitability of "The

Chateau" being taken as the type for modern buildings of purely economic requirements.

May I say that I feel the foregoing has justified the statements in the Institute's memorandum to the Premier and may I add, does it not indicate that you would be quite at home in the Institute?

It is incumbent on me to make it clear to the members of the Institute, through its JOURNAL, that the committee which saw the plans for these buildings did not endorse them and also to state the reasons for not doing so.

The columns of the JOURNAL will be at the disposal of the Minister or yourself to reply if you so desire.

I feel that I should also write the Minister as I have here written you. I shall, however, wait a day or two that you may, if you wish, first show him this letter of mine to you.

Thanking you for your many kind attentions to me on my recent visits to Ottawa, I remain,  
Very truly yours,

J. P. HYNES, *President.*

DEPARTMENT OF PUBLIC WORKS, CANADA  
Chief Architect's Office

Ottawa, Ont.

March 19th, 1928.

J. P. Hynes Esq.,  
President,

Royal Architectural Institute of Canada,  
73 King St. West, Toronto, Ont.

Dear Mr. Hynes:

On my return to Ottawa at the end of last week, I was handed your letter of the 10th instant, setting forth the views of the Institute regarding the layout of the proposed departmental buildings, Wellington Street, Ottawa.

I would be very pleased if you would kindly write direct to the honourable the Minister, as you suggest.

With kindest regards,

Yours very truly,  
(Signed) T. W. FULLER,  
*Chief Architect.*

Toronto, Ont.  
March 21st, 1928

Hon. J. C. Elliott,  
Minister of Public Works, Ottawa, Ont.

Dear Sir:

Enclosed herewith is a copy of my letter to Mr. Fuller, chief architect of your department, setting

forth a resume of my interview with you on the 6th inst., and which I desire to bring to your attention.

You will recall that when the deputation from the Institute waited upon you it concluded by asking the following questions:—

1. That when foreign architects are retained for the erection of buildings in Canada the duty be collected on the evidence of the existence of the buildings and, further, that the total actual cost and not the stated cost be the basis on which the duty shall be collected.
2. That in the town planning of Ottawa and the Federal district a comprehensive plan be prepared under the direction of qualified technical advisers.
3. That, whenever possible, the National Societies of art and science be given a recognition by the Government and that a committee from them be convened by you to consider the question of travelling scholarships.
4. That some such step as the appointment of the committee suggested in our memorandum be taken in regard to the proposed Government departmental buildings in Ottawa.
5. That architects in private practice be retained by the Government for the erection of Government buildings throughout the Dominion.

This correspondence is making progress on question number four and I would appreciate it if the subjects of the other questions could be taken up. Also the assurance of the Government that foreign architects are not being retained on the proposed terminal buildings for the Canadian National Railway in Montreal. This matter as you will recall was one which I particularly spoke to you of in our interview on the 6th instant and it was also mentioned in the memorial presented by the deputation on February 17th last, on both of which occasions you intimated that you would ask the Minister of Railways for a reply, but as yet we have had no answer.

Very truly yours,

(Signed) J. P. HYNES,  
*President.*

#### NOTICE

Will all members who were present at the last meeting of the Institute at Ottawa, and who ordered photographs of the delegates attending the meeting, communicate with the photographer, Mr. B. J. Dery, 89 rue Principale, Hull, P.Q., giving him their receipt number. Unfortunately the man who took the orders for the photographs has absconded and the photographer has no means of knowing who purchased photographs.

## Activities of Provincial Associations

### EDITOR'S NOTE

*Secretaries of Provincial Associations and Ontario Chapters will please be advised that all reports of their activities to be inserted in the next issue of the R.A.I.C. Journal must be mailed to the office of publication, 160 Richmond St. West, Toronto, not later than April 25th, 1928.*

### The Alberta Association of Architects

Secretary—J. MARTLAND, 501 Civic Block, Edmonton

The Annual General Meeting of The Alberta Association of Architects was held in the Civic Building, Edmonton, Alta., on January 27th, 1928.

ATTENDANCE:—Among those present were: The president, Mr. J. M. Stevenson, and Messrs. R. P. Blakey, W. G. Blakey, C. S. Burgess, A. M. Calderon, G. Fordyce, J. Henderson, G. H. Macdonald, J. Martland and E. Underwood.

PRESIDENT'S ADDRESS:—Mr. J. M. Stevenson, the retiring president, gave an extremely able and interesting address, dealing particularly with the relations of architects with various trade organizations. He also stressed the importance of the architects meeting more often, even if they only took the form of informal meetings. He thought that many of the difficulties and misunderstandings could be cleared away through getting together in this way, which, if taken up at a formal meeting, might assume proportions of importance. Mr. Stevenson in his address also suggested that the profession should be given more publicity among the general public. The lack of information on the part of the public on the objects and aims of the association was responsible to a large extent for many of the unreasonable requests sent in by building committees and other individuals.

In moving the adoption of the president's address, Mr. Henderson expressed the appreciation of the members to the president for his efforts in taking such an active interest in the association and also for representing the association in such an able manner to other societies.

SECRETARY'S REPORT:—The honorary secretary presented his financial statement. In moving its adoption, Mr. Fordyce expressed the appreciation of the members for his past work.

