

Notes and Comments

Numéro 2-76, october 1976

URI : <https://id.erudit.org/iderudit/1019543ar>

DOI : <https://doi.org/10.7202/1019543ar>

[Aller au sommaire du numéro](#)

Éditeur(s)

Urban History Review / Revue d'histoire urbaine

ISSN

0703-0428 (imprimé)

1918-5138 (numérique)

[Découvrir la revue](#)

Citer ce document

(1976). Notes and Comments. *Urban History Review / Revue d'histoire urbaine*, (2-76), 88–110. <https://doi.org/10.7202/1019543ar>

NOTES AND COMMENTS

.

CONTRIBUTORS

JOHN C. WEAVER is a member of the History Department of McMaster University in Hamilton. He has published several articles on urban reform in Canada during the period 1890-1920.

CHRISTOPHER ARMSTRONG and H. V. NELLES are members of the History Department of York University in Toronto. They are currently engaged in a major research project on the history of electrical utilities in Canadian cities during the period 1880-1930.

MELVIN BAKER is a graduate student at the University of Western Ontario in London. He received his M.A. from Memorial University and is currently engaged in research on the government of St. John's for the period 1888-1902.

STAN KUTCHER has studied history at McMaster and York Universities. He is now a student in the McMaster University Medical School.

* * * * *

In addition to the contributors listed above who wrote articles for this issue, a number of other individuals submitted material for the "Notes and Comments" section. The editors of the Review wish to acknowledge their aid. They are: EDWARD H. DAHL, GILBERT A. STELTER, ANTHONY SUTCLIFFE, T. W. ACHESON, CLAUDE MINOTTO, LEE McDONALD, J. DONALD WILSON and DAVID McINTOSH.

* * * * *

Special thanks are also due to Professor Weaver who arranged for and edited this special theme issue on urban reform.

.

COVER PHOTOGRAPH

Undated cartoon located in the John Wilson Bengough Collection, Mills Memorial Library, McMaster University.

.

HISTORY OF PLANNING GROUP

A Summary of its Aims and Activities

The History of Planning Group held its first day-seminar in England in October 1974. It was set up to encourage and co-ordinate the growing interest in planning history which has been noticeable during the last few years in university and polytechnic planning departments in Britain and in the wider academic world. Because planning history had attracted researchers from several disciplines (principally history, economic and social history, geography, social administration, sociology, politics, architecture, and planning studies), duplication was already occurring. Many of these scholars were not in touch with the Urban History Group, whose broad interests in any case stretched so far beyond environmental control and development that it could never be more than partially successful as a co-ordinator of planning studies. Meanwhile, the numerous practising planners who had a strong interest in the history of the profession were totally neglected. As a result, many people working in the field did not even know of one another's existence.

After the Group's first meeting at the Centre for Urban and Regional Studies, University of Birmingham, attended by some 30 people,

had confirmed the demand for further sessions, papers were invited for a day-seminar in March 1975. Nearly 40 came on this occasion and a similar number attended a further meeting also in Birmingham in October 1975. In April 1976, we met in association with the annual meeting of the Urban History Group at Cambridge. A six-month interval allows us to maintain interest and we intend to proceed on this basis, though we may experiment with a two-day session in 1977. A list of the topics discussed so far is reproduced below, but further meetings and the appearance of new members will no doubt modify the Group's area of interest. We began in 1974 by considering that we should restrict our coverage of planning history to the last 80 years or so. But a number of our Group have subsequently suggested: (a) that we should extend our interests beyond modern(post-c. 1890) town planning to cover the whole history of conscious attempts to order towns since ancient times, and (b) that we should study the total development of the urban environment in order to set conscious planning in a broader context. These different views still need to be resolved.

During the summer of 1975 some 140 academic departments in this country were circularised, and our existence has been publicised in the major journals. Moreover, we encourage planning practitioners, as well as academics, to attend our meetings. We have sought from the beginning to associate non-British researchers with our activities, and in 1975 we circularised a large number of individuals, principally in Germany, France and the U.S.A., most of whom have now replied expressing their support. We have always seen the history of planning as an international study, just as planning itself has been to a large extent an international movement. Moreover, the absence of equivalent History of Planning Groups abroad has encouraged us to take the initiative in encouraging the international development of a field which is already recognised, particularly in Germany and the U.S.A., as one of great potential.

