



The Doorknob Collector

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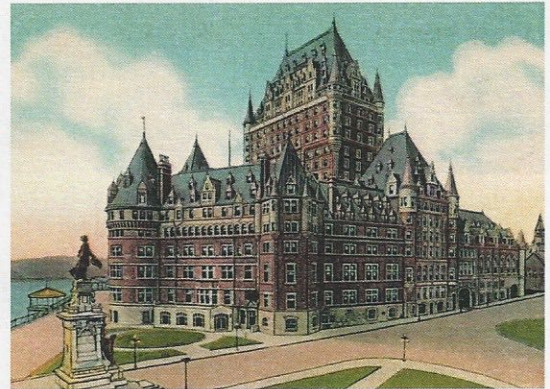
The Chateausque Railway Hotels of Canada

By Paul Woodfin

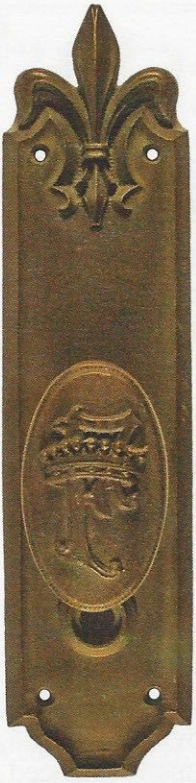
With passage of the British North American Act in 1867, Canada was established as a sovereign nation with an independent parliament to oversee the development of the nation. Canada, like every other country, has its geographic limitations. Its population was and is mostly gathered together within 50 miles of the United States border. Canada is itself fragmented by geography. In particular, eastern Canada is divided from western Canada by the Shield, an inhospitable 1000 mile wide corridor of lakes, bogs and swamps and the Rocky Mountains. In former days, often one could only travel from one region to the other via the United States. The economic attraction between Canada and the United States was also, obviously, quite strong – that was where markets lay. This led to the idea of a government financed cross-Canada railroad that could populate it and bind it together. To a real extent, it was thus the railroads that helped create (or preserve) modern Canada. And as might be expected, the railroads set out to create travel and tourism (and thus our current subject). As another part of this nation-building project, the Canadian government encouraged Western settlement and imposed strong tariffs to protect local industry.

While the first railroad line in Canada opened in 1836, much of the rail traffic for Canada remained focused on lines between Ontario, Quebec, and Nova Scotia, and connecting links to the United States. By 1871, British Columbia became a Canadian province due to the discovery of gold and other valuable minerals. Unfortunately, travel by ship from the eastern provinces to the west took four months by ship. A faster transportation route was needed, and by 1885 the Canadian Pacific Railway, with significant government support, completed the first Canadian transcontinental railroad. A second transcontinental route was built by the Grand Trunk Railway, further north of the Canadian Pacific west of Winnipeg but connecting to new cities such as Edmonton.

Both railroads built a number of large, Chateausque hotels across the nation, located at what would become larger cities and scenic destinations. Their goals for these hotels was both to rival any hotels found in the United States, and to attract tourists seeking a fine vacation or excursion. Many of these historic hotels remain in use today as hotels, while other have been demolished and rebuilt, expanded in subsequent decades, and some have been converted to office space. Custom hardware was used for several of the hotels, which are the focus of this article.



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Chateau Frontenac, Quebec City, Quebec

American architect Bruce Price was a New York-based architect, responsible several of the city's great office buildings and for many country homes for New York's elite, including the enclave at Tuxedo Park. His design for parlor-bay window luxury passenger cars for the Pennsylvania and Boston & Albany railroads brought him to the attention of the Canadian Pacific Railway (CPR). His first project was the Windsor Station at Montreal (1887), which also contained the railway's corporate offices. The Banff Springs Hotel (1888, destroyed by fire) was next, followed by the Chateau Frontenac, the railroad's landmark hotel in Quebec City, located at a promontory point in the old city overlooking the St. Lawrence River.

The first section of the hotel was completed in 1893 (the lower section shown on page 1), with subsequent additions in 1908-9 and the tower section in 1924. The hotel featured custom hardware by Corbin with a "fleur de lis" bronze back plate and a oval F monogram topped by a crown (P-21000, at left). The Chateau Frontenac is now a National Historic Site and remains an operating grand hotel, owned by the Canadian-owned Fairmont Hotels chain.

Chateau Laurier, Ottawa, Ontario 1912

In 1857, Queen Victoria selected Ottawa to be the capitol of the North American territories, for reasons including that it was between Toronto and Montreal, on the border of French-speaking Quebec, and a comfortable distance from the United States border. It also had an adequate water supply from the Ottawa River. The Parliament buildings were soon being constructed on what became "Parliament Hill" along the River.