ELECTION OF OFFICERS:—The following officers were elected for the ensuing year:

President.....E. Underwood  
First Vice-President.....G. H. Macdonald

Second Vice-President.....G. Fordyce  
Honorary Secretary.....J. Martland  
Honorary Treasurer.....C. S. Burgess  
Representative on the Senate of the University of Alberta.....J. M. Stevenson  
Honorary Auditor.....W. G. Blakey  
Honorary Librarians.....A. M. Calderon and J. M. Stevenson  
Delegates to the R.A.I.C. E. Underwood and A. M. Calderon  
Board of Examiners. W. S. Bates, H. L. Bennett, R. P. Blakey, C. S. Burgess, G. Fordyce, J. Henderson and G. H. Macdonald.

R.A.I.C. ANNUAL CONVENTION:—A letter was read from Mr. J. P. Hynes, president of the R.A.I.C. strongly urging the association to send delegates to the Twenty-First Annual Convention of the Institute at Ottawa. It was finally decided to send a delegate to the convention and that his expenses be paid by the association. It was further resolved to ask Dr. Tory, president of the University of Alberta to arrange to send Mr. Burgess to the convention on behalf of the university. The secretary was also instructed to ascertain by telegram whether the architectural associations of British Columbia, Manitoba and Saskatchewan intended to send delegates to the convention.

A FORM OF CONTRACT:—Some correspondence was read from the Calgary Board of Trade with reference to the adoption of a standard form of contract by the association. It was felt that the association should not attempt to impose any particular form of contract upon its members, and the secretary was also requested to advise the Calgary Board of Trade that there existed a standard form of contract for the Province which was prepared jointly by the Alberta Association of Architects and the Alberta Builders' exchanges which is now generally used.

After a vote of thanks had been tendered to the city clerk for the use of the committee rooms of the City Council, the meeting was adjourned.

### The Architectural Institute of British Columbia

Secretary—E. W. TURNQUIST, 307 Shelly Bldg., Vancouver

The Institute has succeeded in having the Legislative Assembly of the Province of British Columbia approve of certain amendments to the Architects Act.

Subsection (1) of Section 32 of the Architects Act has been amended to read as follows:

"Nothing in this Act shall prevent any person,

firm or corporation from making plans or specifications for or supervising the erection, enlargement, or alteration of buildings or any parts thereof to be constructed for their exclusive use and occupancy by themselves or their own employees or by contractors employed by them, if the working drawings of such construction are signed by the

authors thereof, with a true statement thereon of their relation to such construction and that the makers thereof are not architects."

Subsection (2) of Section 32 has been amended to read as follows:

"Nothing in this Act shall be held or construed to have any application to any building, remodeling or repairing of any building or other structure, where the total cost of the building, remodeling or repairing does not exceed the sum of ten thousand dollars."

Section 41 has been amended to read as follows: "Nothing in this Act shall authorize the Institute to impose any fees higher than the following:—

- Admission as student associates, thirty-five dollars:
- Each examination, twenty-five dollars:
- Students' annual fee, five dollars:
- Admission to practise, fifty dollars:
- Members' annual fee, fifty dollars:
- Fines, ten dollars.

### The Maritime Association of Architects

*Honorary Secretary-Treasurer*—H. C. MOTT, 13 Germain Street, St. John, N. B.

The First Annual Meeting of the Maritime Association of Architects was held in the City Hall, Moncton, N.B., on January 31st, 1928.

The following were in attendance: R. A. Frechet, Moncton, N.B.; H. Claire Mott, Saint John, N.B.; Leslie R. Fairn, Aylesford, N.B.; J. W. Frazer, A.R.I.B.A., Moncton, N.B.; W. C. Barnes, Moncton, N.B.; W. W. Alward, A.R.I.B.A., Saint John, N.B.; Garnet W. Wilson, Saint John, N.B. and H. S. Brennan, Saint John, N.B.

Letters regretting their inability to attend this meeting were received from: I. M. Hunter, Charlottetown, P.E.I.; A. V. Weatherhead, Saint John, N.B.; R. J. Wall, Saint John, N.B.; A. S. Morrison, Campbellton, N.B. and Wm. E. Minue, Fredericton, N.B.

**MINUTES:**—The minutes of the organization meeting, held on September 26th, 1927, were read and accepted.

**CONSTITUTION:**—It was decided to ask the Quebec Association of Architects for copies of their charter, and that the executive draft a

constitution and send copies of same to each member of our association for opinion and suggestion.

#### ELECTION OF OFFICERS FOR 1928

- President . . . . . Rene A. Frechet, Moncton, N.B.
- Vice-President for Nova Scotia . . . . . S. P. Dumaresq, Halifax, N.S.
- Vice-President for Prince Edward Island . . . . . J. M. Hunter, Charlottetown, P. E. I.
- Hon. Sec. Treasurer . . . . . H. C. Mott, St. John, N.B.
- Councillors: E. D. Vernon, Truro, N.S.; L. R. Fairn, Aylesford, N.S.; W. W. Alward, St. John, N.B.

**DELEGATES TO R.A.I.C.:**—The following members were appointed delegates to the meeting of the R.A.I.C. in Ottawa on the 17th and 18th of February, 1928: R. A. Frechet, L. R. Fairn, W. W. Alward, I. M. Hunter, M. R. Chappell and H. C. Mott.