To this end we are organising an international conference on planning history in Britain in 1977. We have invited distinguished planning scholars from abroad, and the quality of their contributions to what will be the first conference of its type will secure ready publication of its proceedings.

In the meantime, it will almost certainly be possible to publish some of the papers presented at our national day-seminars (outline arrangements have already been examined with one publisher), though we shall have to give serious thought to the arrangement of essays to form a coherent volume or volumes. The first of these papers, an enlarged version of the bibliography and essay on town planning historiography presented at the Group's first meeting, will be ready for publication later this year in the Occasional Paper series of the Centre for Urban and Regional Studies.

Over the last two years, I have taken on the role (for as long as people find it helpful) of a general co-ordinating secretary. Tony Sutcliffe has made overseas links and has arranged meetings. A Committee has been formed (though it has not yet met!). We are progressing slowly, but purposefully I hope.

The International Conference on the History of Urban and Regional Planning will be held at Bedford College, London, from 14th to 18th September 1977. This is the first of its kind, and its arrangement has been made possible by financial support by the Social Science Research Council, to whom we extend our many thanks.

The proceedings will encompass the major areas of current research in planning history, and will, it is hoped, lead to the publication of a substantial volume. Among those who have already offered contributions from overseas are: Gerd Albers, Franziska Bollerey and Kristiana Hartmann, Donatella Calabi, Walter Creese, Wolfgang Hofmann, J. T. Lemon, Peter Marcuse, John R. Mullin, Giorgio Piccinato,

Dieter Rebentisch, John Reys, Christopher Tunnard, and William H. Wilson. British contributions are now sought to complement these.

Conference sessions will be accompanied by excursions and exhibitions. It is expected that the event will lead to the establishment of more enduring international links between those engaged in this expanding area of historical activity.

Further details of the conference may be sought from:

Dr. Anthony Sutcliffe,
Department of Economic and Social History,
University of Sheffield,
SHEFFIELD S10 2TN,
England.

- to whom offers of papers should also be sent.

It is intended to group contributions into themes in which important aspects and modes of planning may be considered on an internationally comparative basis. The themes which have emerged are:

- (1) the roots of planning in housing reform movements
- (2) rural and regional planning
- (3) planning and the conservation of the past
- (4) planning as an international movement before 1914
- (5) planning in the inter-war years
- (6) case studies of planning in individual cities
- (7) planning before industrialisation
- (8) planning and the Modern Movement in architecture
- (9) planning and the ideal community tradition.

Meetings in 1977. Quite apart from the International Conference in September, there will be a meeting of the Group sometime during the Spring. The date and place have yet to be fixed; but it is hoped that

this meeting will look at planning in the "ideal community" tradition. Two papers have already been offered.

* * * * *

Contributions to Meetings of the History of Planning Group

5 October 1974

- | | |
|--------------|--|
| A. Sutcliffe | 'Town planning in the industrial era: a historiographical survey' |
| A. Sutcliffe | 'Attempt at a selected bibliography of the history of town planning in the industrial era' |

15 March 1975

- | | |
|------------------|--|
| A. D. King | 'History of planning: opportunities for new theory and method' |
| Patricia Walters | 'Professionalisation and the routinisation of charisma in town planning' |
| Patricia Walters | 'The early town planning movement and its legacy' |
| Michael Simpson | 'Modern American city planning: the 'City Beautiful' phase, 1890-1927' |

18 October 1975

- 1) Case studies in contemporary British planning history (Chairman: Peter Hall)
- | | |
|---------------|----------------------------------|
| Alison Ravetz | 'Quarry Hill' |
| Roger Smith | 'Cumbernauld New Town' |
| A. Sutcliffe | 'The Birmingham Inner Ring Road' |

- 2) Town planning in Europe and the U.S., c.1890-c.1914: An international movement? (Chairman: David Eversley)
- | | |
|------------------|-----------|
| Nicholas Bullock | 'Germany' |
| Gordon Cherry | 'Britain' |
| David Handlin | 'U.S.A.' |
| A. J. Travis | 'France' |

8 April 1976 (with Urban History Group)

The idea of planning (Chairman: H. J. Dyos)

- | | |
|------------------|---|
| Nicholas Bullock | 'The legacy of the garden city' |
| Martin Hawtree | 'Early town planners and their idea of reform' |
| David Handlin | 'Three villages' |
| A. Sutcliffe | 'Foreign influences on British town planning before 1914' |
| David Eversley | 'Planning at the end of laissez-faire' |
| Peter Hall | 'Great planning disasters of our time' |

.

