



JOURNAL

ROYAL ARCHITECTURAL
INSTITUTE OF CANADA

VOL. 22

TORONTO, MAY, 1945

NO. 5

*What PACKAGED AIR CONDITIONING will mean
in post-war retail sales . . .*



To those who are planning new retail stores or are redesigning existing ones, we say this—

■ Lend us 21" x 36" of floor space and we will supply efficient air conditioning VERY SOON after production of units is possible . . . Properly engineered Air Conditioning Units can be set up and put in operation in a few hours. They can be relocated just as easily.

These units give year-round automatic service. They cool the air and reduce its humidity in summer . . . heat the air and increase its humidity in winter. They filter and circulate air both summer and winter.

Think what this means in increasing customers' comfort and developing sales! Think, too, how much staff efficiency can be improved!

While we must wait a little while longer to go into civilian production, we shall be glad to discuss YOUR air conditioning or refrigeration problems NOW.

CIMCO-YORK

REFRIGERATION AND AIR CONDITIONING EQUIPMENT AND SUPPLIES

CANADIAN ICE MACHINE COMPANY, LTD., TORONTO • BRANCH OFFICES: HALIFAX, MONTREAL, WINNIPEG, CALGARY, VANCOUVER

JOURNAL

ROYAL ARCHITECTURAL INSTITUTE OF CANADA

Serial No. 237

TORONTO, MAY, 1945

Vol. 22, No. 5

CONTENTS

Editorial, by P. E. Nobbs, F.R.A.I.C.	88
Planning for Montreal	89
City Administration	90
The Site	92
Montreal and Environs	93
The Growth	94
Traffic	96
Zoning	98
Housing	100
Housing Statistics 1944	101
Open Spaces	104
Growth of Open Spaces	105
Outline of Montreal's Preliminary Master Plan	106
Review, by John Bland	108
Provincial Page	110

THE INSTITUTE DOES NOT HOLD ITSELF RESPONSIBLE FOR THE OPINIONS EXPRESSED BY CONTRIBUTORS

OFFICERS

President.....	GARNET W. WILSON	FORSEY PAGE (F)
First Vice-President.....	J. ROXBURGH SMITH (F)	Second Vice-President..... PETER L. RULE
Honorary Secretary.....	CONSTANCE GRIFFITH, 74 King Street East, Toronto 1, Ontario	Honorary Treasurer..... CHARLES DAVID (F)

COUNCIL

M. C. DEWAR PETER L. RULE Alberta Association of Architects	H. CLAIRE MOTT (F) GARNET W. WILSON Architects Association of New Brunswick	O. BEAULE CHARLES DAVID (F) EUGENE LAROSE (F) HAROLD LAWSON (F) MAURICE PAYETTE GORDON McL. PITTS (F) J. ROXBURGH SMITH (F) Province of Quebec Association of Architects
G. NORRIS EVANS JOHN S. PORTER JOS. F. WATSON Architectural Institute of British Columbia	C. A. FOWLER J. H. WHITFORD Nova Scotia Association of Architects	E. J. GILBERT W. G. VanEGMOND Saskatchewan Association of Architects
E. FITZ MUNN MILTON S. OSBORNE (F) GEO. G. TEETER Manitoba Association of Architects	MURRAY BROWN (F) JAMES H. CRAIG (F) A. J. HAZELGROVE (F) A. S. MATHERS (F) R. SCHOFIELD MORRIS (F) FORSEY PAGE (F) W. BRUCE RIDDELL (F) BRUCE H. WRIGHT (F) Ontario Association of Architects	

EDITORIAL BOARD

F. BRUCE BROWN, Chairman

HARRY BARRATT, Vancouver	GLADSTONE EVANS, Toronto	FORSEY PAGE (F), Toronto
O. BEAULE, Quebec	LESLIE R. FAIRN (F), Wolfville	LUCIEN PARENT (F), Montreal
R. A. D. BERWICK, Vancouver	GORDON FOWLER, Toronto	MARCEL PARIZEAU, Montreal
JOHN BLAND, Montreal	HAROLD LAWSON (F), Montreal	JOHN B. PARKIN, Toronto
S. BRASSARD, Quebec	A. S. MATHERS (F), Toronto	JOHN S. PORTER, Vancouver
MURRAY BROWN (F), Toronto	HARRY D. MARTIN, Toronto	J. ROXBURGH SMITH (F), Montreal
CECIL S. BURGESS (F), Edmonton	EARLE C. MORGAN, Toronto	EMILE VENNE, Montreal
RAYMOND W. G. CARD, Toronto	H. CLAIRE MOTT (F), Saint John	ROBT. M. WILKINSON, Toronto
ROBT. F. DUKE, Saskatoon	HERBERT E. MURTON, Hamilton	BRUCE H. WRIGHT (F), Toronto
	MILTON S. OSBORNE (F), Winnipeg	

ERIC R. ARTHUR, EDITOR

Editorial and Advertising Offices - - - - - 57 Queen Street West, Toronto 1

J. F. SULLIVAN, PUBLISHER

SUBSCRIPTION RATES

Canada and Newfoundland—Three Dollars per year. Great Britain, British Possessions, United States and Mexico—Five Dollars per year. All Other Countries—Six Dollars per year. Single Copies—Canada 50 Cents; Other Countries 75 Cents.

WE present herewith in this special number material with respect to the preliminary report on the Master Plan for the City of Montreal. This copiously illustrated report, issued by the Department of City Planning, now under the direction of Mr. Aimé Cousineau who succeeded to the appointment in 1943, serves a double purpose. It serves to inform the City Councillors and to educate the general public as to many general problems of city planning; and it also answers the question as to what are the more immediate projects to be undertaken for the related objects of providing labour in the post-war reconstruction period and overcoming the lag the war has imposed on various municipal public works.

THE Report with its subsidiary title of *Planning for Montreal* makes no claim to present a completed master plan ready to be promulgated and given the protection of the force of law. It is a collection of facts and of studies based on these facts to be taken into consideration in evolving the much needed master plan in the course of the next few years by more detailed and closely co-ordinated studies. It appears, however, to be quite adequate as a basis for works to be executed in the immediate post-war period, and as a demonstration to the lending authorities that the projects for which financial aid will be sought can be fitted into a general systematic development of the city.

THE misfortune of cities often prove to be blessings in disguise. The planners for London are not unduly depressed by the havoc the bombs have wrought. Nero's burning of Rome, thus described because it occurred during his reign, because he fiddled in delight during the conflagration and because many have thought that he had a hand in it, led to a much-needed slum clearance and replanning of that city. And Montreal's misfortune is that nearly two-fifths of the land in the city—ten square miles out of twenty-five—have become city property, half of this being in parcels of from thirty to one hundred acres. This, provided it leads to bold policies, constitutes a golden opportunity, such as no other industrial city of its rank and size possesses at this time.

ANOTHER peculiarity of Montreal may be noted which has its reflection in the planning now put before our readers. Montreal is one of the great transportation centres of the world and cannot fail to become greater still in this respect. Transportation is, by a long way, the biggest single industry in the city, an industry with triple heads—its harbour and its two great railways.

IN the fields of housing and slum clearance, which are only two of the many matters recently studied, the charts and plans now published show the lands available and the blighted areas awaiting treatment, in a complete ideal solution. This, with any expanded labour force that is likely to be available, would take twenty-five years to carry out. Only some of these things can be dealt with in the post-war reconstruction period which is expected to last about three years. And so with other things such as arterial streets, subways and expressways.

THE Montreal City Planning Department also presents a set of new inferential studies based on the facts assembled by Mr. Cousineau, his staff and consultants, looking to the needs and opportunities related to a programme of work to stimulate useful employment in the immediate post-war years.

P. E. NOBBS, F.R.A.I.C.

PLANNING FOR

MONTREAL

MUNICIPAL ORGANIZATION FOR PLANNING



A SUMMARY OF THE MONTREAL MASTER PLAN PRELIMINARY REPORT 1944

The question of the organization of a city planning committee in Montreal first came up in 1921. The necessary powers were granted by the Provincial Legislature, but nothing more was accomplished.

Before the creation of the City Planning Department in 1941, two bodies were formed to study city planning questions, and more particularly housing problems. A first committee was appointed in 1930; four years later, it was replaced by a Commission which remained in office until 1941.

Meantime, between 1926 and 1939, the Department of Planning and Research of the Montreal Metropolitan Commission had collected considerable data which supplemented the thousands of studies and plans of the Public Works Department. The engineers of this Department, while obliged to meet the most pressing needs, did not, however, lose sight of the necessity of a master plan.

If the general public now better understands the necessity of a master plan, or even a regional plan, it is due to the powerful and disinterested action of public-spirited citizens, among whom there are many architects and engineers, and also of numerous organizations. McGill University and l'Ecole Polytechnique, in particular, organized lectures, while newspapers and magazines devoted much space to articles on city planning.

A provincial statute passed in April, 1941, authorized the City of Montreal to create a City Planning Department and to add to it an advisory commission composed of at least seven and not more than fifteen members.

The following May, the City Council adopted By-law No. 1682 which created this new department and determined its duties and powers. Four months later, the Division of Building Inspection was transferred from the Public Works Department to the City Planning Department. In this way, all matters pertaining to buildings, including zoning, were placed under one direction.

CITY ADMINISTRATION

HIS WORSHIP THE MAYOR - - - - - Camillien Houde, C.B.E.

EXECUTIVE COMMITTEE

Chairman - - - - - J. O. Asselin

Vice-Chairman - - - - - George C. Marler

Members: Alfred Filion Richard F. Quinn
Aimé Parent Édouard Hamelin

LEADER OF THE COUNCIL - - - - - Pierre DesMarais

DIRECTOR OF DEPARTMENTS - - - - - Honoré Parent, K.C.

ASSISTANT DIRECTOR OF DEPARTMENTS - - - - - Louis Lapointe

CITY PLANNING DEPARTMENT

Director - - - - - Aimé Cousineau, C.E.

Assistant Director - - - - - Pierre Boucher

C. E. Campeau, C.E. Roland Gariépy, Architect

Alfred Roy, C.E. Gérard Gariépy, P.E.S.Sc.L.

General Secretary - - - - - Jules Bazin

CITY PLANNING COMMISSION

Chairman - - - - - Aimé Parent

Consultants

Percy E. Nobbs, Architect - - - - - Marcel Parizeau, Architect

L. M. Orton and W. W. Forster, City Planners, New York

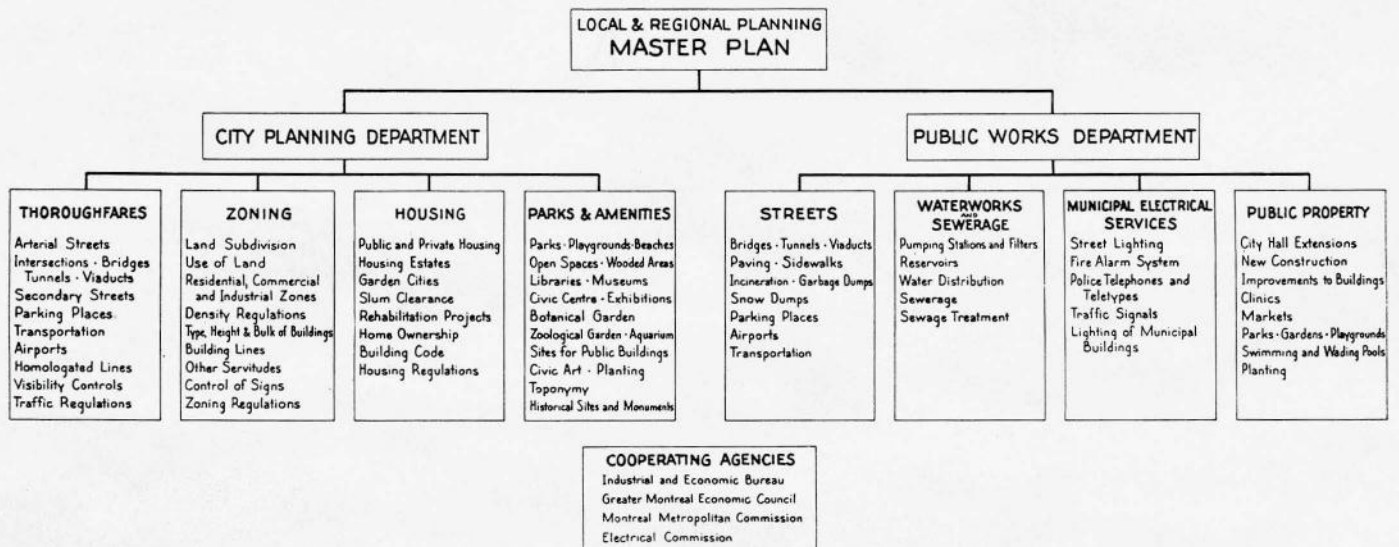
BUILDING INSPECTION DIVISION

Superintendent - - - - - Jacques E. Laliberté, Architect

REVISION OF THE BUILDING CODE

Consultants

R. E. Bostrom, Architect - - - - - Ignace Brouillet, C.E.



CITY PLANNING

The City Planning Department is on the same footing as the other departments of the City. Organized on the same lines, it is under the control of the Executive Committee, through the Director of Departments.

By-law No. 1682 determines the functions of the Department, which consist primarily in the establishment of a master plan showing:

1. The system of highways and the open spaces, parks and playgrounds, existing and proposed.
2. The zones and sites for industry, commerce and housing.
3. The natural, historical or artistic sites and monuments to be preserved.