By 1909 the Grand Trunk Railroad began planning both a new Union Station just southeast of the Parliament and a grand hotel across Rideau Street, with both buildings being completed and opened in June 1912. New York architect Bradford Gilbert was hired to design both buildings, but conflicts

ARCHITECTURE AND BUILDING.



The Chateau Laurier Montreal

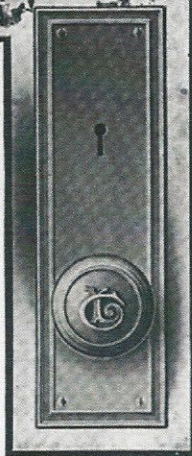
Ross & McFarlane, Architects

is equipped throughout with Corbin Hardware of special design selected by the architects. This is the first hotel of a number to be erected by the Grand Trunk Railway, and especial attention has been given to every detail. The design shown is for use upon the guest room floors. It is a heavy cast pattern with polished raised line borders and with the surfaces dull. The effect is one of dignity and simple elegance.

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with the Grand Trunk led to his being dismissed and Montreal architects Ross & MaFarlane hired to complete the design and oversee construction of the now-named Chateau Laurier Hotel, named after a Canadian Prime Minister. The hotel is built in a “French-Gothic Revival-Châteauesque style” style to complement the Gothic-style Parliament buildings to the west and the Beaux Arts railway station to the south. The building is faced of carved Indiana limestone with a striking mansard roof.

The hardware for the Chateau Laurier was provided by Corbin, shown on page 2 in a 1912 advertisement in *Architecture and Building* magazine (P-41261). In 1929 a new wing was added on the eastern side of the hotel, in a similar design style which blended seamlessly with the original section. The hardware in the new portion of the building used a

different CL monogram design (P-41260, at left).

The Chateau Laurier was celebrated as a National Historic Site in 1981 in recognition of the many prominent guests and important meetings hosted at the hotel over many decades of service. The hotel is currently owned and operated by the Canadian-owned Fairmont Hotels chain.

Fort Garry Hotel, Winnipeg, Manitoba

A year and a half after completing the Chateau Laurier, the Grand Trunk Railway continued west with their series of new hotels, opening the Fort Garry Hotel in Winnipeg, Alberta in

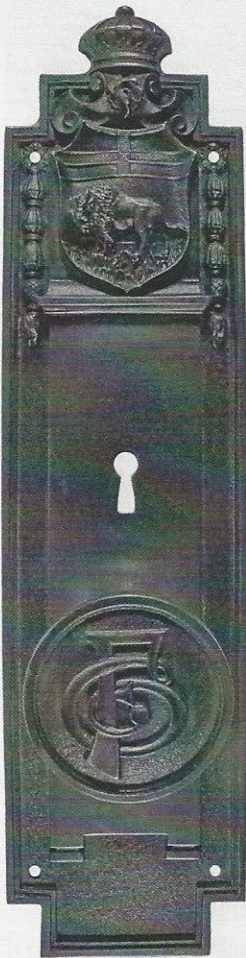
December 1913, two years after the Grand Trunk had opened its Warren & Wetmore-designed Union Station nearby. The Hotel's name comes from the frontier fort which once

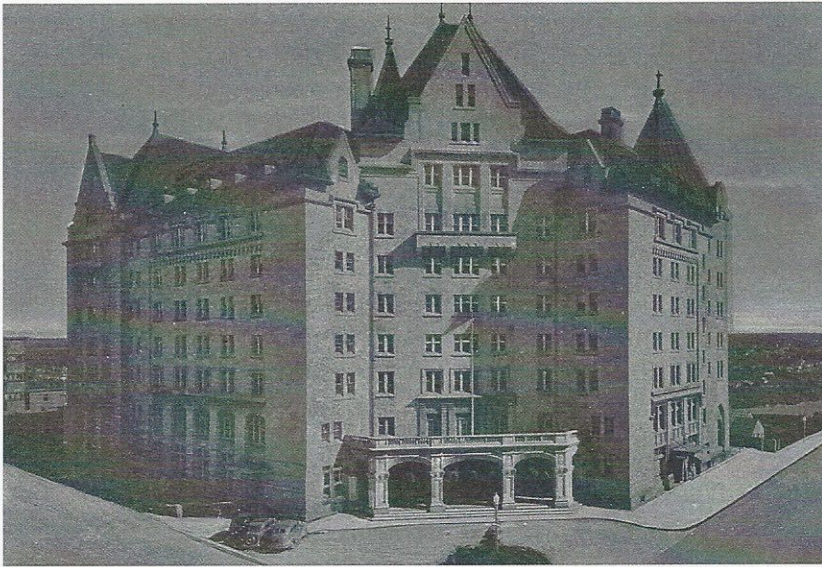
stood nearby, the original stone gate stands in a park between the station and the hotel.