A vote of thanks was passed for the services rendered by J. W. Frazer as acting honorary secretary-treasurer since the organization meeting.

### The Ontario Association of Architects

*Secretary*—R. B. WOLSEY, 350 Bay Street, Toronto

The Thirty-Eighth General Annual Meeting of the Ontario Association of Architects was held in the Arts and Letters Club, Toronto, on February 10th, 1928.

**PRESIDENT'S ADDRESS:**—The president, W. L. Somerville, in his presidential address thanked the secretary, the council and the chairmen of the various committees for their splendid support during the past year. He pointed out that the important work of the past year had been the preparation of the Architects Bill by the legislative committee. The president called the attention of the members to an important aspect of the bill, namely, the protection of the public against the charlatans of the profession, the unqualified practitioner and the so-called architect-builder, who, by using the title "Architect" attempts to misrepresent his legal relation to his client. The bill also aims to raise the architectural profession in Ontario to a status equal to that existing in our neighbouring provinces. There were several matters he stated which should be given the immediate attention of the association.

**First:** The problem of so-called competitions promoted by school boards and church com-

mittees where the promoters were quite unaware of the proper procedure for such competitions.

**Second:** The lack of strength in some of the chapters of the association.

**Third:** The unscrupulous promoter.

Mr. Somerville, in his closing remarks, appealed to the membership for greater toleration of one another and a sincere effort to place the interest of the architectural profession before personal prejudices.

**HONORARY TREASURER'S REPORT:**—Walter M. Moorhouse, the honorary treasurer, presented the financial statement from August 1st, 1926, to July 31st, 1927, showing receipts of \$4,141.78 and disbursements of \$2,963.05. The statement also showed the assets of the association as at July 31st, 1927, of \$6,164.22 and liabilities of \$162.76. In adopting the report it was moved that the financial year of the association be changed to correspond with the calendar year in order to bring the financial statement up to date.

**REGISTRAR'S REPORT:**—George T. Evans, in presenting the registrar's report, showed a member-

ship of 195 as against 193 on July 31st, 1926. He also advised that five new members had been elected during the year, two resigned and one deceased.

**REPORT OF LEGISLATION COMMITTEE:**—J. P. Hynes, chairman of the legislation committee, reported that Col. Price, the Attorney General, had advised the committee that the Architects Bill was too late for submission to the Legislature this session and that it should be brought forward again during the summer.

In adopting the report it was decided that the same committee continue its activities during the coming year.

**REPORT OF COMMITTEE ON ARCHITECTURAL COMPETITIONS:**—A. H. Gregg, the chairman of this committee, in presenting his report, again requested the members to refrain from entering in competitions that were not carried on according to the rules of the Association.

**REPORTS OF OTHER COMMITTEES:**—Reports of other committees were also received from A. H. Chapman for the board of examiners, Gordon M. West for the fees committee, W. L. Somerville for the exhibition committee, A. Frank Wickson on the Canadian National Exhibition, Wm. Rea on the Art Gallery of Toronto, F. H. Marani on the Ontario College of Art, W. L. Somerville on the Toronto Architectural Guild prize fund and

C. V. McGiffin on the H.E.P.C. committee on rules and regulations. Reports were also received from the various Chapters.

**ELECTION OF OFFICERS:**—The following Officers were elected for the ensuing year:

President.....W. L. Somerville  
 First Vice-President.....E. L. Horwood  
 Second Vice-President.....Gordon M. West  
 Registrar.....C. E. Cyril Dyson  
 Honorary Treasurer.....Walter M. Moorhouse  
 Secretary.....R. B. Wolsey  
 Councillors: A. H. Chapman, Herbert E. Moore, John M. Moore and A. Frank Wickson.  
 Delegates to the R.A.I.C.: George T. Evans, J. P. Hynes, B. Evan Parry, W. L. Somerville, Gordon M. West and J. H. Craig.

A luncheon for the delegates was held at the Granite Club, which had kindly extended its courtesies to the association. Mr. R. C. Harris, Commissioner of Works for Toronto, welcomed the delegates on behalf of the city.

The annual dinner was held in the evening at the King Edward Hotel at which a number of distinguished guests were present, including the Honorable George S. Henry and the Honorable Canon Cody. One of the features of the evening was a play presented by the students of the Department of Architecture, University of Toronto, entitled "Boots and his Brothers," by J. E. Middleton, a solemn allegory on the state of Canadian architecture.

**BORDER CITIES CHAPTER, O.A.A.**

*Secretary*—HUGH P. SHEPPARD, Equity Chambers, Windsor

A meeting of the Border Cities chapter, O.A.A., was held on March 22nd, at which several matters of importance were discussed.

Mr. J. W. Leighton was appointed to act in conjunction with the Builders and Traders Association in the judging of art work done by students of the Windsor-Walkerville Technical School.

Messrs. D. W. F. Nichols, G. J. P. Jacques and J. R. Boyde were appointed a committee to work in conjunction with the Builders and Contractors Association in the revision of the building by-laws of the city of Windsor.

The Ontario Architects Bill was discussed at the meeting, and it was decided to do everything possible locally to assist in the passage of the bill.

**OTTAWA CHAPTER O.A.A.**

*Secretary*—B. EVAN PARRY, Federal Department of Health, Ottawa, Ont.