The Director of the City Planning Department may entrust other departments with the pursuit of studies and work coming within his jurisdiction, but which his Department cannot undertake.

THE PRELIMINARY MASTER PLAN

As regards the long-term objective, it is outlined in the City Planning Department's initial report, which is mainly intended to group basic planning data, with a view to the preparation of a master plan meeting the needs of the Metropolis and in accordance with the trends of its development. The studies made to date are shown on a coloured map which is only a preliminary sketch of the City's master plan. It was prepared with enough flexibility to permit the addition of future planning studies. The recognized trends of urban development will direct the completion of this master plan, which can in no case be final and must remain essentially alive as a constant guide to urban evolution.

Although the preparation of a master plan may be accomplished without unreasonable delay, the realization of its proposals, on the other hand, can only be a long-term objective designed to furnish the population with living conditions favourable to its welfare.

It is obvious that the financing of such important public works will present many difficulties. At present Montreal can only count on a fixed amount for capital expenditures, which, however, does not include self-liquidating improvements. Decisions on post-war reconstruction projects are necessarily interwoven with financial policies and legal requirements which are now under consideration.

The City Planning Commission and its Committees co-operate closely in the work of the Department, which is directed towards two main well-defined ends. Firstly, a long-term objective, which is the master plan. Secondly, a short-term objective, requiring much time and research and including all urgent measures: subdivisions, homologated lines, creation of parks; opening, widening and closing of streets; approval of all sales of immovables belonging to the City, etc.

Here in brief is the short-term work accomplished by the Department from 1941 to 1945: issuing of 12,838 building permits representing a value of more than 46½ millions of dollars; an average of 2,400 occupancy permits per year; 1,978 applications to acquire for private ownership immovables belonging to the City; 19 homologations of public streets; and approximately 70 acres of parks homologated. To this list must be added many studies pertaining to housing problems and also numerous technical and administrative reports.

THE SITE

GEOGRAPHY

The Island of Montreal forms part of the Hochelaga Archipelago, which also includes Jésus, Sainte-Hélène, Bizard, Saint-Paul, Perrot and Sainte-Thérèse Islands, to mention only the most important. It is situated at the junction of the Ottawa and St. Lawrence Rivers, 1,000 miles from the Atlantic Ocean, and is at the meeting point of natural routes of travel. It is 30 miles long and from 7 to 10 miles wide. The City itself extends 13 miles along the St. Lawrence and 9 miles along the des Prairies River.

The City of Montreal is located on a series of terraces which were formed by the action of the Champlain sea. One of these terraces ends approximately along Sherbrooke Street and the other in the vicinity of Sainte-Catherine Street.

GEOLOGY

Protruding above these terraces is the massive plutonic formation of Mount Royal with three summits, one of which attains a maximum elevation of 769 feet. Other isolated mountains, of similar origin, appear in the Montreal region, at Saint-Bruno, Saint-Hilaire, Rougemont and elsewhere. The north-eastern sections of the City are on relatively level terrain.

The predominant bedrock is Trenton limestone, from which numerous quarries have supplied the City's principal building stone and which is the source of an extensive cement industry. Terraces left by the Champlain sea contain deposits of quaternary clay which in places reach a depth of more than 75 feet. The upper soil strata have been affected by marine and glacial invasions.

CLIMATE

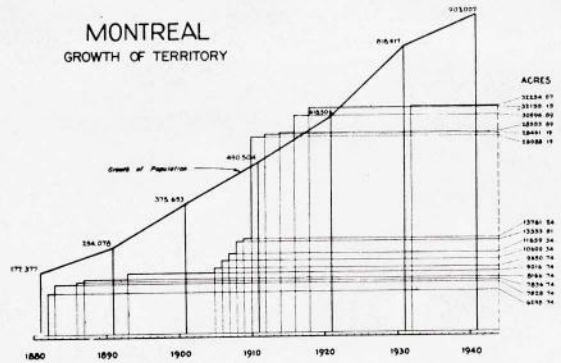
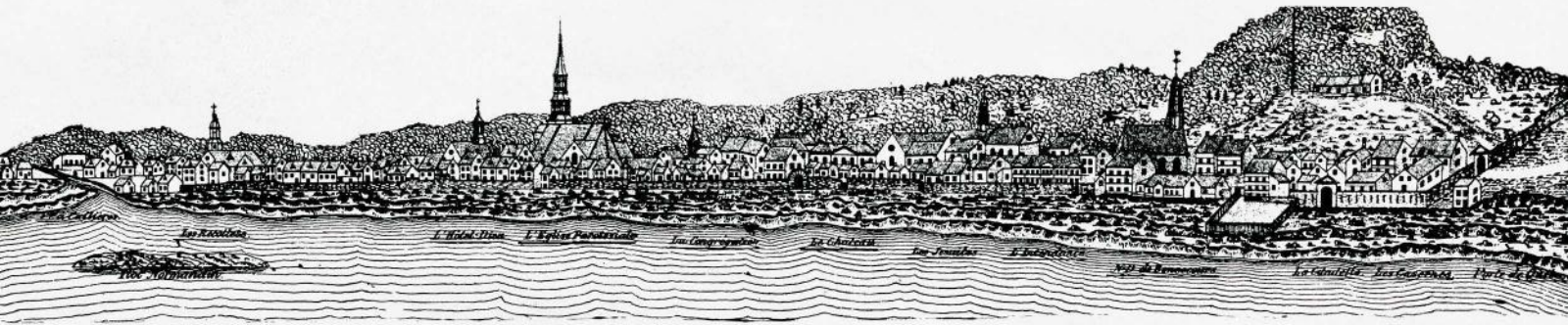
The climate is that of temperate cold zones, with temperatures of continental character due to moderate winds. The sufficient duration of sunshine and the precipitation, influenced and regulated by the interior water area, render the climate more agreeable than might be expected. The average atmospheric pressure is 29.994 inches and the relative humidity 73.5 per cent.

Over a period of sixty years, the lowest mean temperature occurred during January with 13.5 degrees Fahrenheit, and the highest mean during July with 69.3 degrees. The annual precipitation averaged 40.42 inches. The annual mean duration of sunshine, over a ten-year period, was 1,732 hours. The prevailing winds blow from the south-west.



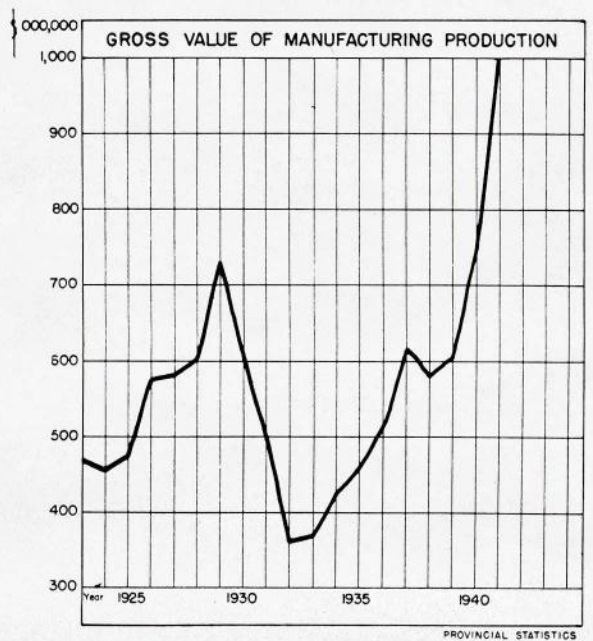
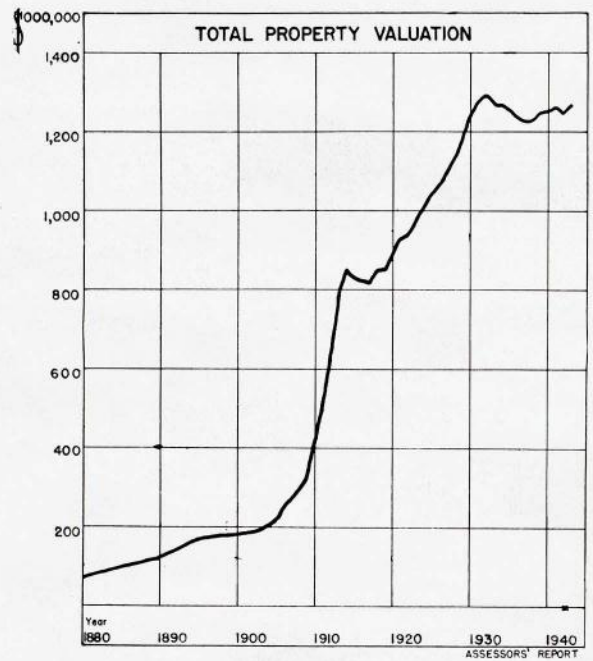
Department of National Defence

MONTREAL AND ENVIRONS



THE GROWTH

Paul Chomedey de Maisonneuve founded Montreal in May, 1642. Thirty-five years later, the Island was conceded as a seigniory to the Sulpicians. From 1680 to 1750, Montreal gradually became the commercial centre of New France, especially in the fur trade. After capitulation in 1760, the English took over the major part of commerce and soon founded flourishing commercial and industrial enterprises. In 1804, the fortifications were demolished. The first municipal charter dates from the 5th of June, 1832. Montreal was the seat of the Union Government in 1841 and ceased to be the capital after the destruction by fire of the parliament building in 1847. From 1876, parishes multiplied and gave birth to numerous small independent municipalities. The nineteenth century brought Montreal vast industrial progress and it became little by little the Metropolis of Canada, a title which it has since retained. At the beginning of the present century, several of the adjoining municipalities were annexed to the City.



The development of the Island of Montreal presents great possibilities for unified planning in a territory of 177 square miles where only about one-fourth is actually occupied by the City, while nearly one million inhabitants, or about 80 per cent. of the total population, live in the City itself.

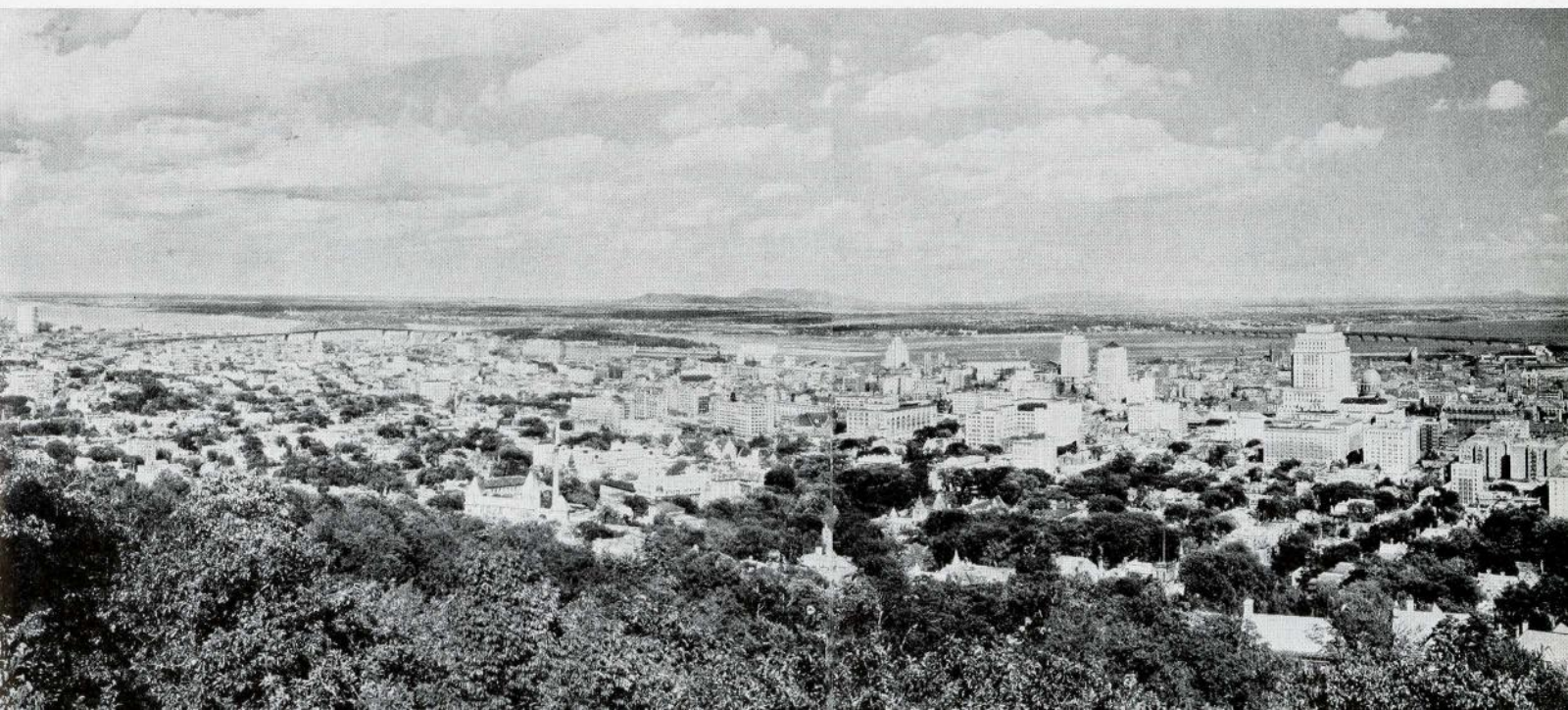
Fifty years ago, the territory of the City was hardly 10 square miles; now, following the annexation of some twenty municipalities since 1883, it covers 50 square miles. A rapid growth in all spheres followed, as a consequence of industrial development and of the influx of people from rural areas.