CAUCHON PAPERS: PUBLIC ARCHIVES OF CANADA

Late in 1975, the National Capital Commission transferred the papers of Noulan Cauchon (c.1880-1935) to the Manuscript Division of the P.A.C. Born in Winnipeg, Cauchon was the son of Joseph Edward Cauchon, first speaker of the Senate and later Lieutenant Governor of Manitoba. Cauchon was an early advocate of town planning in Canada and of a federal district for Ottawa. He was Chairman of the Ottawa Town Planning Commission and Supervisor of Ottawa's zoning during the 1920's. He was one of the founders of the Town Planning Institute of Canada and served as its President between 1924 and 1926.

The P.A.C. has prepared a finding aid (#971) for the Cauchon Papers (MG30, A 49; 2.52 M.). The papers include correspondence (1901-1930), addresses and lectures (1911-1929), notes (1918-1922), clippings

(1899-1929), scrapbooks (1913-1931), subject files (1908-1931), and reference material.

.

LABOUR: JOURNAL OF CANADIAN LABOUR STUDIES

The Committee on Canadian Labour History is pleased to announce the forthcoming publication of LABOUR/LE TRAVAILLEUR. This annual bilingual journal first appeared in Spring 1976. Dedicated to the broad, interdisciplinary study of Canadian labour history, LABOUR/LE TRAVAILLEUR contains several original articles and a review essay in each number. It is under the joint editorship of G. Kealey and J. Thwaites of Dalhousie University and the University of Québec at Rimouski respectively.

Charter subscriptions are now available at \$6.00 per annum or \$11.00 for two years. Each subscriber receives, in addition to LABOUR/LE TRAVAILLEUR, two issues of the Committee's Newsletter for each subscription year.

Cheques made out to the Committee on Canadian Labour History should be forwarded to:

G. Kealy,
Labour/Le Travailleur,
c/o Department of History,
Dalhousie University,
Halifax, Nova Scotia.

* * * * *

LE TRAVAILLEUR: REVUE D'ÉTUDES OUVRIÈRES CANADIENNES

Le Comité de l'histoire ouvrière canadienne est heureux d'annoncer la publication prochaine du journal LABOUR/LE TRAVAILLEUR.

Publié annuellement et dans les deux langues, ce journal fera son apparition à la fin du printemps 1976. LABOUR/LE TRAVAILLEUR est dédié à l'étude multi-disciplinaire de l'histoire du milieu ouvrier canadien. Chaque numéro contient plusieurs articles de fond ainsi qu'une note critique. Il est rédigé sous la direction conjointe de G. Kealey and J. Thwaites de l'Université de Dalhousie et de l'Université du Québec à Rimouski respectivement.

Les abonnements privilégiés sont présentement en vente au prix de \$6.00 par année, ou \$11.00 pour deux ans. En plus du journal LABOUR/LE TRAVAILLEUR, votre abonnement vous donne droit à recevoir deux numéros du bulletin émis par le Comité.

Les chèques, à l'ordre du Comité de l'histoire ouvrière canadienne, devrait être adressés a:

G. Kealey,
Labour/Le Travailleur
a/s Département de l'Histoire
Université de Dalhousie
Halifax, Nouvelle Ecosse.

.
SECOND ATLANTIC STUDIES CONFERENCE

Two studies in the urban history of the Maritimes were presented at the Second Atlantic Canada Studies Conference at Fredericton in April, 1976. Professor David Sutherland of Dalhousie University examined the development strategies of the Halifax business leaders from 1815 to 1850. Professor Carl Wallace of Laurentian continued the theme by exploring the manner in which a small group of Saint John businessmen promoted the commercial interests of their city in the early railway era.