A regular dinner meeting of the Architect's Club was held at the Laurentian Club, Ottawa, on Thursday evening, March 15th, 1928, Lt.-Col. C. J. Burritt in the chair.

The chairman, on behalf of the club, expressed regret at the absence of Mr. J. P. MacLaren, vice-president, as also Mr. B. Evan Parry, honorary secretary-treasurer, owing to illness.

The agenda covered several items of interest to the club, and one of particular purport, namely, "The Objects of the Club." Mr. T. D. Rankin, in opening the discussion, expressed his views as to government architects becoming partisans in any public questions, citing the incident which arose in Ottawa recently, *i.e.*, the transfer of Pine Hill, Rockcliffe Park, by the City Council, for the purpose of the erection of a proposed American legation thereon. Both nebulous and constructive criticisms were offered by the different members.

Mr. A. J. Hazelgrove pointed out that the club had taken no action in regard to the project above

mentioned but, at the same time, considered there was no reason why government architects should be debarred from expressing their views in any matters pertaining to architecture or civic welfare, seeing that they reside in and are taxpayers of the city of Ottawa. Mr. Hazelgrove further suggested that the action recently taken on behalf of government architects by the club, in condemning the petition presented by the Royal Architectural Institute of Canada to the government, was an example of what could be accomplished by the club.

Mr. W. J. Abra, in his usual happy manner, suggested that the real value of the club was getting to know each other, and by so doing, place the profession of architecture upon as high a plane as possible, thereby helping to educate the public as to the value of *good* architecture. Mr. Chas. D. Sutherland was enthusiastic in his endorsement of the remarks of Mr. Abra and Mr. Hazelgrove.

Mr. H. J. Morin evinced a keen desire for an increased membership, but with his usual caution, Mr. E. E. Temple suggested that the club should "go easy," as it was an architects' club and should be confined to architecture, with the arts associated thereto.

Mr. A. J. Hazelgrove moved the following resolution: "That the policy of this club, relating to public participation in matters of architectural interest, be that the executive committee review such questions brought before their notice, and if deemed advisable, refer same to the whole of

the club at a regular meeting, for discussion and action."

A new departure was initiated at this meeting, in that a representative of the Celotex Company was invited to give an illustrated talk on that company's manufactures. This proved very interesting and acted as a medium for acquainting many members of such manufactures.

The next regular dinner meeting, it was arranged, should be held at the Chaudière Golf Club, on April 17th, 1928.

#### TORONTO CHAPTER O.A.A.

*Secretary*—F. HILTON WILKES, 96 Bloor Street West

The executive committee of the chapter has held three meetings since their activities were last recorded in THE JOURNAL.

Arrangements are being made for the holding of the annual meeting of the chapter which will take the form of a dinner at the Military Institute, University Avenue, Toronto. Election of officers

for the ensuing year will take place at the meeting and a programme is now being prepared that will be of interest to all members. Included in the programme will be moving pictures taken in some ten cities of Italy and France by Mr. Mills.

The definite date for the annual meeting and dinner will be announced later.

#### The Province of Quebec Association of Architects

*Secretary*—LUDGER VENNE, 2020 Union Avenue, Montreal

The Thirty-Seventh General Annual Meeting of the Province of Quebec Association of Architects was held at the Chateau Frontenac, Quebec, on January 21st, 1928. The following members were present: J. O. Marchand, in the chair; Geo. T. Hyde, T. R. Peacock, Philip J. Turner, Ludger Robitaille, Ludger Venne, H. Laberge, Raoul Chenevert, Chas. Aug. LeMay, Jules Poivert, Edgar Prairie, L. A. Auger, J. A. Bigonnesse, J. Simeon Bergeron, Stuart S. Hawkins, Chas. Dumais, E. P. Raymond, Harold Lawson and Gabriel Desmeules.

READING OF MINUTES:—The minutes of the Thirty-Sixth Annual Meeting were considered as read and adopted. The minutes of a Special General Meeting held on May 20th, 1927 were also read and adopted.

#### THE PRESIDENT'S REPORT ON THE WORK OF THE COUNCIL DURING THE PAST YEAR

The retiring president, Mr. J. O. Marchand, before presenting the reports of the various committees, thanked the council, the committees and the members for their hearty co-operation during the past year in furthering the interests of the P.Q.A.A., also for the voluntary contributions made by the members towards defraying the expenses incurred by the amendment to the bill affecting the period of liability of the architects in the Province of Quebec. He also expressed deep regret at the loss sustained by the association through the death of three of its members during the past year, namely W. J. Carmichael, J. L. Deshaies and E. A. Labelle.

#### COUNCIL MEETINGS

A meeting of the council was held on the first Tuesday of each month. A special general meeting was also called with regard to voluntary contribution concerning a bill reducing the ten-year period of the architects' liability to a period of five years.

#### REPORTS OF COMMITTEES PROFESSIONAL PRACTICE

*Chairman*, H. L. Fetherstonhaugh

This committee reported that several cases of illegal practice had been dealt with. Three of these cases have not as yet been satisfactorily disposed of, but it is expected that when further information has been obtained the final result will be satisfactory.

This committee, at the request of the council, also collected data on the buildings in Canada designed by American architects. This information was forwarded to the R.A.I.C.

#### MUNICIPAL IMPROVEMENTS

*Chairman*, Percy E. Nobbs

The main work of this committee during the year has been in association with a special committee, including the council and several senior members of the profession, to draft a proposed heights of buildings by-law.