The development of the City is shown clearly by the graphs opposite which indicate the evolution of population, area, valuation and industrial production. An outstanding financial, commercial, industrial, social and religious centre, Montreal, now a cosmopolitan city, principally of French origin, is the largest in Canada; it is also one of the greatest deep sea ports in the world, and the second in America. With its large grain elevators, the port is also the terminus of a long system of interior navigation. Saint-Jacques Street, where are located the head offices of several banks and of outstanding industrial and commercial firms, is one of the most important financial centres of the country. The large department stores are for the most part located on Sainte-Catherine Street.

The total industrial production in Montreal, in 1941, amounted to more than \$423 millions. By order of importance, 2,700 establishments, whose invested capital is over \$300 millions, manufacture clothing, railway material, foods, tobacco, textiles, electrical apparatus, various metal products, etc. In the Montreal region the total industrial production amounts to more than a billion dollars, and the capital invested by industries is more than \$683 millions. Since the war, these industries worked to full capacity to insure the victory of our arms.

All these facts demonstrate that Montreal has become a great metropolis. It is important to maintain this astonishing progress through city planning.

Associated Screen News Limited



ZONING

Use of land and use, height and area of buildings are presently controlled by general zoning by-laws in more than half of the City wards, and, in the rest, by local by-laws concerning various streets and areas.

With the detailed information gathered in the course of a real estate inventory which is progressing systematically, and which already comprises over 33,000 individual records, the City Planning Department will soon be in a position to undertake, in the light of present conditions, the revision and logical co-ordination of all these by-laws, as well as the preparation of regulations for districts as yet undeveloped. This will provide, for the whole of the municipal territory, a rational zoning code based on existing conditions, on the topography and the needs of the City, and on the trends of its development.

With this in view, a general zoning plan is in course of preparation, showing where residential districts, shopping centres, main commercial arteries and industrial zones might best be located. Based upon existing conditions and projects under consideration, this plan is, of course, only preliminary and subject to whatever modifications might be necessitated by present studies and future conditions.

Besides its main purpose of preserving and promoting the health, safety and general welfare of the community, the proposed zoning code and plan, when completed, will serve as a guide in the choice of locations for industry, commerce, housing, religious and school buildings, and also in the preparation of plans for the extension of public services. It will thus provide for the orderly growth of the community. Without it, the normal fluctuation of supply and demand in the real estate field would result in speculative abuses, overpopulation and, consequently, in unsanitary conditions.

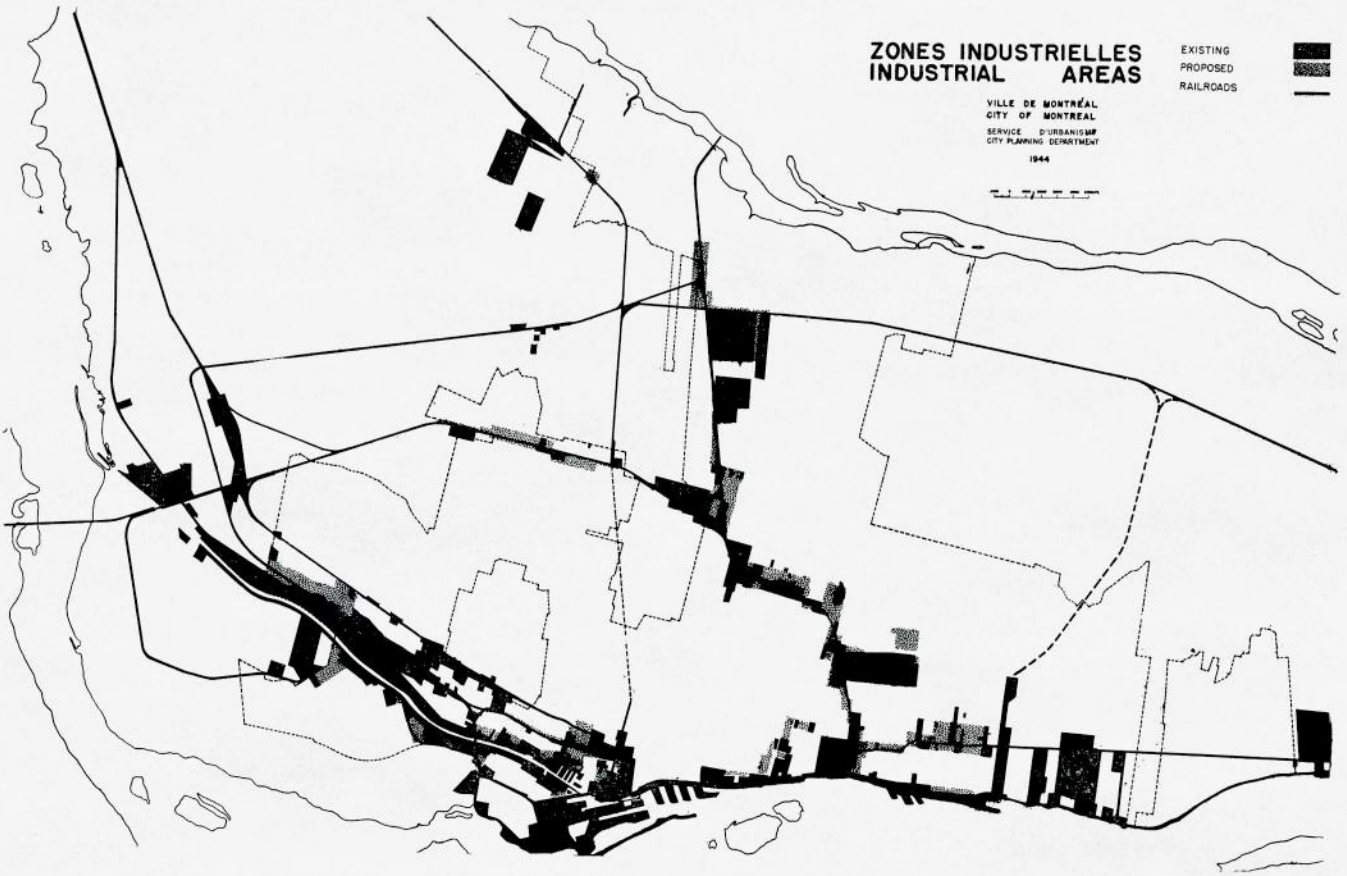
Among the subjects under consideration, special mention must be made of the establishment of small shopping districts where commercial buildings would be grouped, with a view to preventing their dispersion along streets where they are now permitted on far too great a distance, a situation which has been prejudicial to residential development in many districts. The low-cost housing projects also bring up serious zoning problems which will have to be solved in line with the master plan.

Existing and proposed industrial zones, as well as prospective residential areas, are shown on the opposite page.

**ZONES INDUSTRIELLES
INDUSTRIAL AREAS**

VILLE DE MONTRÉAL
CITY OF MONTREAL
SERVICE D'URBANISME
CITY PLANNING DEPARTMENT
1944

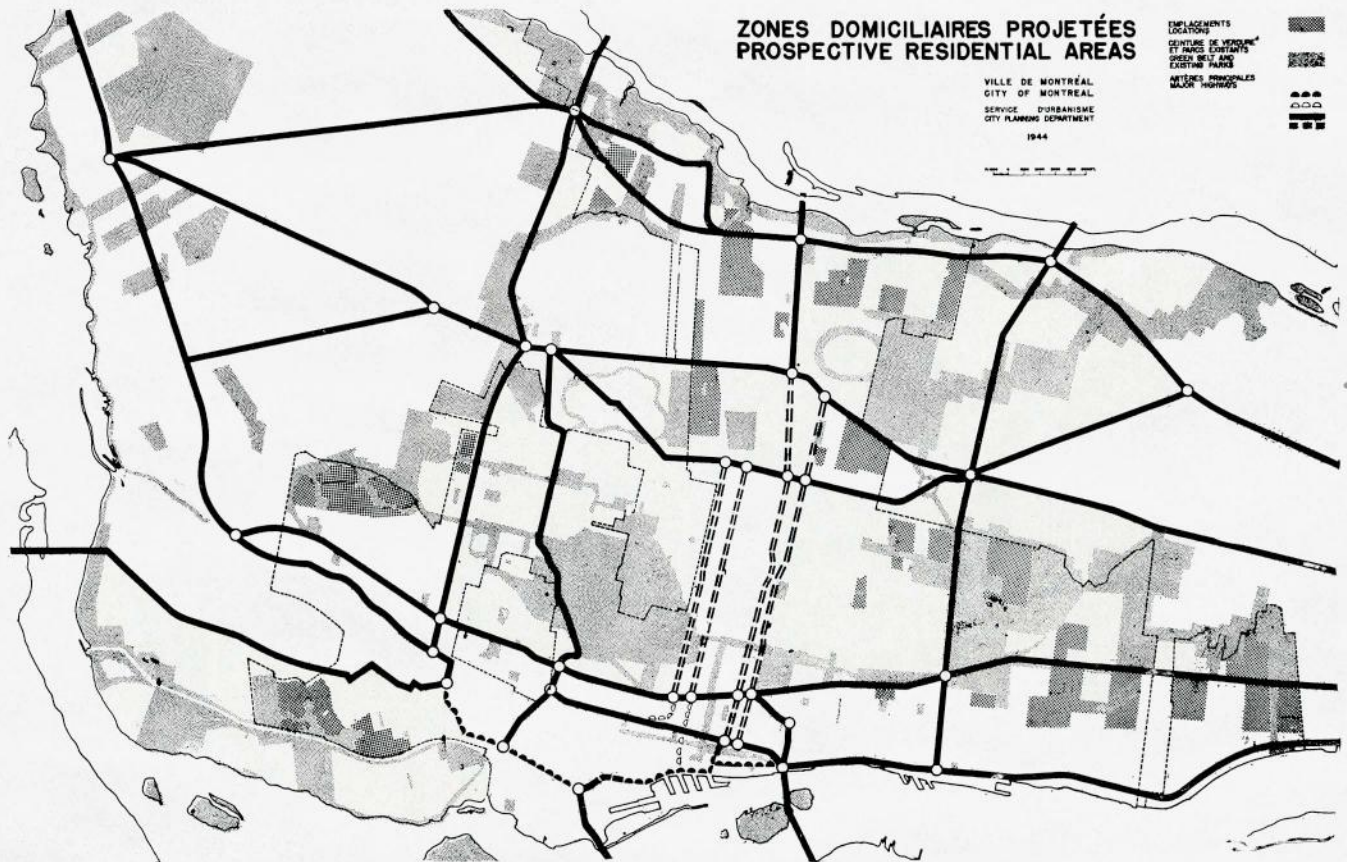
EXISTING
PROPOSED
RAILROADS



**ZONES DOMICILIAIRES PROJÉTÉES
PROSPECTIVE RESIDENTIAL AREAS**

VILLE DE MONTRÉAL
CITY OF MONTREAL
SERVICE D'URBANISME
CITY PLANNING DEPARTMENT
1944

EMPLACEMENTS
LOCATION
CENTRE DE MONTRÉAL
FT. PEARCE EXISTING
GREEN BELT AND
EXISTING PARKS
ARTÈRES PRINCIPALES
MAJOR HIGHWAYS



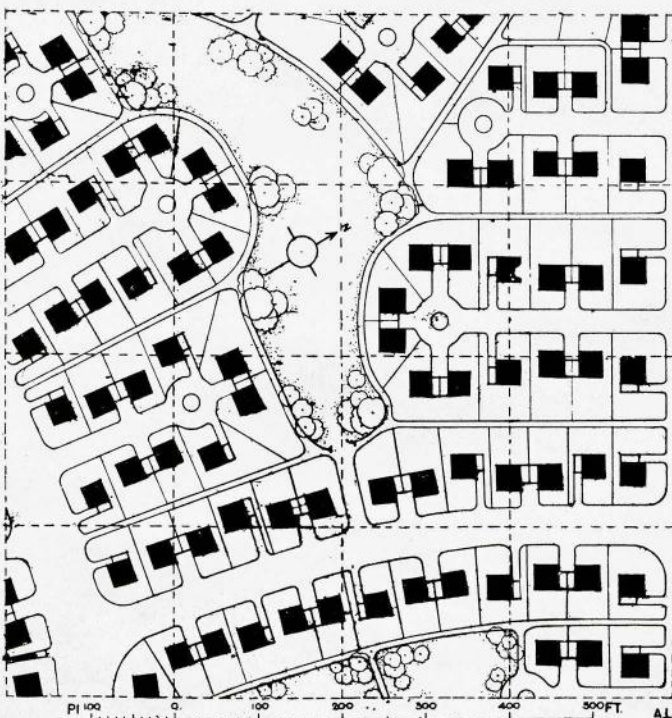
HOUSING

Serious studies, made by experts on housing matters, have established that in Montreal at the present time there exists a shortage of thousands of low-rental dwellings. In the last fifteen years residential construction has not kept up with the increase in population. The number of new dwellings, which was 5,893 in 1929, dropped to 576 in 1934. The situation improved slowly in the following years, and in 1944 there were 4,082 new dwellings built; but most of these were not erected in the wards most affected by the shortage.