Professor Sutherland argued that there were four different strategies employed by the Haligonians. They began with all the

assumptions of a full-blown mercantilism. The realities of the post-war world--the declining naval expenditures in the colony, the American pressure on the British government to admit American ships to the colonial trade, and the presence of strong colonial competitors at Saint John--resulted in a shift to a selective mercantilism by 1825. The new strategy would permit colonial ships to have access to foreign markets and supplies, establish duty-free warehouses in the city, and permit the construction of canals to link the city to the Bay of Fundy. Later, many saw the commercial salvation of Halifax in the new steam technology which would create a hinterland comprising much of the Maritimes. Finally, with the abrogation of British mercantilist policies in the 1840's, the business elite abandoned all reliance on any form of protection, including proposals for a Nova Scotian tariff, and sought their commercial objectives through a policy of free trade with the United States and other British North American colonies. Professor Sutherland's paper emphasized the inability of the Halifax elite to muster the political influence necessary to defend or achieve their objectives over the long run. This weakness was reflected not only in imperial policies, but also in the failure of the Haligonians to secure the support and control of the Nova Scotian Assembly for much of their strategy.

Professor Wallace began where Professor Sutherland ended, with the failure of mercantilism and the rise of the new doctrines of salvation through steam and free entry. Saint John, however, had been a very different community than Halifax; Saint John businessmen frequently had been leaders in the popular political causes and the city was politically more integrated into its hinterland than was its smaller Nova Scotian rival. Professor Wallace argued that a group of city businessmen effectively took control of the colonial Legislature in the 1850's, and implemented a development strategy, based on railways centered on Saint John, which came to fruition in the 1870's. His argument focussed on three critical points: (1) Tilley and Ritchie returned to the Legislative Assembly in 1854 and united with the anti-

establishment North Shore members to overthrow the compact government and create a reform administration dominated by Saint John interests; (2) financing of the European and North American Railroad in 1855 owed much to John Robertson's personal influence with the Barings; (3) the E. and N.A. was completed by a Saint John group which finally dominated both political parties and retained control of the Assembly until at least 1871. These activities, it was argued, were undertaken by a group of dynamic and capable young businessmen who attempted to counteract the impact of the dissolution of the old colonial system by forging a new commercial system based on the railway. This would turn control of the New Brunswick North Shore commerce over the Saint John interests, and would make the city the vital rail link between the Maritimes and the New England area.

T. W. Acheson
 Department of History
 University of New Brunswick

.

CANADA'S URBAN PAST:
 A CONFERENCE ON CANADIAN URBAN HISTORY

University of Guelph

May 12-14, 1977

Hosted by: Department of History, University of Guelph
 Urban History Committee, Canadian Historical
 Association

Plans for the three day conference, announced in an earlier issue of the Review and a brochure, are now sufficiently advanced to allow the publication of a tentative outline of sessions. The conference is designed to facilitate an interdisciplinary approach to the historical development of particular Canadian cities and towns or to the broader aspects of Canadian urbanization in the past. A variety of

sessions are planned, ranging from those with the traditional format of papers to panel discussions, workshops, and visual presentations. Some of the sessions may be considered completely set as described below, but those dealing with development, planning, housing, and preserving the urban past (nos. 4, 5, 6, and 13) probably will still undergo considerable changes.

Tentative Outline of Sessions

*indicates not yet confirmed

1. Metropolitanism and regional urban development

Chairman: Donald Kerr (Geography--Toronto)

Montreal and the Quebec urban system--Ronald Rudin (History-Concordia).

U.S. metropolitan influence on Canada--James Snell (History-Guelph).

The growth ethic and the development of Prairie cities--Alan Artibise (History-Victoria).

Commentator: J.M.S. Careless (History-Toronto).

2. The economics of urban growth--general

Chairman: Darrell Norris (Geography-McMaster)

The evolution of the Canadian urban economy: two views--

Ruben Bellan (Economics-Manitoba) AND James Simmons (Geography-Toronto).

Commentator: Richard Alcorn (History-UWO).

3. The economics of urban growth--regional

Chairman: D. C. Masters (History-Guelph)

Boosterism and city support regions in the province of Canada--

David Knight (Geography-Carleton).

Economic decline: the case of the cities of the Atlantic region--Larry McCann (Geography, Mount Allison).

Commentator: John Weaver (History-McMaster).

4. The development process

Chairman: Norman Pearson (Political Science-UWO)

Speculation and the physical expansion of mid-19th century
Hamilton--Michael Doucet (Geography-York).