Many members of this committee have again, during the past year, been associated with the work of the City Improvement League committee on town planning. This commission on town planning has prepared a special number of *La Revue Municipale*, dated December, 1927, in an issue of 15,000 copies. This special number deals primarily with the need for a Provincial Town Planning and Zoning Enabling Act, and contains a symposium of opinion by leaders of thought in that connection, in both languages. Copies of this special number will be provided, free, for distribution to every member of the association.

#### MEMBERSHIP AND SCHOLARSHIP

*Chairman*, Ernest Cormier

Two examinations were held during the year in January and July. No candidates were admitted for registration.

The following members were admitted during the past year: (a) Re-instated: Messrs. U. T.

(Continued on page xxviii)

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Activities—Continued

Benoit, F. R. Richer, J. C. Dronin, Hel. Laberge, and Maurice Cormier.

(b) As members of other recognized architectural societies: Messrs. C. B. Cleveland, Paul Boisclair, J. F. MacNab, Sylvio Brassard, Lucien Parent, L. E. Corbeil, and Gabriel Desmeules.

The Travelling Scholarship for 1927 was awarded to Mr. B. C. Betts.

RECEPTION

Chairman, Henri S. Labelle

Through the efforts of our active organizer and the kindness of the following gentlemen, three papers were read before our members during the year.

On the 24th of February, Mr. Paul Béique spoke on "Les Murs Mitoyens." Mr. W. S. Maxwell, on March 30th, lectured on "Modern French Book Illustration," and Colonel H. C. Boyden, on November 9th, gave an address on "The Workability of Concrete."

LEGISLATION

Chairman, Ernest Cormier

After due consideration this committee has submitted:

- 1. That the tariff of fees of the Province of Ontario Association of Architects be adopted as a tariff of fees for the Province of Quebec Association of Architects.
- 2. That three members be added to the council of the association.

PUBLICITY

Chairman, Geo. T. Hyde

Only two meetings of the committee have been held during the year, but action has been taken on various matters by members of the committee and by the chairman.

- 1. *Newspaper Articles.* For several weeks a special effort was made to furnish the Montreal *Star* with suitable articles on architectural matters, for insertion in the columns of the real estate page. The newspaper welcomed these articles, but as no more were available, this useful form of publicity could not be continued.
- 2. *Exhibitions.* On the committee's recommendation, a special effort was made in connection with the Spring Exhibition at the Art Gallery. This took the form of a greatly increased showing of drawings by the members of the architectural profession. The effort was well worth while, and it should be continued from year to year.
- 3. *Signs.* It was decided to recommend to the council that architects be allowed to place a uniform sign on buildings during erection, this sign to show the name of the architect responsible for the work. This recommendation was approved and the practice is now being followed by many of our members.
- 4. *Miscellaneous Items.* On the suggestion of one of the association members, a special listing of the Architects Association in the classified pages of the Montreal telephone directory was arranged. This refers to the

(Concluded on page xxx).

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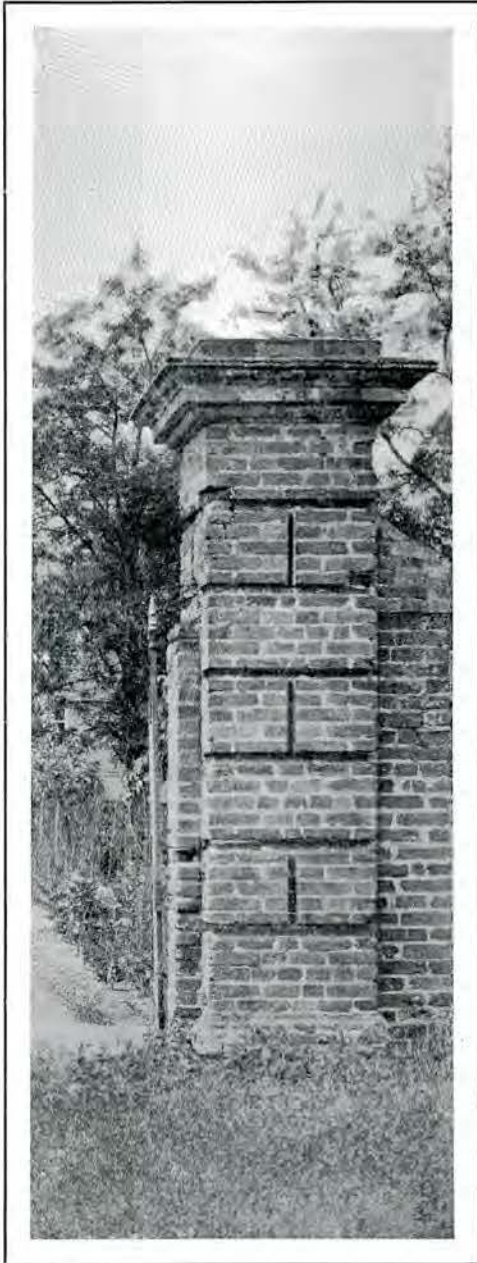
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### Activities—Concluded

headquarters of the association, and to the fact that information as to architectural charges and duties may be obtained from the secretary. Close attention has been given to the publication of articles and illustrations relating to architectural affairs whether they appear in the daily press, trade journals or advertising literature. In many of these cases, proper credit has not been given to the architectural profession, and the attention of the publisher has been drawn to such conditions.