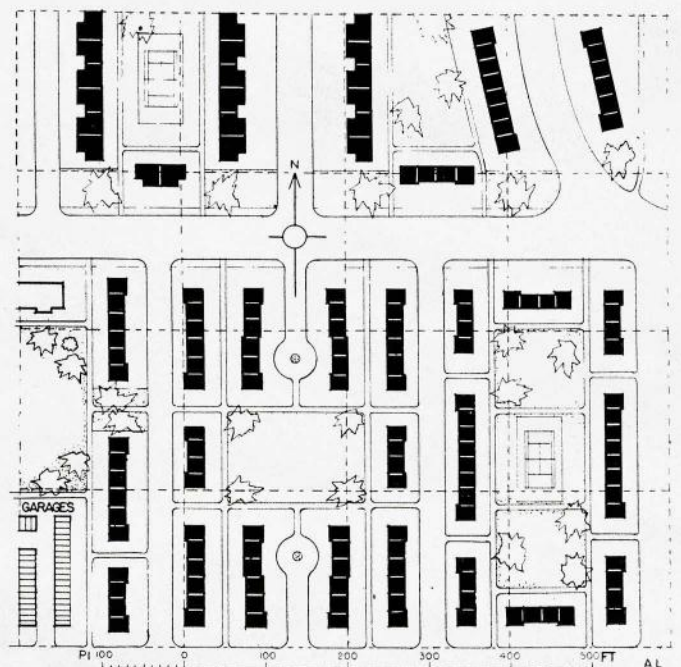
Overcrowding of dwellings reached 25% in 1941 and almost 40% in 1944. In that year the 209,052 dwellings in Montreal were contained in 13,358 single-family houses, 21,691 two-family houses, 15,400 three-family houses, 10,942 multiple-family houses, 1,779 apartment houses and 7,111 other buildings.

The Committee on Housing of the City Planning Department prepared in April, 1942, a report on the Housing situation, in which it contemplated the construction of approximately 40,000 dwellings for low wage earners, as part of the post-war rehabilitation programme.

In 1944, this Department submitted to the City Administration a report on the possibility of utilizing city-owned vacant lands for the establishment of housing projects. This report covered the re-arrangement of the lots with a view to preparing a practical programme for the construction of low and moderately priced houses. The solutions presented, types of which are shown hereunder and on the opposite page, were based on principles insuring sunlight, fresh air and social life. This will mean a re-subdivision of the lots and a re-orientation of the mapped streets, involving new problems, the study of which has been undertaken.



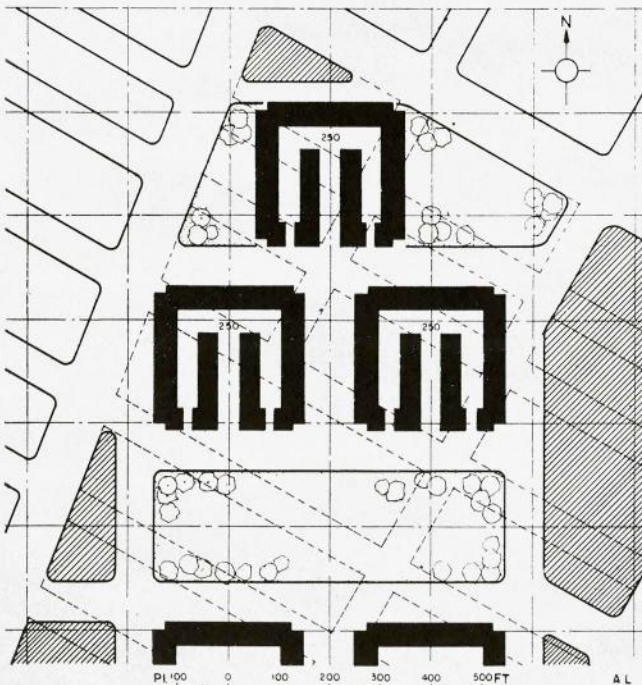
DETACHED OR SEMI-DETACHED SELF-CONTAINED DWELLINGS —
5 DWELLINGS TO THE ACRE — \$8,000.



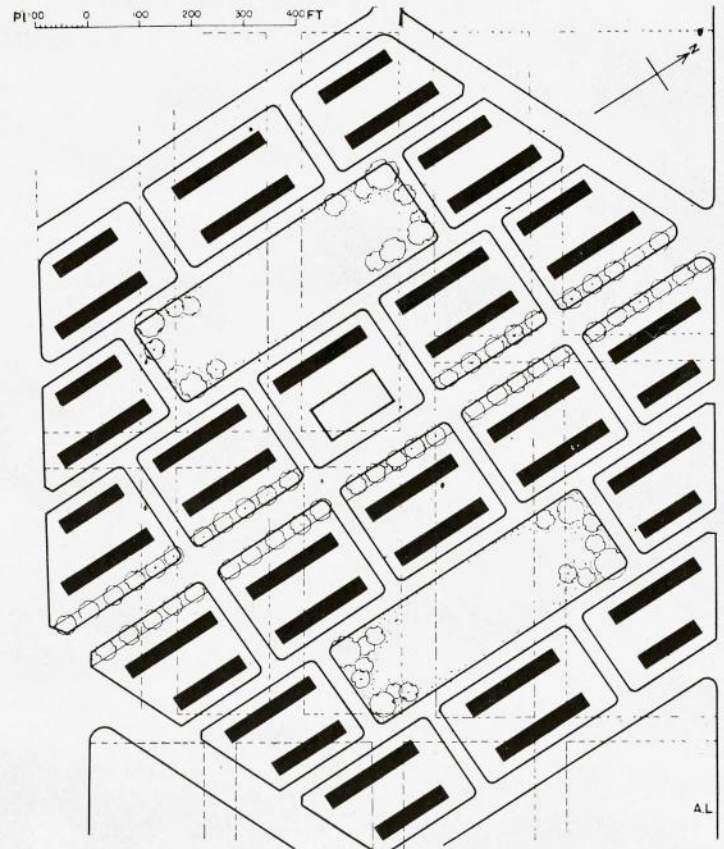
TWO-STOREY SELF-CONTAINED DWELLINGS IN ROWS —
10 DWELLINGS TO THE ACRE — \$5,000.

HOUSING STATISTICS 1944

Wards	Persons per Acre	Dwellings	Vacant Lots	Improved Lots	New Dwellings			
					1944	1943	1942	1941
Ahuntsic	4.8	3,780	23,343	3,291	159	78	119	54
Bourget	142.3	5,676	78	1,650	3	15	3	10
Crémazie	120.5	3,649	54	1,323	21	3	3	3
De Lorimier	114.0	10,772	150	2,912	77	64	86	48
Hochelaga	91.5	4,640	197	1,868	8	9	15	3
LaFontaine	54.8	2,458	236	1,075	6	21	1	17
Laurier	137.5	4,703	19	1,715	49	9	2	10
Maisonneuve	38.6	7,127	1,897	3,046	89	63	68	52
Mercier	5.2	4,791	19,381	4,019	145	54	57	43
Montcalm	37.4	4,926	3,354	2,685	246	215	200	106
Mont-Royal	8.2	6,644	3,683	3,054	681	337	407	390
Notre-Dame-de-Grâce	20.8	17,017	8,674	8,888	208	92	112	81
Papineau	106.1	3,602	71	1,033	7	5	5	5
Préfontaine	59.3	4,635	1,835	1,669	64	58	65	16
Rosemont	21.8	11,899	11,653	5,435	637	417	322	262
Saint-André	25.7	7,757	390	2,655	115	53	66	93
Sainte-Anne	21.3	3,241	214	2,021	7	2	3	3
Sainte-Cunégonde	77.9	4,249	134	1,936	2	3	13	4
Saint-Denis	90.4	5,759	242	2,771	155	48	136	38
Saint-Edouard	97.8	7,753	352	3,312	28	23	9	28
Saint-Eusèbe	72.4	5,075	903	1,985	116	69	46	43
Saint-Gabriel	52.7	4,398	473	2,072	7	2	6	14
Saint-Georges	34.7	4,520	190	2,148	125	46	46	94
Saint-Henri	73.8	6,370	420	2,726	10	4	17	6
Saint-Jacques	142.3	5,664	19	1,987	15	6	2	13
Saint-Jean	41.2	6,351	4,169	3,307	223	141	61	42
Saint-Jean-Baptiste	150.3	6,464	25	2,755	14	11	26	10
Saint-Joseph	55.9	2,089	310	1,137	6	8	12	5
Saint-Laurent	81.2	5,455	75	2,203	43	25	5	23
Saint-Louis	136.5	5,027	40	1,969	30	10	23	27
Sainte-Marie	49.8	3,021	336	1,377	6	14	19	3
Saint-Michel	104.2	6,497	84	2,685	23	10	20	33
Saint-Paul	23.7	6,424	3,837	3,941	147	58	57	52
Ville-Marie	26.9	1,782	116	915	3	13	3	3
Villeray	30.6	14,837	5,134	6,940	607	189	253	183
Whole City	32.4	209,052	92,088	94,505	4,082	2,175	2,288	1,817



FOUR-STOREY BLOCKS OF FLATS—40 DWELLINGS TO THE ACRE—\$4,500.



THREE-STOREY MULTIPLE BLOCKS—20 DWELLINGS TO THE ACRE—\$3,500.