Land usage and patterns of development in Calgary--Max Foran
(History-Calgary Board of Education).

The development process in Toronto, 1850-1885--Isobel Ganton
(Geography-Toronto).

Commentator: Peter Goheen (Geography-Queen's).

5. The origins of urban planning

Chairman: Hans Blumenfeld (Planning-Toronto)

Pragmatic Canadian city planning philosophy--Walter Van Nus
(History-Concordia).

Zoning as planning in Toronto--Peter Moore (Geography-Toronto).

Early conceptions of public responsibility in urban planning in
Alberta--P. J. Smith (Geography-Alberta).

Commentator: Leonard Gertler (Planning-Waterloo).

6. Housing and housing policy

Chairman: Albert Rose (Social Work-Toronto).

Housing policy and housing design in Vancouver--Deryck Holdsworth
(Geography, UBC).

Early housing reforms in Toronto: a confluence of interests--
Shirley Spragge (History-Queen's).

Commentator: James Lemon (Geography-Toronto).

7. The provision of urban services

Chairman: Gerald Bloomfield (Geography-Guelph).

Politics and utilities in Vancouver--Patricia Roy (History-
Victoria).

Street railways in Winnipeg--I. Clark (History-Manitoba).

Urban services and the poor in Montreal--Terry Copp
(History-Wilfrid Laurier).

Commentator: John Taylor (History-Carleton).

8. The cities and local government
 Chairman: William Kilbourn (History-Alderman, Toronto).
 Continuity and change in 19th c. Toronto municipal politics--
 Douglas McCalla and Elwood Jones (History-Trent).

 Municipal reform movements in Western Canada--James Anderson
 (Political Science-Alberta).

 Analysis of leaders in Winnipeg civic politics, 1943-1970--
 Ed Rea (History-Manitoba).

 Commentator: Paul Rutherford (History, Toronto).
9. Social structure in the 19th century city
 Chairman: Iain Taylor (Social Sciences-Athabasca).
 An evaluation of Michael Katz, The People of Hamilton, Canada
 West (Harvard, 1975)--Paul-André Linteau (Histoire-Québec à
 Montréal) AND Keith Johnson (History-Carleton).

 Reply: Michael Katz (History-York).
10. Analyzing 19th century urban society: a workshop
 Chairman: David Farrell (History-Guelph).
 Presentation of "Montreal Society in the 19th Century," project--
 Paul-André Linteau AND Jean-Claude Robert (Histoire-Québec à
 Montréal).

 Commentator: José Igantua (History-UWO).
11. The planning of urban outposts: resource based communities
 Chairman: Rex Lucas (Sociology-Toronto)*
 Resource towns as new towns--Norman Pressman (Planning-Waterloo).

 Thomas Adams and the planning of resource towns--Oiva Saarinen
 (Geography-Laurentian).

 Planning and development in Whitehorse and Yellowknife--
 Paul Koroscil (Geography-Simon Fraser).

 Commentator: G. A. Stelter (History-Guelph).
12. Secondary metropolitan centers: Guelph as a case study
 Chairman: Jacob Spelt (Geography-Toronto).
 Afternoon address: Themes in Guelph's development--Leo Johnson
 (History-Waterloo).

 Commentator: Fred Dahms (Geography-Guelph).

13. Preserving the urban past: a panel discussion
 Chairman: Syd Wise (History-Carleton).
 Alan Gowans (History in Art-Victoria)
 Gordon Couling (Architectural Conservancy-Guelph)
 Douglas Richardson (Fine Art-Toronto)*
 Peter Stokes (Niagara on the Lake)*
14. The visual record and urban history
 Chairman: Carl Wallace (History-Laurentian)
 Presentation of Canada's Visual History projects (slide sets)

 Urban development in the Canada's before Confederation--
 J.M.S. Careless (History-Toronto).

 Early Vancouver--Norbert MacDonald (History-UBC).

 Commentator: Alan Gowans (History in Art-Victoria).
15. The city in History--evening address

 H. J. Dyos, Editor, Urban History Yearbook (Professor of Urban
 History, Leicester).

Accommodation, food, travel, and registration

Although funding for the Conference has not yet been finalized, we expect to be able to cover a substantial portion of the travel expenses of invited participants coming from a distance.