5. *Expense:* Although much more could be done in the way of publishing interesting articles on architectural affairs in the daily press and monthly journals, a continued publicity effort could not be maintained without incurring expense for publicity help, and the committee suggests that the council give some thought to this subject when considering the budget for the ensuing year.

#### HONORARY TREASURER'S REPORT

The treasurer's report for the year ending December 31st, 1927, showed the total receipts, including balance of \$1,691.77 carried forward from the previous year, as \$8,520.06 and liabilities as \$5,101.14, leaving a balance on hand on January 1st, 1928, of \$3,418.92.

#### ELECTION OF OFFICERS

The following officers were elected for the ensuing year:

President.....Geo. T. Hyde  
 First Vice-President.....Ernest Cormier  
 Second Vice-President.....Philip J. Turner  
 Honorary Secretary.....Ludger Venne  
 Honorary Treasurer.....Jean Julien Perrault  
 Ex Officio.....J. O. Marchand  
 Councillors: Wilfrid LaCroix, Henri S. Labelle,  
 H. L. Fetherstonhaugh, J. Roxburgh Smith  
 and Charles David.

Delegates to the R.A.I.C.: J. O. Marchand, P. E. Nobbs, Alcide Chausse, Ernest Cormier, W. S. Maxwell and L. A. Amos.

#### GENERAL BUSINESS

The council was asked to study the advisability of requesting the Provincial Government to enforce the health by-laws to all building construction permits granted in the Province.

It was resolved that the council be requested to study the possibility of having the Legislature increase the fines provided by law against the illegal practice of architecture.

The president expressed the appreciation of the association to Mr. P. J. Turner for the services he had rendered as honorary treasurer during the past three years.

The congratulations of the meeting were tendered to Mr. J. O. Marchand on his being nominated during the past year as a "Chevalier de la Legion d'honneur."

An invitation was extended to the Montreal district members by Mr. L. A. Auger, to come and give a lecture in Quebec next summer, extending the courtesy of a stay at his country house the "Moulin de Vincennes."

It was resolved that the next annual meeting be held at Montreal.

After tendering a hearty vote of thanks to the retiring president for his splendid work during the past year, the meeting adjourned.

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MONTREAL

## NOTES

A meeting of the executive committee of the council of the Royal Architectural Institute of Canada was held on March 31st, 1928, at the Arts and Letters Club, Toronto.

\* \* \*

Jean Julien Perrault, architect, of Montreal, and J. R. Gadbois, associate, announce the removal of their office from 5300 Park Avenue to 10 St. James Street West.

\* \* \*

Mr. I. Markus, editor of THE JOURNAL, was appointed executive secretary of the Royal Architectural Institute of Canada at the recent meeting of the executive committee.

\* \* \*

A. T. Galt Durnford, architect, of Montreal announces the removal of his office from 1164 Beaver Hall Square to 1410 Stanley Street.

\* \* \*

Messrs. Darling and Pearson, architects, of Toronto will present annually books to the value of \$100.00 to the student of the Department of Architecture, University of Toronto, who submits the best solution to a special problem in architectural design.

\* \* \*

Professor Ramsay Traquair of the Department of Architecture, McGill University, Montreal, has written an article for the R.I.B.A. JOURNAL on the old churches in the Province of Quebec.

At a recent meeting of the Real Estate Board at Victoria, B.C., a number of local architects were present as guests of the board. An invitation was extended by the realtors to the architects in Victoria to become associate members of their board in order that they could discuss ways and means of beautifying residential districts and sub-divisions in Victoria.

\* \* \*

Members of the Institute are advised that they can obtain the R.I.B.A. JOURNAL, post free, at a reduced subscription of 12/- per year.

\* \* \*

Messrs. Mathers and Haldenby, architects, of Toronto, will present a book to the value of \$40.00 to the student who has completed his second year in the Department of Architecture, University of Toronto, for the best set of measured drawings done during vacation.

\* \* \*

A society has recently been formed in France whose aims are to preserve the Cathedral of Chartres. It will also offer advice to those persons who wish to donate some object for use in the cathedral.

\* \* \*

A bill has just been presented in Parliament by the Prime Minister at Ottawa providing for a payment of \$250,000 per year for the next thirty years which will be expended by the Federal District Commission for the beautification of the capital.