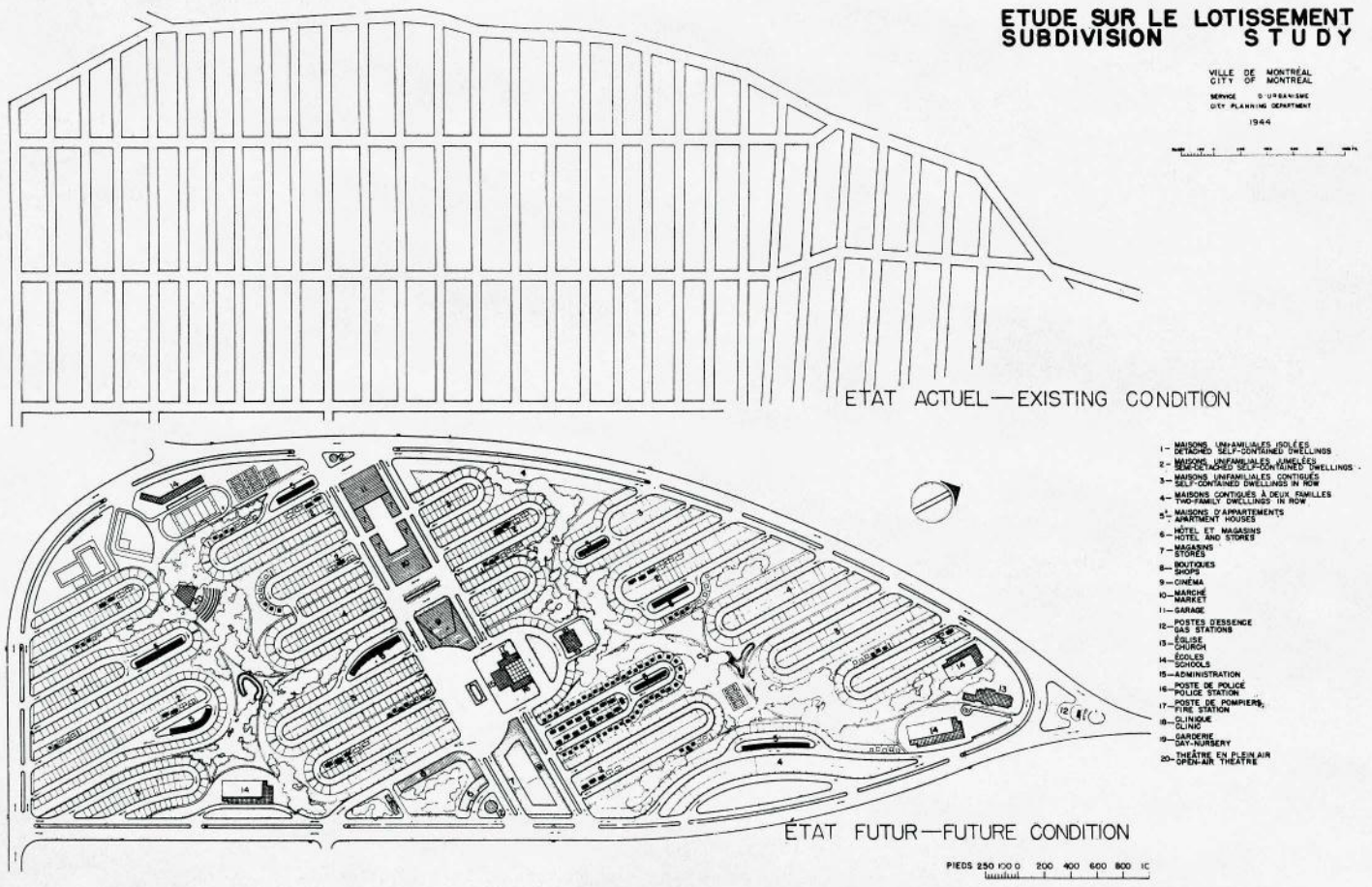
SUBDIVISION

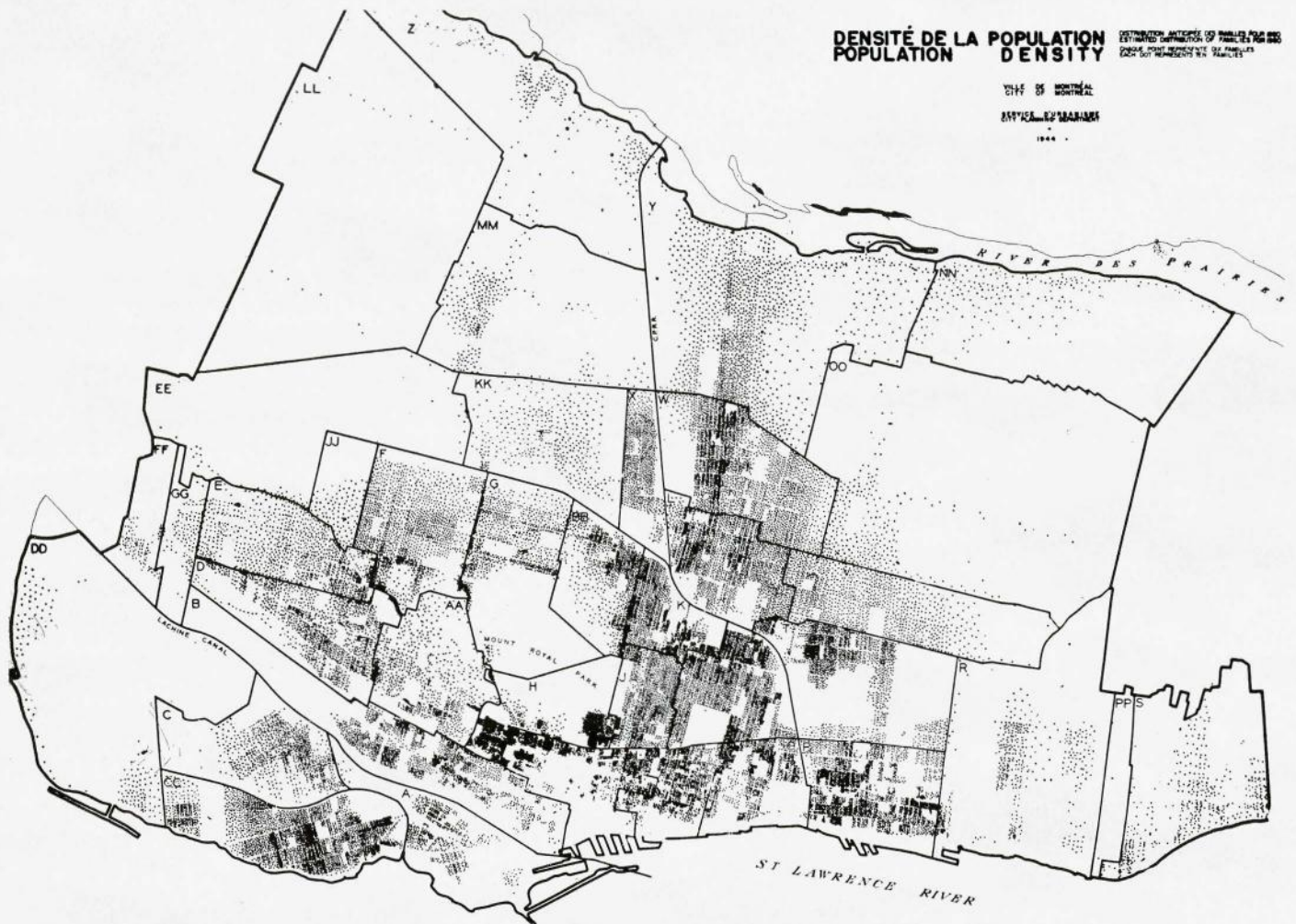
Redivision of land in unbuilt districts is contemplated, wherever the City owns all or nearly all the lots. In the latter case, in order to facilitate redivision, it is suggested that the City should have the power to expropriate the lots which it does not own by giving others in exchange. The size of the new lots would be determined by the types of buildings for which they would be intended and the housing projects in view. A typical example of the studies carried on in this respect appears below, showing a tentative redivision and rearrangement pattern for an area to be developed by private enterprise.

In line with the above policy, isolated groups of city-owned vacant lots are sold only after redivision, when this is deemed advisable.

Proposed land subdivisions are now subject to the approval of the City Planning Department, which has set the minimum width of lots at thirty feet, except in very special circumstances.

The establishment of general rules in connection with new subdivisions is being studied. This problem is to a large extent related to zoning and must be dealt with accordingly.

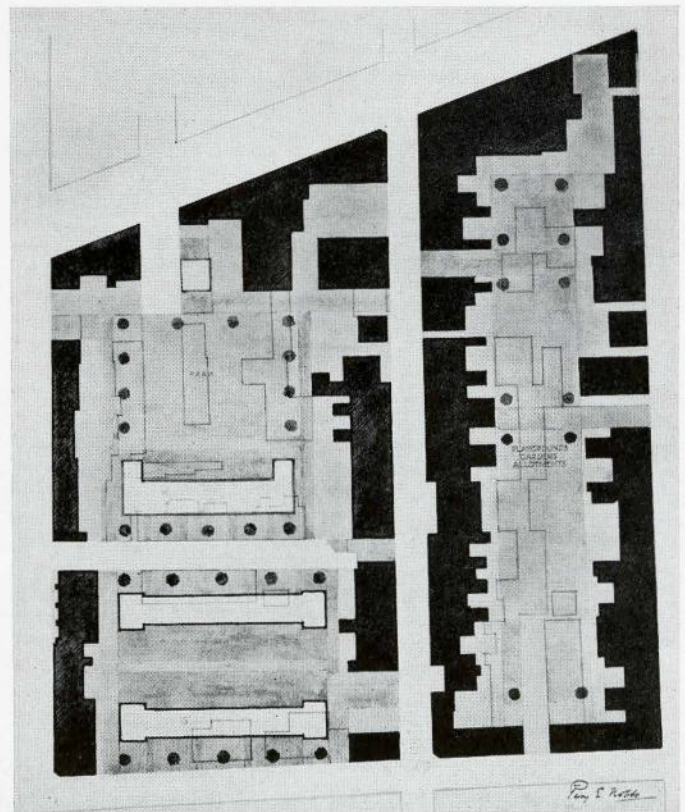




REHABILITATION

The tendency towards urban decentralization, which hastens the deterioration of the older sections of a community, has brought economic losses and new problems to Montreal, similar to those confronting other large cities. It results in demolitions, the establishment of parking areas on valuable land, and slums, all of which cause loss of taxes through lowered valuations. Nowadays, besides efficient decentralization, the enhancing of the value of blighted central areas through redevelopment must especially be sought.

Rehabilitation areas in older Montreal, where large low-rental housing estates might be established, appear further on a coloured map, and characteristic treatment of a blighted section is shown opposite.



OPEN SPACES

Out of a total area of 32,254 acres, Montreal at present has about 1,825 acres of public open spaces, which is 5.7 per cent. of its territory. These areas are distributed as follows: 1,425 acres of parks, 365 of playgrounds and 35 of squares, tree-planted boulevards, etc.

The park and playground areas in the City are thus utilized: large parks, 720 acres; district parks, 205 acres; small parks, 500 acres; playfields, 110 acres; school-children's playgrounds, 255 acres.

The public open spaces and other recreational facilities are distributed as follows: 59 parks, 17 squares, 10 plazas, 5 tree-planted boulevards, 59 playgrounds, 33 of which are equipped and 13 located in parks, 1 botanical garden, 1 municipal golf course, 18 municipal baths, 18 municipal outdoor wading pools, 11 privately owned semi-public baths.

The ratio of the population to open spaces is 548 persons per acre. The annual expenditure per capita for parks and playgrounds is nearly one dollar.

In the vicinity of the City, but outside its limits, the outdoor recreational facilities offered are as follows: 7 privately owned riverside parks, 2 swimming pools, 3 publicly owned and 19 privately owned beaches, 17 golf courses.

The City Planning Department has endeavoured, ever since its inception, to increase the number and area of open spaces. It has

recommended to the municipal authorities the enlargement of certain existing parks and the establishment of new ones. Much city-owned vacant land has been reserved for this purpose, as well as for extensive housing projects with adequate open spaces.

In 1944, on the recommendation of the Department, eleven sites covering a total area of 67.5 acres were earmarked for parks and playgrounds. In the selection of such sites the ultimate attainment, in the near future, of a rationalized, well-distributed system of open spaces, so essential to life in the city, is always kept in mind.

There is close co-operation between the City Planning and the Public Works Departments in providing all districts with parks and playgrounds in sufficient number to meet the needs of the population.

On the map opposite are shown tentative projects under study: rational system of open spaces, decongestion of the centre of the City, especially the administrative centre, linking of inside parks, establishment of parkways and driveways, creation of a greenbelt around the large residential districts.

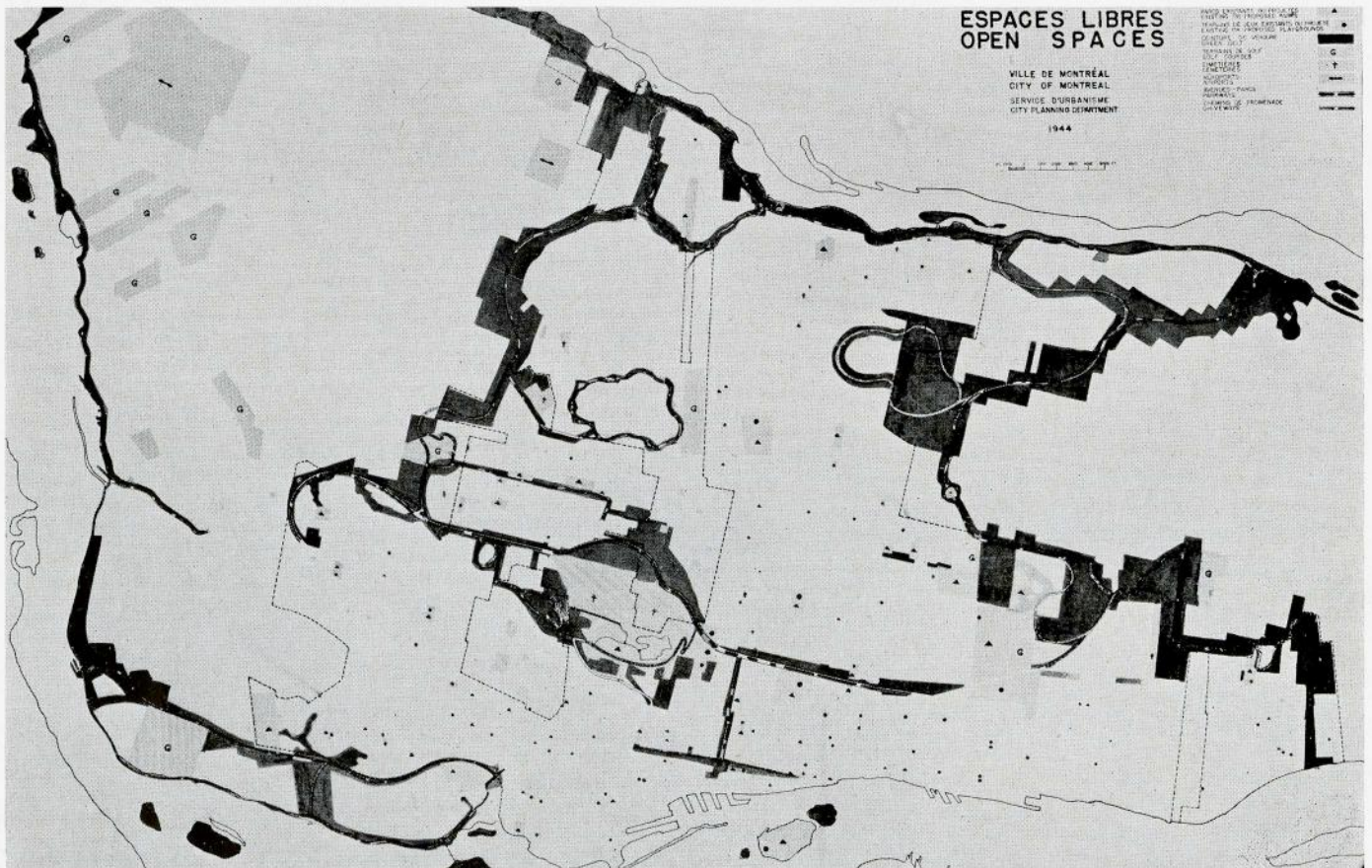
Other extensive projects for the future are under consideration, interesting directly all elements of the population. They include health and recreational centres, open-air swimming pools, beaches, a zoological garden, an aquarium, a centre for concerts, conventions and exhibitions.

GROWTH OF OPEN SPACES

Year	Number	Area of Open Spaces Acres	Area of City Acres	%
1926	75	1,662.5	32,155.15	5.17
1928	83	1,709.5	32,155.15	5.30
1930	92	1,684.3	32,155.15	5.23
1932	104	1,688.0	32,254.07	5.23
1934	113	1,754.0	32,254.07	5.43
1936	118	1,771.5	32,254.07	5.49
1938	124	1,768.6	32,254.07	5.48
1940	127	1,781.5	32,254.07	5.52
1942	131	1,792.7	32,254.07	5.55
1944	137	1,825.0	32,254.07	5.65

AREA OF PRINCIPAL PARKS

Mount Royal - - - - -	480 acres	Angrignon - - - - -	119 acres
Maisonneuve - - - - -	457 acres	Jarry - - - - -	108 acres
Ste-Hélène Island - - - - -	135 acres	LaFontaine - - - - -	95 acres
		Marcellin-Wilson - - - - -	57 acres



OUTLINE OF MONTREAL'S PRELIMINARY MASTER PLAN

1. AREA UNDER STUDY

The preliminary studies shown on the opposite map cover the municipal territory of Montreal, which has an area of fifty square miles inhabited by a population of nearly one million.