Residence rooms have been reserved for the Conference registrants on the University of Guelph campus. Single accommodation is \$12.00 per night. Most conference sessions will be held in the University Centre which also houses a variety of restaurants and the Faculty Club, whose facilities will be available to registrants. Registration charges will be \$25.00; a reduced rate of \$10.00 is available for graduate students. This fee includes a banquet and reception.

Guelph is located 50 miles west of Toronto via Highway 401; it is also easily accessible by bus or train, and from Toronto International Airport via Red Car Limousine Service (\$12.00 each way).

Further information concerning the conference will appear in a second brochure in the late fall. To ensure that you are on the mailing list, or for more information, write:

Professor Gilbert Stelter
Conference Coordinator

or

Professor Terry Crowley
Local Arrangements Chairman

at

Department of History
University of Guelph
Guelph, Ontario
N1G 2W1

.....

OTTAWA MAPS

Two interesting maps of the capital region have been published recently by the National Capital Commission. One is entitled "An Historical Map of the National Capital Region/Une carte historique région de la Capitale nationale" and is available free of charge from the National Capital Commission. The other map is "The Heart of Canada's Capital: An Illustrated Map/La coeur de la capital du Canada: Un plan illustré" and is available for \$2.00. Both are recommended as excellent additions to libraries and personal collections. They may be obtained by writing to:

Mr. David McIntosh
Advisor, Communications Policy
National Capital Commission
48 Rideau
OTTAWA, Ontario.
K1N 8K5

.....

NATIONAL PHOTOGRAPHY COLLECTION POSTERS

Since the last half of the nineteenth century, photographs have been available as a source for interpreting urban development in Canada. As a medium, photography translates as an analysis of certain architectural details or as a visible synthesis of a dominant activity of an important city.

The National Photograph Collection of the Public Archives of Canada has published a series of posters depicting themes in Canadian history, the most recent posters being devoted to urban history. These posters, reproduced below, are available free of charge from the National Photography Collection, Public Archives of Canada, Ottawa, K1A 0N3.

* * * * *

AFFICHES DE LA COLLECTION NATIONALE DE PHOTOGRAPHIES

Depuis la second moitié du dix-neuvième siècle, la photographie interprète l'évolution urbaine au Canada. Le médium photographique apporte, tantôt l'analyse de certains détails architecturaux, tantôt la synthèse visuelle d'une des principales activités d'une grande ville.

La Collection nationale de photographies des Archives publiques du Canada a entrepris la publication d'une série d'affiches sur différents thèmes de l'histoire canadienne. Les deux plus récentes affiches sont consacrées à l'histoire urbaine du Canada. Vous pourrez vous procurer des copies de ces affiches, gratuitement, lors de votre prochaine visite à la Collection nationale de photographies. Vous êtes d'ailleurs bienvenus à la salle de recherche de la Collection, où la documentation photographique des Archives publiques du Canada sera mise à votre disposition.

Claude Minotto
Historical Branch
National Photography Collection
Ottawa

HAVRE DE MONTREAL, VU DU BUREAU DE DOUANE, PROVINCE DE QUEBEC, VERS 1870

Photo originale de: Alexander Henderson

Collection Alexander Henderson (Négatif N° C81692)

"Tous [les] vaisseaux accostés aux quais dans le havre auront leurs vergues apiquées, leurs arbres et les aiguilles de carène entrés en dedans, leurs bâtons de foc aussi entrés en dedans, autant que possible, leurs cercles de boutte dehors de bonnettes ôtés, leur [sic] vergues de civadière placées de l'avant à l'arriere, et leurs ancres disposés [sic] de manière à ne pas causer de dommages aux autres bâtiments."

(Extrait des Règlements des commissaires du havre de Montréal, 1875, article 24).

Aux environs de 1870, le havre de Montréal connut un essor remarquable. Les arrivages dans le port s'étaient multipliés, tout comme le tonnage des cargaisons qu'on y transbordait. Le développement du bassin des Grands Lacs avait offert à la navigation commerciale un accroissement du marché nord-américain d'exportation-importation. Montréal et New York, chacune d'elles en tant que port commercial et en tant que métropole, se disputaient cet important trafic maritime, l'une par le réseau de canalisation du Saint-Laurent, l'autre par le canal Érié.