The hotel was designed by Ross & Macdonald, the successor firm to the designers of the Chateau Laurier. George Ross was a graduate of both the Massachusetts Institute of Technology and the Ecole de Beaux Arts in Paris, and had apprenticed with both Carrere & Hastings and Parker & Thomas (both prominent hotel designers), while Macdonald had worked for noted architect George B. Post on a series of hotels. More importantly, Ross had also been a draftsman for the Grand Trunk Railway early in his career.

The Fort Garry Hotel's lobby features stone walls, a marble inlay floor, marble stairways with iron and bronze balustrade, gold-trimmed piers and moldings, and a paneled ceiling. The hotel's hardware (P-42430, at left) by Russell & Erwin features the FG monogram on the doorknobs, with the backplate showing the Manitoba provincial seal of a bison and cross topped with a crown.

Both the Fort Garry Hotel and Union Station remain in use today for their original purposes. The hotel is a designated National Historic Site and is now independently owned and operated by a Canadian family.





Hotel Macdonald, Edmonton, Alberta

The next hotel built by the Grand Trunk Railway's Grand Trunk Pacific subsidiary was at Edmonton, Alberta. This new town was initially the location of Fort Edmonton, built to protect farmers in the valley, and later became a city in

1904. The following year Edmonton was selected as the Provincial Capital of Alberta.

Having successfully completed the Fort Garry Hotel, the railway decided to again hire Ross & Macdonald to design their new hotel in similar fashion and comparable grandeur to the Winnipeg hotel. The hotel would be somewhat smaller in size but featured an Indiana limestone façade and a copper mansard roof (photo above). The hotel was later named for Canada's first Prime Minister, Sir John Macdonald.

The hotel opened in July 1915 and was the only large hotel in Edmonton for several years. The Macdonald has several suites which were used by visiting royalty (both King George VI and Queen Elizabeth II), along with dignitaries such as Winston Churchill. The hardware for the hotel was again by Russell & Erwin and this time used Madison design backplates with doorknobs monogrammed GTP, for Grand Trunk Pacific (P-49430, at right).

The Hotel Macdonald is a registered Edmonton historic landmark, which prevented the hotel's demolition during the 1950s-1980s when most older structures were demolished in favor of modern glass structures during the city's redevelopment as the Oil Capital of Canada. The Macdonald is currently managed by the Canadian-owned Fairmont Hotels chain.



Other Canadian Railway Hotels

The Canadian Pacific and the Grand Trunk Railways (and the Canadian National Railway, which took over the Grand Trunk in 1919) built several other landmark hotels before the Second World War. While none of these hotels are noted as having special hardware, the ones listed below remain as contrib-

<u>Hotel</u>	<u>City/Province</u>	<u>Built</u>	<u>Railway</u>	<u>Current Use</u>
Place Viger	Montreal, Quebec	1898	Canadian Pacific Railway	Office & Residential
The Empress	Victoria, British Columbia	1908	Canadian Pacific Railway	Fairmont Hotels
Chateau Lake Louise	Banff, Alberta	1913	Canadian Pacific Railway	Fairmont Hotels
Banff Springs Hotel	Banff, Alberta	1888	Canadian Pacific Railway	Fairmont Hotels
		1914		
Palliser Hotel	Calgary, Alberta	1914	Canadian Pacific Railway	Fairmont Hotels
Lord Nelson Hotel	Halifax, Nova Scotia	1927	Canadian Pacific Railway	Private Hotel
Royal York Hotel	Toronto, Ontario	1929	Canadian Pacific Railway	Fairmont Hotels
Hotel Saskatchewan	Regina, Saskatchewan	1932	Canadian Pacific Railway	Marriott Hotels
The Bessborough	Saskatoon, Saskatchewan	1935	Canadian National Railway	Delta Hotels
Hotel Vancouver	Vancouver, British Columbia	1939	Canadian National Railway	Fairmont Hotels

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- Wikipedia, Canada's Grand Railway Hotels.
https://en.wikipedia.org/wiki/Canada's_grand_railway_hotels



Atlas Life Insurance Building Tulsa, Oklahoma

While the 1889 land rush in Oklahoma Territory dramatically grew the non-Native American population, Oklahoma began to grow quickly after 1900 when significant oil & gas production began across many parts of the state. Statehood was granted in 1907, and while Oklahoma City was made the state capitol, Tulsa became the business center for the Oklahoma's oil & gas industry, which even today dominates the state's economy.

Tulsa was established as a city in 1898, and quickly became the home to many banks and insurance companies to meet the needs of local customers. Atlas Life Insurance was founded in 1918, and by 1921 the company had grown sufficiently to support the construction of an office building.