2. EXPRESSWAYS

Two rapid expressways are under consideration: one along the harbour, connecting the downtown district with the westerly and southerly provincial highways, through Upper Lachine Road; the other to the north, between Park Avenue and Saint-Laurent Boulevard, decongesting the central area, east of the mountain. Both these studies provide for optional solutions.

3. MAIN ARTERIES

The present system of east-west main thoroughfares would be completed by Jean-Talon Street, Crémazie Boulevard and, south of Gouin Boulevard, by a proposed new artery which has been partly homologated. The south-north system of main thoroughfares would be completed by Pie IX Boulevard, Saint-Hubert Street or Christophe-Colomb Avenue, Côte des Neiges Road and Décarie Boulevard.

4. STREET WIDENINGS

In the midtown district, widening of both Dorchester and Sherbrooke Streets would relieve the east-west traffic. Dorchester Street has been homologated to 104 feet from Atwater Avenue to Windsor Street and has already been widened to this extent between Windsor Street and Beaver Hall Square; an 80-foot homologated width has been provided from Beaver Hall Square eastward to De Lorimier Avenue. Sherbrooke Street, between Atwater Avenue and Amherst Street, has been homologated to 100 feet. The expropriation plans for these widenings are being prepared.

5. SUBURBAN DIAGONALS

On the outskirts of the City, in undeveloped districts, new connections are contemplated with the adjoining satellite towns.

6. RAPID TRANSIT

The subway report prepared by the Montreal Tramways Company, at the request of the Greater Montreal Economic Council, recommends the construction of two main routes: a north-south subway from Jean-Talon Street to Craig Street along Saint-Laurent Boulevard, thence to the intersection of Sainte-Catherine and Peel Streets via Craig Street, Victoria Square and Dominion Square; an east-west subway along Sainte-Catherine Street, from Amherst Street to Atwater Avenue.

Extensions of these initial sections are also contemplated. The east and north-east areas of the City could be served by an extension from Amherst and Sainte-Catherine Streets to Ontario Street and De Lorimier Avenue; thence, to the east along Ontario Street to Viau Street, and to the north along De Lorimier Avenue to a terminal in the vicinity of Rosemont Boulevard.

On the west, the extension would run from Atwater Avenue and Sainte-Catherine Street to Sherbrooke Street and Greene Avenue, and thence westerly along Sherbrooke Street to a terminal near Girouard Avenue. As regards the north-west area of the City, rapid transit service could be furnished by an extension from Saint-Catherine and Peel Streets to Côte des Neiges Road and Sherbrooke Street, thence along Côte des Neiges and Queen Mary Roads to Snowdon.

The southwest area could be served by an extension from Victoria Square along McGill, Wellington and Centre Streets, and Verdun Avenue to Willibrord Park in Verdun.

7. INDUSTRIAL AREAS

Steps are being taken, in co-operation with the City Economic Development Bureau, as regards the creation of new industrial zones meeting the principal requirements of industrial development and properly related to residential districts and transportation facilities.

8. RESIDENTIAL NEIGHBOURHOODS

In sections of the City as yet undeveloped or mostly so, large areas have been selected for future residential neighbourhoods provided with proper amenities and served by adequate shopping centres. In areas made up of city-owned land, rearrangement of the street pattern and redivision are contemplated, with a view to fostering the construction of homes and the development of housing estates in planned neighbourhoods provided with adequate open spaces.

9. REHABILITATION AREAS

The deteriorated areas in the older sections of the City have been identified and their approximate boundaries established. In these obsolescent districts deemed to need rehabilitation, sites for large low-rental housing estates have also been determined.

10. PARKWAYS AND DRIVEWAYS

Two main parkways are under consideration; one extending from the downtown area north to Rachel Street, the other running in a westerly direction from Maisonneuve Park along Rachel Street, Mont-Royal Boulevard, Queen Mary and Côte Saint-Luc Roads to the western limit of the City. This parkway system, connected with a driveway circling the south side of the mountain, would provide a link between the downtown area, the administrative centre, Maisonneuve and Mount Royal Parks, the Université de Montréal and McGill University, and the east and west residential districts. Driveways are also contemplated around various existing and proposed residential neighbourhoods, which would thus be encircled by small inner green belts.

11. OUTER GREEN BELT

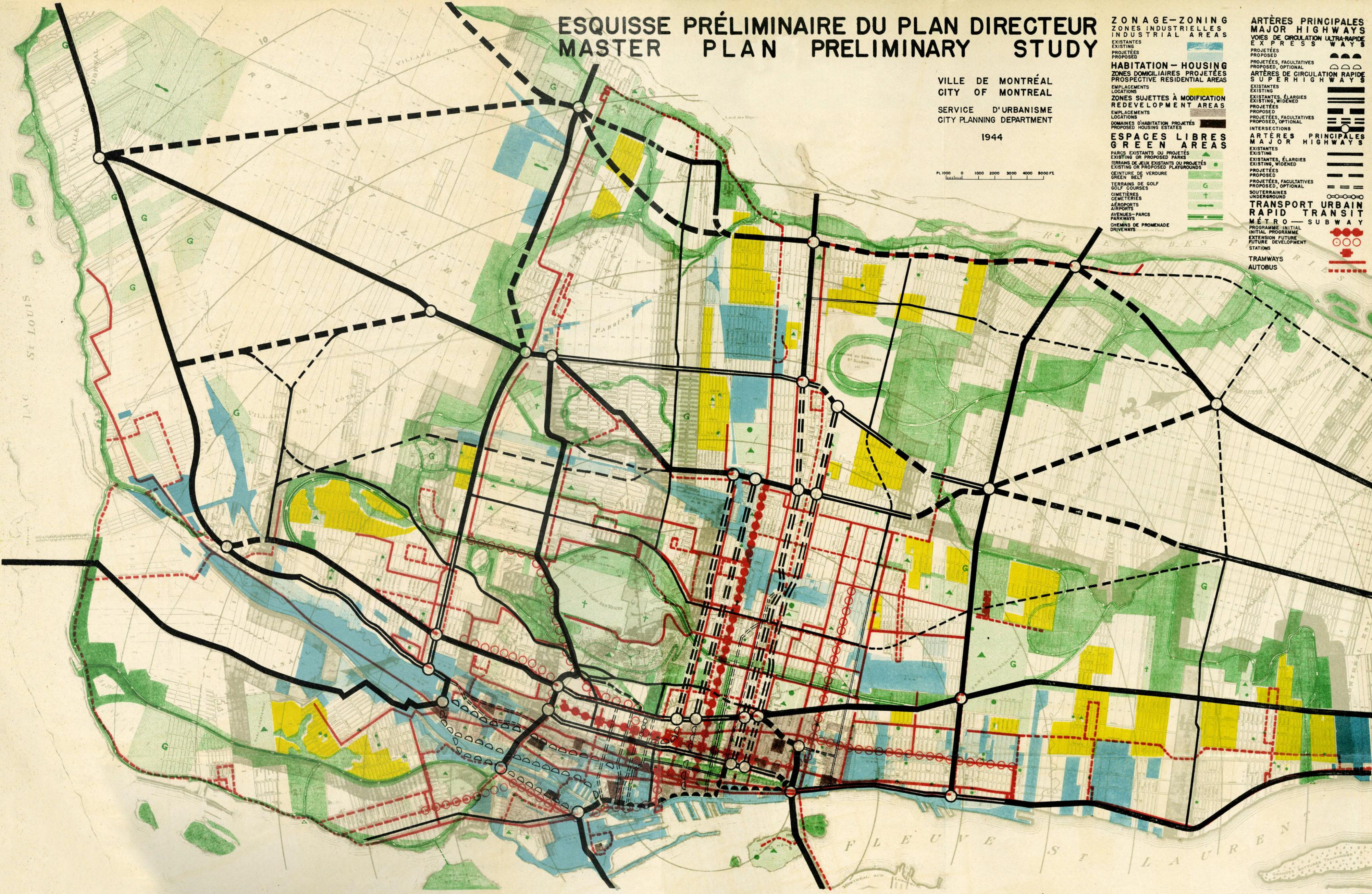
An outer green belt around Montreal and satellite towns is also being studied. It would include agricultural land, wooded areas, riverside reserves and large parks provided with proper recreational facilities, and would be served by an adequate system of park roads and driveways.

ESQUISSE PRÉLIMINAIRE DU PLAN DIRECTEUR MASTER PLAN PRELIMINARY STUDY

VILLE DE MONTRÉAL
CITY OF MONTREAL
SERVICE D'URBANISME
CITY PLANNING DEPARTMENT
1944

PL 1000 0 1000 2000 3000 4000 5000 FT

- | | |
|---|---|
| ZONAGE - ZONING | ARTÈRES PRINCIPALES MAJOR HIGHWAYS |
| ZONES INDUSTRIELLES INDUSTRIAL AREAS | VOIES DE CIRCULATION ULTRA-RAPIDE EXPRESSWAYS |
| EXISTANTES EXISTING | PROJETÉES PROPOSED |
| PROJETÉES PROPOSED | PROJETÉES, FACULTATIVES PROPOSED, OPTIONAL |
| HABITATION - HOUSING | ARTÈRES DE CIRCULATION RAPIDE SUPER HIGHWAYS |
| ZONES DOMICILIAIRES PROJÉTÉES PROSPECTIVE RESIDENTIAL AREAS | EXISTANTES EXISTING |
| EMPLACEMENTS LOCATIONS | EXISTANTES, ÉLARGIES EXISTING, WIDENED |
| ZONES SUJETTES À MODIFICATION REDEVELOPMENT AREAS | PROJETÉES PROPOSED |
| EMPLACEMENTS LOCATIONS | PROJETÉES, FACULTATIVES PROPOSED, OPTIONAL |
| DOMAINES D'HABITATION PROJÉTÉS PROPOSED HOUSING ESTATES | INTERSECTIONS |
| ESPACES LIBRES GREEN AREAS | ARTÈRES PRINCIPALES MAJOR HIGHWAYS |
| PARCS EXISTANTS OU PROJÉTÉS EXISTING OR PROPOSED PARKS | EXISTANTES EXISTING |
| TERRAINS DE JEUX EXISTANTS OU PROJÉTÉS EXISTING OR PROPOSED PLAYGROUNDS | EXISTANTES, ÉLARGIES EXISTING, WIDENED |
| CEINTURE DE VERTURE GREEN BELT | PROJETÉES PROPOSED |
| TERRAINS DE GOLF GOLF COURSES | PROJETÉES, FACULTATIVES PROPOSED, OPTIONAL |
| CIMETIÈRES CEMETERIES | SOUTERRAINES UNDERGROUND |
| AÉROPORTS AIRPORTS | TRANSPORT URBAIN RAPID TRANSIT |
| AVENUES-PARCS PARKWAYS | MÉTRO - SUBWAY |
| CHEMINS DE PROMENADE DRIVEWAYS | PROGRAMME INITIAL INITIAL PROGRAMME |
| | EXTENSION FUTURE FUTURE DEVELOPMENT |
| | STATIONS STATIONS |
| | TRAMWAYS TRAMWAYS |
| | AUTOBUS AUTOBUS |



REVIEW

By JOHN BLAND

The preliminary report on Montreal's master plan is a sixty-page book entitled *Planning for Montreal* and printed in both French and English. The foreword by Mr. Aimé Cousineau, the Director of the City Planning Department, states the purpose of the report is "to group the elements of the City's planning data, with a view to the preparation of a master plan which will meet the needs of the Metropolis and show the tendencies of its development". Mr. Cousineau also states that this is a first outline and a guide towards the more definite conclusions to be attained this year.

The report outlines the municipal organization for planning, giving the names of the members of the City Planning Department and Commission, Committees and Subcommittees, which include Thoroughfares, Housing, Parks and Amenities, Street Names, Building Code, Conventions and Exhibitions, Zoological Garden and Aquarium, South Shore Bridge, and the Executive of the Greater Montreal Economic Council which is a joint organization of the Board of Trade and the Chambre de Commerce, that has been co-operating with the Planning Department.

In this part of the report there is an interesting diagram indicating the functions of the City Planning Department and the Department of Public Works in relation to the master plan, from which it appears that the Planning Department is concerned with inquiry, advice, and inspection of proposals, and that the Public Works Department is concerned with planning, designing, execution and superintendance of public services in relation to the said master plan.

A short history of the development of city planning explains the growth of the idea in Montreal from 1921 to the creation of the department four years ago. The duty of the department is outlined as follows: to establish a master plan showing (a) the system of highways and open spaces, parks and playgrounds existing and proposed, (b) the zones and sites for industry, commerce and housing, (c) the natural, historical or artistic sites and monuments to be preserved. The objectives are research and attention to immediate problems such as subdivisions, homologations, etc., and ultimately a plan for the functions of the city.

The data in the report commences with the geography of the site of the city. The regional consideration, in my opinion, is too brief as much of the pattern of the city can only be explained in relation to the outlying areas. The geological matters are also referred to briefly. This requires a more detailed survey. Subsoil conditions in Montreal are varied and there are a number of areas where buildings have suffered uneven settlement. This is a factor which contributes to rapid obsolescence and may be a source of blight in an area that later zoning legislation could not check. Problems of climate would also benefit from more specific consideration; prevailing winds and atmospheric pollution particularly are of great importance in establishing and maintaining desirable areas. There is one school of town planning in America that seems to base its doctrine upon the prevailing winds.

