

**Slack, Brian. *Harbour Redevelopment in Canada*. Ottawa,  
Ministry of State for Urban Affairs, 1974. (Urban Paper #A.75.2)  
Pp. viii, 46. Tables. Maps. Illustrations**

A. F. J. Artibise

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Leaning, John. The Revitalization of Older Residential Districts. (A study carried out under Part V of the National Housing Act). n.d. n.p. Pp. 94. Maps. Illustrations.

John Leaning is an Ottawa architect and urban design consultant who was former chief architect of the National Capital Commission, and recently involved in the rehabilitation of the La Salle Academy as the Ottawa headquarters of the Ministry of State for Urban Affairs.

The Revitalization of Older Residential Districts, in keeping with much of Leaning's work, "is to set out a technique of revitalization which ... may help to gain some of the quality of environment so needed if we are able to live in our cities in the future".

Though the purpose is broadly framed and some of the problems set in wider context, the study, in effect, is a "case" study (with recommendations) of a residential area of Ottawa known as "The Glebe". "The Glebe" is one of Ottawa's WASPish and relatively wealthy enclaves, but one which in recent years has been under considerable pressure from automobile traffic and other uses that tend to undermine the viability of a residential neighborhood.

Leaning's aim is to set out the corrosive factors, check them and possibly repair the damage already done. To this point, some of Leaning's recommendations with respect to traffic have been implemented on an experimental basis. This practical demonstration, as well as the political activity surrounding its implementation, give Leaning's study added dimension and interest. [John H. Taylor, Carleton University].

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Most large Canadian cities sprang up on waterways and although the relationship between the city and its port has continuously evolved

over time, these links have undergone massive changes in the last three decades. This study of harbour development traces these changes to two principal factors: the increasing specialization and mechanization of the ship-shore cargo handling capabilities. As a consequence the port has grown less labour intensive, the need for port back-up land has increased dramatically, and the facilities of earlier compact ports are growing obsolescent.

In the specific context of the port of Montreal, Professor Slack investigates criteria which may be used in evaluating the efficiency of various port facilities. These criteria are used to determine which port facilities may be closed or relocated. The potential modifications are then evaluated in terms of their effect upon both the efficient functioning of the port itself, and upon business activity in the city of Montreal.

The study contains a useful bibliography of general reference material and references on harbour land renewal. [A.F.J. Artibise, University of Victoria].

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White, Clinton O. Power for a Province: A History of Saskatchewan Power. Regina: Canadian Plains Research Center, University of Regina, 1976. Pp. xii, 370. Illustrations. Maps. \$5.95.

While the main emphasis of this book is obviously beyond the areas normally dealt with by urban historians, it does contain a great deal of information of interest to scholars concerned with urban reform, public ownership, and boosterism. Power for a Province begins in 1890 when three electrical generating systems appeared in what later became Saskatchewan. Following the granting of provincial status in 1905, power plants serving single communities appeared in numerous centres. Meanwhile, it became technically and economically possible to link the individual plants together as an initial step in creating an integrated power system. This led to proposals for a publicly owned, integrated