L'importance et l'attrait du havre de Montréal, à cette époque, en ont fait un sujet privilégié pour la photographie artistique et commerciale contemporaine.

MONTREAL HARBOUR FROM THE CUSTOMS HOUSE, P. Q., c. 1870

Photo by: Alexander Henderson

Alexander Henderson Collection (Negative No.: C81692)

"All vessels lying at the wharves with the harbour shall have their yards topped up, their booms and outriggers rigged in, their jibbooms and flying jibbooms rigged in as far as practicable, their studding-sail-boom-irons taken off, their sprit-sail-yards laid fore and aft, and their anchors secured, so as to avoid doing damage to other vessels."

(From the By-Laws of the Harbour Commissioners of Montreal, 1875, Article 24.)

By 1870 Montreal harbour was booming. As the development of the Great Lakes basin provided commercial shipping with a growing North American import-export market, arrivals in the port and the tonnage of cargo handled had multiplied greatly. Montreal and New York, each a commercial port and major city, both vied for this important maritime traffic--one using the St. Lawrence waterway and the other the Erie Canal.

The importance and charm of Montreal harbour in that era made it a favourite subject for commercial and artistic photographers of the day.



- La rue King, à l'ouest de la Yonge, Toronto, Ontario, vers 1894.

- King Street West from Yonge Street, Toronto, Ontario, c. 1894.

LA RUE KING, A L'OUEST DE LA YONGE, TORONTO, ONTARIO, VERS 1894

Photo originale de: Frank Micklethwaite

Collection John Micklethwaite (Négatif N° RD 347)

"La Toronto Street Railway Company, en fait, a contribué à un tel point à l'hygiène, au confort et à l'agrément des citoyens, ainsi qu'à l'augmentation de la valeur des propriétés tant à l'intérieur qu'en dehors des limites de la ville, qu'elle doit être considérée purement et simplement comme un bien-faiteur public et, à ce titre, elle a pleinement droit à tout bénéfice résultant de son entreprise.

... et avant longtemps, la ville sera complètement ceinte et sillonnée d'installations de transport public bon marché et efficace." (Tiré du Toronto Illustrated, publié par la Consolidated Illustrating Co., Toronto, 1893).

Ce commentaire sur la prospérité torontoise durant la seconde moitié du XIX^e siècle est typique. Les publicistes ont volontiers sacrifié l'autocritique et les nuances à la promotion de leurs intérêts. Par contre, ce n'est pas sans raison que les tramways électriques ou "petits chars" devinrent le symbole de la croissance urbaine. D'abord aménagées pour faciliter les déplacements d'une élite banlieusarde entre son lieu de résidence et un lieu de travail, les lignes de tramways, électrifiées dès le début des années 1890, ont poussé une population grandissante à investir des quartiers plus éloignés du centre-ville commercial. En articulant des axes résidentiels et des axes commerciaux, les tramways ont jeté les bases géographiques internes, qui transforment une ville en métropole.

Au même moment, les innovations dans la technologie photographique permettaient un battage publicitaire sans précédent.