Planning for Montreal contains notes on the historical growth of the city which indicate further expansion. The notes show that in the past the main city has tended to spread out and to annex neighbouring areas. Even so the city still retains a political boundary that has no relationship to the functional city. It is certainly to be hoped that some practical form of metropolitan administration will eventuate and that the master plan will be based upon the whole social and economic city.

Traffic problems are seen to be two-fold, the provision of main arteries which are continuations of the regional highways, and mass transportation inside the city. In connection with the first a programme of street widening is proposed. This should include some minor street closing as it has now been demonstrated that the capacity of the road is determined mainly by its rate of flow, that is to say its number of intersections, rather than its width. The second problem, that of passenger transportation, has been the subject of an extensive study by the Montreal Tramways resulting in a subway proposal. I could not pretend to criticize it. If it is built I hope some one will think of making it acoustically satisfactory. Just before the war the London Passenger Transport Board made some experiments that showed that a quiet underground railway was possible.

There is a map included in the report, called Major Highways. It shows, in addition to the major highways, super-highways and expressways, some of which are projected with optional solutions. I believe one of the expressways is intended to be completely elevated along the harbour front in order to relieve low level cross town congestion; others are contemplated with grade separation at some points. There is a major highway across the town of Mount Royal which produces dangerous congestion in the shopping centre of that pleasant suburb. With further highway development east of the mountain, such as that proposed for Park Avenue or Saint-Laurent Boulevard to Sherbrooke Street, this road through Mount Royal will be the link both to Dorval and to Cartierville. A route on the periphery of the Town of Mount Royal would have been equally convenient as well as being free of intersections. Owing to the change of the character of the district and the existing congestion, a new highway is projected from about Côte des Neiges Road and Pine Avenue to McTavish and Sherbrooke Streets. It comes down diagonally across the hill and undoubtedly would be convenient for motorists, but it may disturb a quiet neighbourhood in the centre of the city. These two highways are quite different in this respect from those suggested by Abercrombie and Forshaw in the modern plan for London.

The zoning section shows that a systematic enquiry is being made into the use of land and buildings, which will establish the predominant character of districts. I believe that this physical survey should be coupled with a study of the social and economic structure of the city. Possibly this is already being undertaken.

The proposed areas for industry are in all cases extensions of existing industrial areas along river, canal and railroad. The maps show the tendency of industrial location in their neighbourhood, but I would be surprised if a diagram showing sites of new industries over the last twenty-five years would not indicate the highway as competing with railroad and canal in industrial location. For this reason I suspect that there will be a further development of industries along or near the Metropolitan Boulevard and on the south shore of the St. Lawrence.

The prospective residential areas are in large parcels of undeveloped land parts of which have also been scheduled for parks. There are indications, both in this report and others that the Planning Department has published, that a great effort is being made to obtain a far better subdivision than we have ever had in the city before. The report touches upon the housing shortage and contains suggestions for establishing housing estates. There is a diagram showing areas of the city ready for redevelopment in which possible sites for housing estates are

indicated. The report does not state what densities are proposed, although they have already been mentioned in a previous study. Besides these, I hope there will be possibility of working-class housing estates being built in the country areas near Montreal, for instance Ville LaSalle or Ville Saint-Léonard.

The report indicates that the Department is actively increasing the parks and open spaces in the city. A diagram shows the new conception of the neighbourhood park providing access to schools and places of public gathering free of motor traffic. In my opinion it is the finest proposal in the report. In the map of proposed open spaces it is obvious that the principle of parkways has been adopted. When gasoline is available there will be a real demand for the motor car drive. The Lake Shore and Back River have always been favourites as well as the beautiful LaSalle Road, and I hope that a plan of this nature can be adopted by the outlying municipalities and the provincial government. I would also like to see the eastern part of Sherbrooke Street to the Bout de l'Isle similarly treated as well as the spectacular road on the south shore to Verchères. In fact the limited-access highway is a principle that should be adopted particularly as the highway approaches the urban area. The proposals of the City Planning Department may stimulate more development of parkways in this area. With our resources and greater needs the design of a parkway system along the rivers around the Island and a great woodland strip from Senneville to Bout de l'Isle should be considered.

All aspects of the report have been brought together in the preliminary master plan which is illustrated in this issue of the *Journal*. Those who are familiar with Montreal will be able to read it easily and discover the proposed zoning, highway and park systems. As it is usually the case, in many cities a great number of streets that are shown on the plan, particularly in the north section, have no physical existence, although most of them are homologated. Ville Saint-Léonard de Port-Maurice is mainly farm land.

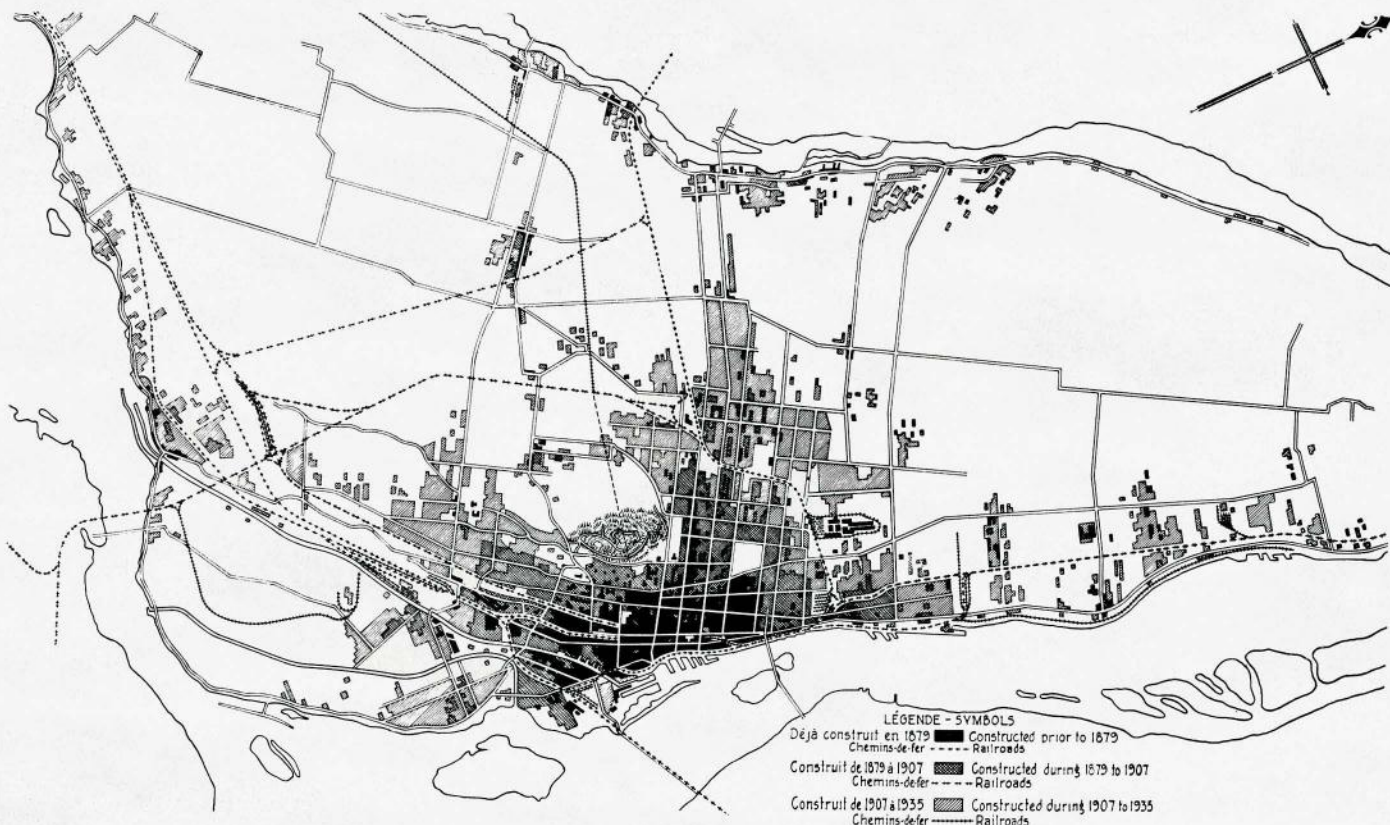
There are a few additional points that I would like to take this opportunity of making. I believe that the South Shore should be brought into the plan. Saint-Lambert and Longueuil are closer to the City Hall than Westmount. These areas are obviously parts of a Greater Montreal. When the two existing bridges are free, the development on the south side will tend to stabilize the westward movement of the centre of the city.

The river and particularly Lake Saint-Louis have important recreational functions, and I hope that the Montreal master plan will be able to conserve this. A regional sewerage plan, with sewage treatment at convenient points, is needed to preserve these fine resources.

And lastly I would like to suggest that something of old Montreal that still has a real function should be protected for historical interest and as a museum of "les autres temps". I think that the Bonsecours Market and Jacques-Cartier Square area is worth making into civic property. The delightful flower and vegetable market where townsman meets countryman and sailor can then be retained.

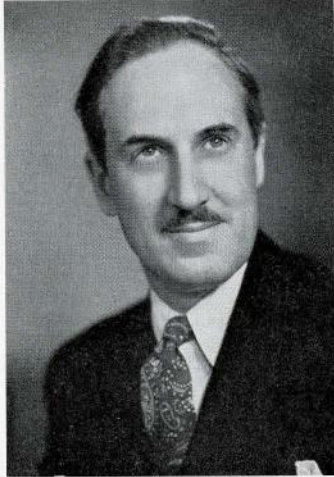
The conclusions of the report point to the necessity of pursuing the idea of planning, making further surveys and eventually preparing a guide and a policy for the development of the city. There will be building activity in the post-war period, not only housing of all kinds, but the expansion of many institutions. There is also the need for public works. All of this points to urgency for a plan.

A good start has been made by the establishment of a competent planning department. It is hoped that the department's activities will be brought to the attention of as many individuals and organizations in Montreal as possible, in order to obtain the popular recognition and confidence necessary for the promulgation of the plan. It is to be hoped also that all governmental agencies, transportation and utility companies will co-operate and, if necessary, submit to the plan which will be determined in the best interest of the welfare of the whole city.



THE PROVINCIAL PAGE

AEDIFICAVIT



MR. F. BRUCE BROWN

It might well be said of Mr. F. Bruce Brown "by his works, shall ye know him". He is not well known as an individual because he has not been active in architectural circles until recently, when he was appointed to the Editorial Board. Last year he was elected to the Executive of the Toronto Chapter of the O.A.A. In a long association with his father, the late J. Francis Brown, he has been responsible for the design of a great many Protestant Church buildings. He has succeeded his father as Architectural Consultant to the Home Mission and

Church Edifice Boards of the Baptist Convention of Ontario and Quebec. As a student at the School of Architecture of the University of Toronto, he graduated with distinction, winning the Guild Silver Medal and the Ontario Government Travelling Scholarship. He used the latter to attend the Summer School of Fontainebleau, from which he returned to take his Master's degree. Mr. Brown now bears the mantle of a distinguished predecessor as Chairman of the Editorial Board, but he carries with him the confidence of the Board and the good wishes of all members of the profession in Canada.

ALBERTA

Now that the National Housing Act has, at long last, come into effect in Alberta, there is much discussion as to what is the best type of small house that can be built at minimum cost. Since this must depend upon the characteristics and ways of life of each household; there are as many opinions as there are persons. This enlivens conversation and thought on the subject and brings out a number of surprising points of view. A good deal of adverse criticism is expressed regarding a group of War Time houses about to be erected in Edmonton. The chief focus of this criticism is the fact that it is proposed to build these without basements and heated by stoves only with chimneys not founded upon the soil. It is commonly alleged that no house without a basement can be so warm as one with a basement, that the space under the floor, receiving no artificial heat, the floors never get thoroughly warmed. If this be so, then more heat must be expended and the tendency will be to keep the house as nearly hermetically sealed as possible with bad effect on the atmosphere—more fuel or less air being the alternative. Such is the argument. In any case the housing shortage is so acute that housing of any sort will be welcomed.

People who come for the first time in contact with the National Housing Act find some requirements in the Minimum Standards of Construction that are new to them and some that are new to the city. The Model By-law on Zoning published in Ottawa in 1939, in the clause regarding side yards reads: "A side yard shall be provided on each side of the building. The minimum width of each such side yard shall not be less than three feet, provided that the aggregate width shall not be less than three-tenths of the width of the lot, but need not

exceed twelve feet." The new requirement is a little less restrictive. It reads "Distance between houses and the adjoining lot lines shall be not less than four feet clear of all projections for one-storey buildings, six feet clear of all projections for two-storey buildings." Now about fifty per cent. of the lots in Edmonton are thirty-three feet in width. Twelve feet off 33 leaves 21 feet for the width of the house—not a satisfactory maximum. The following clause, however, states that "all houses shall be located on lots in accordance with established building lines or set-backs required by local regulations or by-laws". Our local regulation is that side set-backs shall be at least ten per cent. of the total width of the frontage on each side of the lot. That is to say, 3' 4" on 33 feet lots. This allows 26' 4" for the house. This looks better to us. The new General Conditions, however, say "These Standards are not intended to conflict or supersede Municipal or Provincial building codes or regulations except that, where the requirements thereof are inferior to those called for herein, the standards set forth herein shall govern." Well, if the "herein" standard is superior as regards the width of the space between houses, our own is superior as regards the width of the house. So what shall we do about it. I hope that if our interpretation does not agree with the dread authorities at Ottawa we shall not have our houses pulled down immediately after they are built.