*(Concluded on page xxxiv).*

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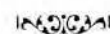
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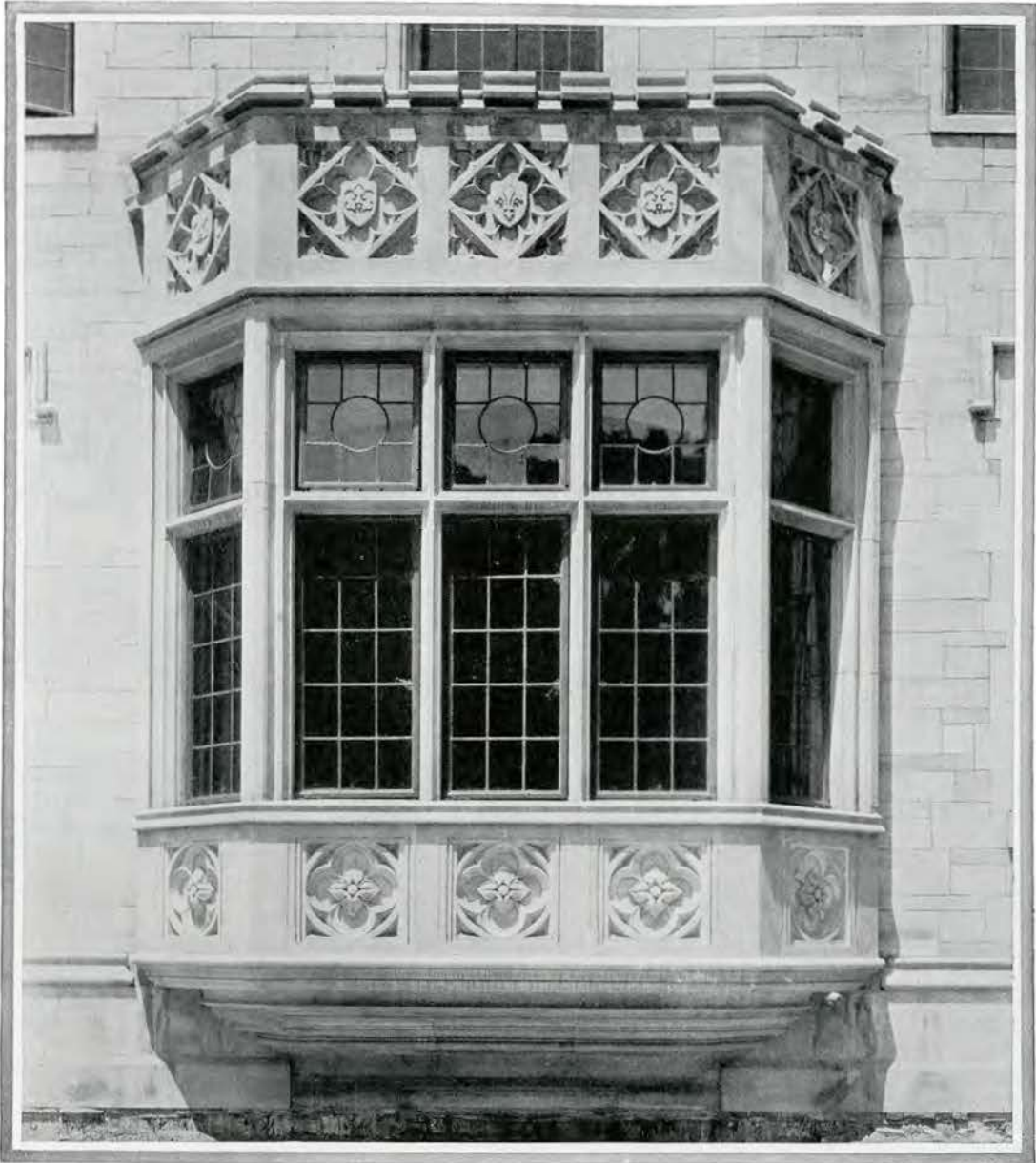
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## Notes—Concluded

Seven Canadians were elected as students at a recent meeting of the Royal Institute of British Architects. They were as follows: Ernest Linden Bouillon, Hugh Christopher Dunstan Cooper, Norton Alexander Fellowes, Edwin Alexander Gardner, Alexander Norman Macleod, Reginald Selby Perry and Neil McMartin Stewart, all of McGill University, Montreal.

\* \* \*

The Department of Architecture of the Carnegie Institute of Technology, Pittsburg, Pa., has just announced a special summer course in architecture from June 11th to July 31st. This course has been arranged to meet the needs of students who desire to continue their work in architecture during vacation. Among the subjects to be offered are architectural design, outdoor sketching, shades and shadows and perspective.

\* \* \*

One of Canada's foremost wood carvers passed away recently in the person of Louis Jobin of Quebec. Mr. Jobin was 86 years of age at his death and had devoted over 60 years of his life to wood carving. Some very fine carving was executed by him for the Shrine of St. Anne de Beaupre. The Art Gallery of Toronto purchased one of Jobin's angels some time ago.

### University of Toronto Establishes a New Five Year Course in Architecture

ANOTHER year has been added to the course in architecture at the University of Toronto beginning with the session 1928-29. The establishment of a five-year course by the University of Toronto is in keeping with the practice of the larger schools of architecture on this continent and in Europe. The Master's degree in architecture, which was granted at this University at the end of the fifth year, will now be granted on the completion of the sixth year.

The addition of a year to the course will permit of more time being spent on architectural design and more advanced programmes will be attempted. Before proceeding to a degree, a student in architecture must complete twelve months in the offices of a recognized architect, which is an addition of four months to the period previously demanded by the university. Additional subjects called for in the curriculum are professional practice in the fifth year, photography in the second year, and a more comprehensive course in the details of building construction coupled with the preparation of working drawings in the draughting rooms.

Coincident with this change in the course, the department have been presented with a scholarship and three important prizes through the kindness of the Ontario Association of Architects, the Toronto Brick Company, Messrs. Darling & Pearson, and Messrs. Mathers & Haldenby respectively.