KING STREET WEST FROM YONGE STREET, TORONTO, ONTARIO, c. 1894

Photo by: Frank Micklethwaite

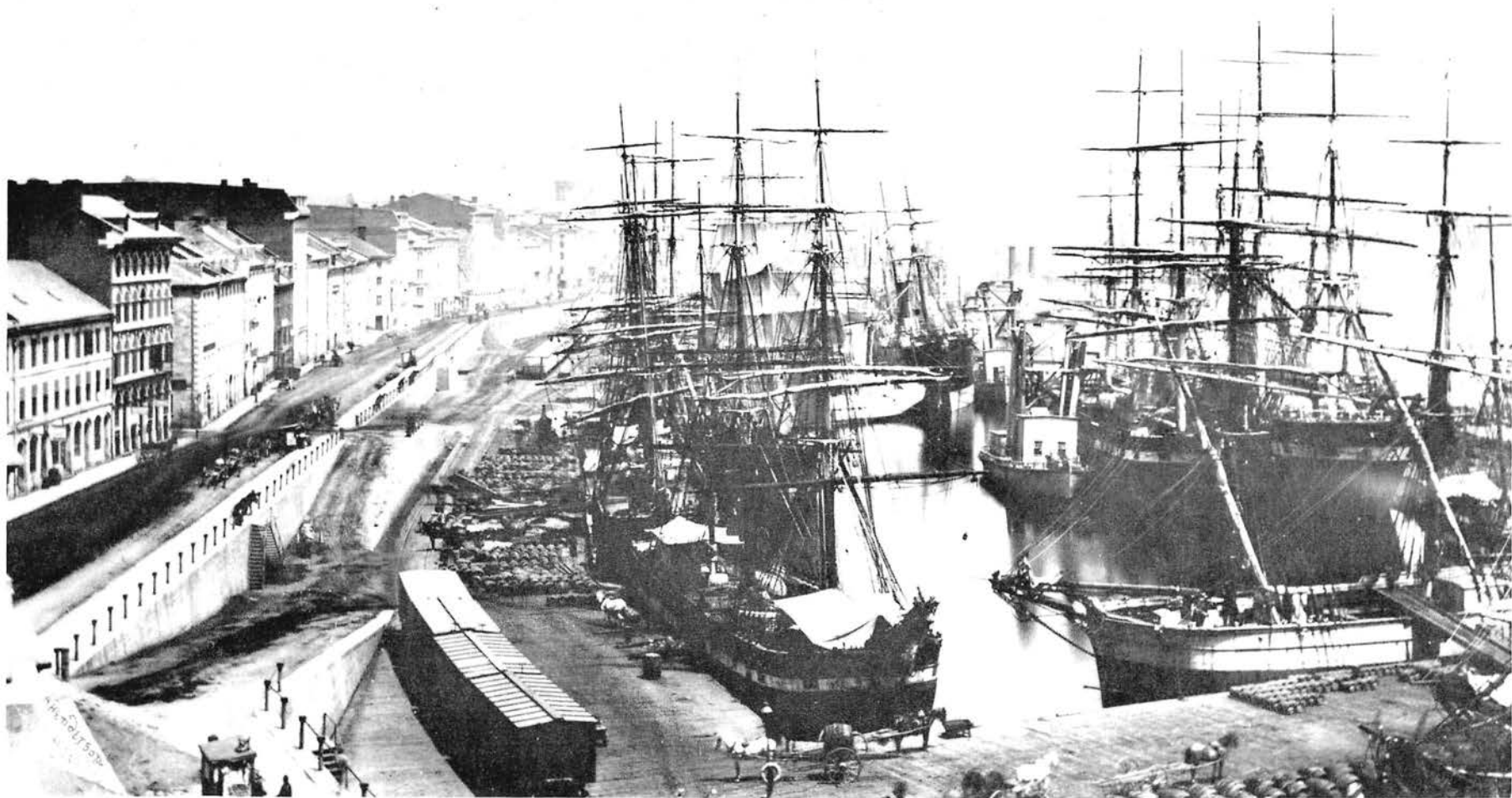
John Micklethwaite Collection (Negative No.: RD347)

"The Toronto Street Railway Company, in fact, has contributed so much to the health, comfort and convenience of the citizens, and to the enhancement of the value of property in and around the city, that they must be regarded as purely and simply public benefactors, and as such, are fully entitled to every financial benefit that may accrue from their enterprise.

"... and ere long the city will be completely girdled and gridironed by cheap and efficient facilities for passenger travel."
(From Toronto Illustrated, published by Consolidated Illustrating Co., Toronto, 1893.)

This commentary is typical of the way Toronto viewed its prosperity in the second half of the nineteenth century. Journalists willingly sacrificed self-criticism and subtlety for the sake of promoting their own interests. On the other hand, it was not without reason that the electric streetcars or 'trams' became the symbols of urban growth. The streetcar lines, first established to facilitate the movement of a suburban elite between its residence and place of work, were electrified in the early 1890's and encouraged a growing population to move to neighbourhoods farther from the commercial core. By defining the main residential and commercial routes, streetcars laid the internal geographic framework that transformed a town into a metropolis.

At the same time, innovations in photographic technology made it possible to display an unprecedented barrage of advertising.



- Havre de Montréal, vu du Bureau de douane, province de Québec, vers 1870.

- Montreal Harbour from the Customs House, P. Q., c. 1870.