In general the standards called for are good and should serve to raise the standard of house building. The ordinary closet with stud walls all plastered up to the ceiling is apparently required by the standards set forth. These are more expensive than a wardrobe simply framed in wood and about seven feet high. They also involve a greater overall area of floor with consequent higher cost. The employment of plastered closets does, no doubt tend to ease and better the tidiness of a house.

The requirement of a complete set of plans, elevations and section to quarter inch scale probably involves more than twice the work in draughting and this along with the cost of many sets of blueprints probably adds about fifty dollars to be paid out before anything can be built or even before the prospective builder can be sure that he can afford to build. This may deter a number from taking the initial steps. A complete set of drawings to eighth scale with the main floor only at quarter inch scale would help a lot, for it could be done on one moderate sized sheet of paper (experto credite) and would secure the desired result.

These are minor matters. There is no doubt that the opportunities offered are being welcomed. A really major point that should be made quite clear in the Act is that there shall be only one house on one lot and that there shall be a minimum size of lot. Any authority that has the duty of administering an Act will realize the value of being able to refer to chapter and verse that makes these points unmistakably clear.

Cecil S. Burgess

ONTARIO

Peterborough is probably typical of the average small Canadian City at the present time, typical in its vague post-war dreams, which it hopes to change from gossamer to concrete "when the war is over". We have, however, gone a little farther than mere dreaming. The City Council is showing a commendable spirit of leadership towards a definite programme of civic design and planning for the future, so that the best may be realized from the good things which they are confident that

future holds. The prospects are that definite steps will be taken shortly towards engaging skilled consultants to undertake the necessary programme of surveying, analyzing the requirements and preparing plans to further the suitable development of our city.

The question of a Memorial to the men who sacrificed themselves for our country has been answered in a very definite manner by the community. The campaign to raise money for a Memorial Community Centre was enthusiastically endorsed by the people, and it appears from our experience here that the criticisms of "useful" or "utilitarian" memorials do not carry much weight. It seems rather difficult to reconcile Mr. Dunbar's objections to the use of the term, "Memorial," in connection with such projects, if he has been quoted correctly.

Wartime Housing has left its mark on our community's landscape, and has been a positive lifesaver in tiding us over a serious need, but what is to become of these temporary houses, and the possible menace they will be to a more suitable future development, is worrying many of those interested in the city's harmonious growth. A happy solution has been found for the men's hostel, which was never a success locally, and which is being rapidly turned into a hospital for convalescent patients, for the Department of Veterans' Affairs.

We have our share of contentious problems; such as whether a dance hall should be built in a residential district, whether huge gasoline storage tanks have any place in plain view on one of the main city arteries, and how it might be possible to bottle up the choice aroma from the packing plant located at the main rail gateway to the city. None of these problems, however, compare with the serious questions attached to the location of the various proposed public buildings, for which no provision has been made in the past, with the result that suitable sites do not now present themselves without major street changes, the demolishing of serviceable buildings, or embarrassing expenditures of money. Try as we may, it is difficult to overcome, at this late date, the "sins of omission" of our forebears, but we can at least endeavour to be as forward-looking as possible so that those who come after us will not find it too easy to criticize our decisions of today.

Although these comments are captioned "Ontario", our remarks are confined to local conditions, but these, we feel, reflect to a considerable degree the problems that are coming to the front in many communities of comparable size and development at the present time.

Walter R. L. Blackwell

PLANNING APPOINTMENT

Lieutenant (SB) (E) Kent Barker, R.C.N.V.R., has recently been appointed Assistant Planner in the Department of Planning and Development of the Ontario Government.

Lieutenant Barker was born and brought up in Toronto, the only son of the late Lieut.-Colonel R. K. Barker.

While at the School of Architecture of the University of Toronto, he graduated with honours and won the O.A.A. Scholarship, the Architectural Guild Medal, the R.A.I.C. Medal and the Darling and Rensor Prize. In the spring of 1936, he entered the office of Mathers & Haldenby, where for a short time he divided his energies between legitimate daytime activities on behalf of the firm and nocturnal ponderings over the T. Eaton Company Small House Competition. The award of a First Prize in this competition came as a pleasant surprise, and so did the announcement, a few weeks later, that he had been granted a Langley Scholarship for post-graduate study in the United States.

From October, 1936, until the early summer of 1937, he studied architectural design and town planning under Eliel Saarinen at the Cranbrook Academy of Art, Bloomfield Hills, Michigan. Living in close association with a number of youthful painters, sculptors and fellow architects was a stimulating and

highly enjoyable experience. Prolonged exposure to the architecture of Cranbrook was undoubtedly responsible for Mr. Barker's permanent admiration for Saarinen's work which was evident in his article in the December, 1944, number of the *Journal*.

From these idyllic surroundings to the draughting room of Canadian Industries Limited in Montreal was a psychological shock which only a strong mind could have survived.

After a year with C.I.L. came a brief month with Ernest Barott, and then a year and a half with the Canadian Broadcasting Corporation in Montreal.

Soon after outbreak of war Mr. Barker moved to Ottawa and spent the next two and a half years as Assistant Architect in the Department of National Defence (Army) where much of his work was of an engineering character. Sewage plants are fully as inspiring as standard Army huts, and less subject to architectural criticism, in view of the fact that the greater part of the work is completely buried soon after construction.

Seeking a more active part in the war, he accepted a commission in the R.C.N.V.R. in October, 1942, and after a brief training found himself back in Ottawa writing memoranda instead of specifications. While at Naval Headquarters he was concerned with the planning of R.C.N. shore establishments. In February the Naval Service was convinced of the urgency of post-war planning, and Mr. Barker was discharged at his own request in order to take up his present appointment.

HIGH HONOUR WON BY TWO YOUNG OTTAWA ARCHITECTS

E. P. Elliott and D. C. Simpson, of Ottawa, were the only Architects from Canada to receive an award in a continent-wide competition, sponsored by a large U.S. industrial concern in March this year. There were 914 competitors.

Edward P. Elliott, at present a Lieutenant in the R.C.N.V.R. and D. C. Simpson, former Lieutenant, R.C.N.V.R. and recently returned from sea duty, are both members of the Ottawa Chapter of the Ontario Association of Architects and also original members of ARGO. Lieut. Elliott graduated in 1939 with first-class honours from Liverpool University, England, and was recently elected an Associate of the Royal Institute of British Architects. After winning the first place in a nation-wide competition in the British Isles, he was offered the Cranbrook Research Fellowship and came to the United States. He was engaged for a year in special research work at Cranbrook Academy, Michigan, with the world-famous planner Eliel Saarinen.

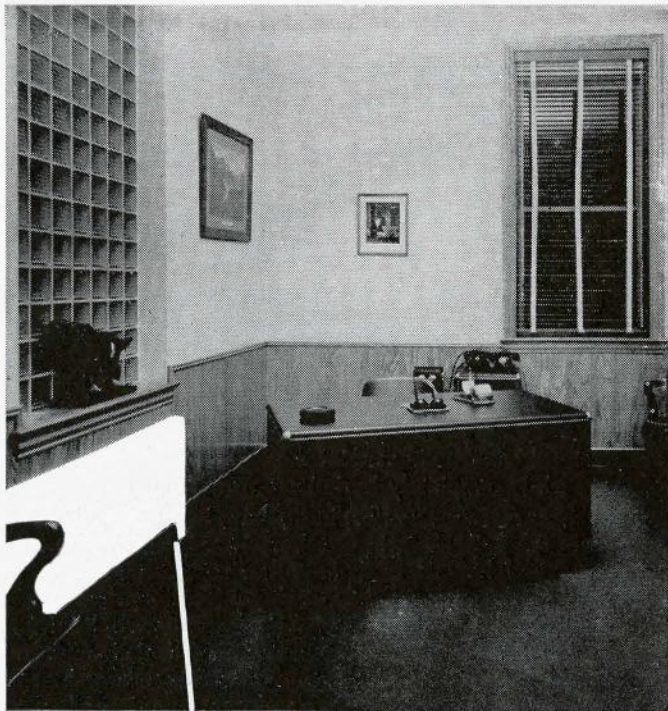
Douglas C. Simpson, a member of the Royal Architectural Institute of Canada, is an Honours Graduate in Architecture from the University of Manitoba. He was a medal winner in 1934 in the National R.A.I.C. competition and a Graduation Thesis prize-winner in 1938.

Since this time Mr. Simpson has worked with several well-known Winnipeg Architects, and at the start of hostilities was engaged by the R.C.A.F. to work on the British Commonwealth Air Training Plan.

After service since 1941 in the Works and Buildings Branch of the Navy and later as Gunnery Officer on H.M.C.S. Wallaceburg, he was released for work with the Dominion Government on the Reconstruction Programme and is at present Munitions and Supply Officer in Construction Control.

THIS ISSUE

Following the precedent of last year, when the work of the Toronto Planning Board was assembled and reviewed in the *Journal* by a Toronto Committee, the Editorial Board, meeting at the time of the Annual Meeting, decided to treat Montreal Planning in a similar way. The collection of data and the assembling of text and cuts, cover design, etc., for this issue were undertaken by a Montreal Committee acting in co-operation with officials of the Montreal Planning Department.



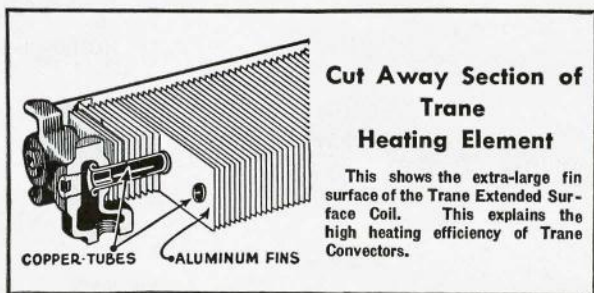
You Don't Have to Look Far for This Heating



Trane Convactor

Right in the front office and right out on the production line you'll find Trane industrial heating. Trane Convectors in the office provide smart appearance, harmonizing with the scheme of decoration desired, permitting maximum use of floor space.

Trane Unit Heaters and Trane Projection Heaters out in the plant supply generous amounts of heat where needed to provide employee comfort. For further information about Trane industrial heating, use the coupon.



Cut Away Section of Trane Heating Element

This shows the extra-large fin surface of the Trane Extended Surface Coil. This explains the high heating efficiency of Trane Convectors.

Remember  the Heating
TRANE IS THE NAME

Branches:

HALIFAX
QUEBEC
MONTREAL
OTTAWA
PETERBOROUGH
HAMILTON
WINDSOR
WINNIPEG
REGINA
CALGARY
VANCOUVER

TRANE COMPANY OF CANADA LIMITED
4 Mowat Avenue, Toronto 1, Ontario

5

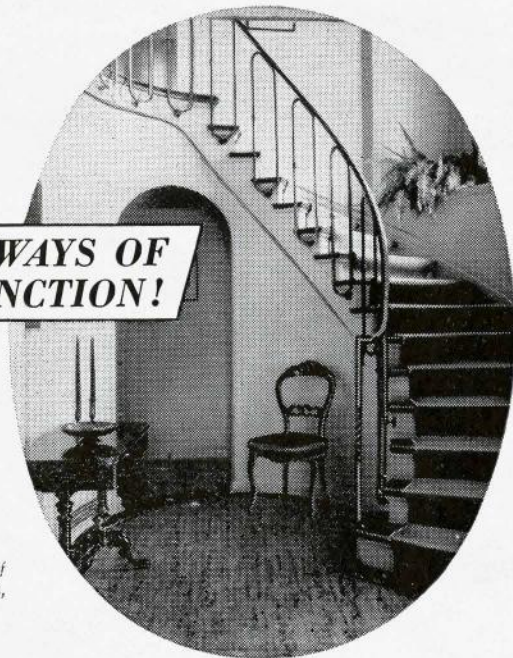
Please send additional information about
Trane Convectors

For New Building For Present Building

Name _____

Address _____

HALLWAYS OF DISTINCTION!



Photo, courtesy of
S. B. Coon & Son,
Architects.

MUCH of the charm of modern halls is in the light, bright finish on walls, woodwork and ceiling . . . like the soft, velvety sheen of Scarfe's "Lo-Glo" Satin-Finish Enamel. It's a versatile finish which may be used on woodwork, plaster, plasterboard, metal and furniture . . . a happy choice when you follow the modern trend of painting walls and woodwork the same tone. Like all Scarfe's finishes, it is thoroughly dependable . . . protects as well as beautifies.

Scarfe's "Lo-Glo" Satin-Finish Enamel

Easy to apply, waterproof, washable. Dries to a soft lustre. Practical finish for plaster, woodwork, furniture, metal or plaster-board.

Scarfe's "Varn-o-lac" 1-hour Enamel

Hard-wearing, quick-drying enamel that dries to a glossy finish. For inside or outside use on wood, cement or metal. Thirty-three beautiful shades.

Use Scarfe's Exterior Paints for that long-lasting look of newness . . . a long-term investment in beauty and economy.



SCARFE'S FOR SURFACE SATISFACTION -
INSIDE AND OUTSIDE

4-45

SCARFE & CO.

LIMITED

HEAD OFFICE - BRANTFORD

BRANCHES: Montreal, Ottawa, Peterborough, North Bay, Toronto
Hamilton, St. Catharines, Brantford, Kitchener, Windsor, Winnipeg