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### Books Reviewed

MODERN DANISH ARCHITECTURE, By Kay Fisker and F. R. Yerbury, Hon. A.R.I.B.A. published by Charles Scribner's Sons. Price \$10.00

In considering the art of a country, and more particularly its architecture, it is necessary to know something of the character and temperament of the people who create that art, and the general aspect of the topography of the country which plays so large a part in forming the habits and temperament of its people, and to this end I do not think I could do better than quote some of the well chosen words of Mr. Yerbury in his preface to this volume. He says:—"In Denmark, where nature herself is seen in her serenest mood, where the landscape is one of gently undulating and woodland country, so persistently rural as to prevail even over the towns which have set themselves in its midst, sensationalism of any kind would be peculiarly unwelcome, and it is obviously due to the recognition of this fact that the Danish architects have never responded to the wilder architectural movements which during the last thirty or forty years have flitted to and from across Europe."



ASSEMBLY HALL  
POLICE HEADQUARTERS, COPENHAGEN  
*From "Modern Danish Architecture"*

Seldom has one the opportunity of seeing the work of Danish architects, and this book is particularly welcome as exhibiting the work of the "younger school" and the modern architectural movement in that country. It is well illustrated by fine photographs, specially taken by Mr. F. R. Yerbury, of buildings erected during the past fifteen years.

Mr. Aage Rafn, in his admirable introduction, traces the modern development of Danish architecture from about the year 1830, and goes on to say, "The tendency in Denmark, as in Sweden at the moment, may be characterized as a search for the natural, simple and constructive," and this principle is clearly the keynote in most of the buildings illustrated. Great appreciation is shown for simple dignity, with a total lack of any unnatural straining after effect, combined with a purity of construction, with ornamental embellishments reduced to the absolute minimum, relying rather upon plain wall spaces and well proportioned openings for the general effect. One cannot help feeling that many of their buildings lose something by over-emphasis of this severity, imparting as it does a certain coldness and bareness, especially in works

*(Concluded on page xxxviii).*



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### Books Reviewed—Continued

of a public character. This may, however, be the logical outcome and expression of the national temperament, and perhaps one might modify one's opinion considerably in this matter were it possible to see the buildings themselves in their natural surroundings. However that may be, as Mr. Yerbury says in his preface, many of the Danish architects sincerely believe that this severity is the only suitable treatment for architecture in Denmark at the present day, and it is only fair that one should respect this firmness of principle. It is far better to err on the side of simplicity and purity of form than to go to the other extreme, as is so often the case both in England and America.

One cannot pretend to be in entire sympathy with everything shown in this book. For instance, the tower of the Grundtvigs church, Copenhagen, by P. V. J. Klint (plate V) leaves much to be desired. Judging from the photograph, this huge mass of brick work, with its upper portion fluted and pierced, reminds one of a gigantic organ and seems decidedly unhappy in its scale with relation to the surrounding buildings, although I must confess the perspective drawing (plate VI) of the same church is much more successful. The projecting porch (which was apparently eliminated from the finished building) gives better scale to the tower. However, Mr. Klint is really a fine designer, as his church at Odense proves (plates I and II), showing a most interesting treatment of church architecture. The little white church at Gurre (plate XXXI), by Carl Brummer, is quite a masterpiece of simplicity, with its fine bold tower and its low buttressed nave—it must be a very charming land-mark, standing as it does firmly planted upon an eminence midst a rolling landscape.

In public buildings Mr. H. Kampman has produced, in his police headquarters, Copenhagen, a very fine building of a monumental character. It is planned upon a triangular site in the midst of which is a large and well designed circular courtyard, surrounded by an open colonnade (plate XI) and an inner court (plate XIII) which is also of very fine propor-

tions. The interior of the police director's office (plate XVIII) shows an interesting treatment of wall panelling, with a row of portraits of uniform size introduced into the panelling, which must produce a good effect as a band of subdued colour, around the room. Some of the other interiors are not quite so satisfactory, especially the conference room (plate XVIII) where the wall surface is divided into a compact mass of octagonal panels, echoing to a certain extent the treatment of the ceiling decoration. This has a very restless effect, just the opposite to what one would desire to have in the scheme of decoration for a conference room, and again in the court room (plate XIX), an otherwise well designed room, seems to be spoiled by an unnecessary disturbance of the wall surface by projections and horizontal bands of marble. The entrance to the police director's office (plate XVI) has an enormous shell carving over the doorway which is entirely out of scale and completely swamps it. The main facade and entrance to this fine building seems far too mean and inadequate in design for the entrance to so noble a courtyard. The State school, Randers, and the court house, Frederiksberg, both by the same architects, are two fine buildings well worthy of study.

As admirable as some of these public and office buildings are, it is perhaps in domestic work that the modern Danish architects show the greatest variety and excellence of design, with more feeling for texture and colour of materials, combined with a good appreciation of the natural setting of garden and landscape. The house at Klampenborg, by Carl Brummer (plate XXX), is an excellent example of the welding together of house and garden, and the very charming house at Hillerup by Paul Baumann (plate LXII), as well as the house at Vedbaek by Sven Rison, (plate LXXVI), are two outstanding examples of refinement in design and beauty of proportion and are perhaps equal to the best of this type of architecture produced today anywhere in Europe or America.

Space does not allow of a more detailed reference to many other fine buildings illustrated in this book, but every architect, alive to the modern movement in architecture, should find a place upon his bookshelf for a copy.

—A. SCOTT CARTER

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