Designed by the firm Rush, Endacott and Rush, the building was completed in 1922. The twelve story building was built with a steel frame clad in red brick and elaborately-designed white terra cotta. Atop the building's cornice stands a terra cotta sculpture of "Atlas Supporting the World". Atlas was also found on

the bronze elevator doors, clocks, and later on a vertical neon sign that was mounted to the front face of the building.

The building's interior hallways were clad in marble wainscoting and flooring, and featured bronze door plates by Sargent with Atlas supporting the cylinder lock rather than a globe (above).

The building remained a desirable business address for many decades, home to Atlas Life, many oil companies, law firms, and accounting firms until it was sold in 2010. The new owners converted the building into a Courtyard by Marriott hotel, and retained the Atlas hardware for the hallway doors on two floors that had maintained their original marble and woodwork for 88 years. The building is now listed on the National Register of Historic Places and is also a protected local landmark.



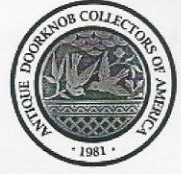
Reference: Wikipedia, Atlas Life Building. https://en.wikipedia.org/wiki/Atlas_Life_Building



Antique Doorknob Collectors of America

40th Anniversary

1981 - 2021



The First in a series of remembrances as the ADCA celebrates 40 years of service

THE DOORKNOB COLLECTOR

Beginning in 1977 and continuing through 1981, Rich & Faye Kennedy published a series of ten collector newsletters by subscription, sent to buyers of Maud Eastwood's book *The Antique Doorknob* and other individuals who were suggested by other collectors. The Kennedys called their newsletter *The Doorknob Collector*, which became our banner after the ADCA was formed. A few highlights are below, and copies are available on-line at <https://www.antiquedoorknobs.org/newsletter-archives>.

KNOBS ON DISPLAY (March 1978)

Both George Doyle and Maude Eastwood have mentioned a lock museum in Terryville, Conn. which is worth a visit if you are in the Hartford area. They have knobs on display as well as the locks. The Lock Museum of America, 114 Main St., Terryville, Conn. is open May through October, Tuesday to Sundays.

BIG RESPONSE (July 1978)

The March issue of "The Doorknob Collector" was well received according to the response, Many letters and notes came our way. Several readers expressed an interest in trading and this will be indicated on the address list. This is only the third issue. However, the first went out to about 15 readers; the second to 80; and, this one will go to well over 150. The cost of printing and mailing has fallen on your editor, As you can see he needs help. In order to continue, we are asking that you fill in the coupon below and enclose \$1.00 for the next three issues (1 year subscription). The next newsletter will be sent to those responding.

SERENDIPITY (July 1979)

Charles Wardell writes, "Several (of my knobs) required much diplomacy and craftiness (to obtain them). I spotted an unusual knob on the door of an antique dealers shop and began trying to buy it. I received promise after promise and then a flat no to my request.. After several years, the dealer asked me to repair his roof knowing I was a carpenter. I couldn't tackle the job for a long time even though he asked repeatedly. Finally, a thought occurred to me that perhaps I could start his work immediately, providing he'd part with the doorknob! This was agreed upon and both of us were happy. I replaced the knob and escutcheon with another nice set that was a duplicate I didn't need.

"I have salvaged many pieces of hardware from a wrecked building and one from the pile of rubble in front of a bulldozer. I've also seen many nice items loaded into dump trucks headed for a landfill because I couldn't locate the owner. These experiences have led me to "liberate" some nice hardware that was destined to be destroyed."

CONVENTION? (February 1981)

Is this idea worth pursuing? Arnold Fredrick has suggested a Convention and Swap Meet about mid-way across the country in Waverly, Iowa. He is willing to do a lot of the planning if there is sufficient interest.

We have heard this idea from several of our readers before and would like your reaction to it. Perhaps a three-day weekend might be a good time to have it.

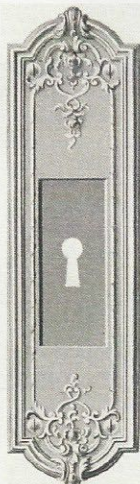


In Memorium

Shortly before press time we received notice that founding member Lee Kaiser (#5), who with husband James edited this newsletter between 1981 and 1986, has passed away. More information will be forthcoming in the next issue.

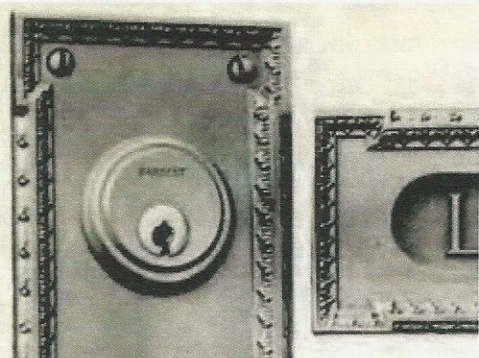
The Doorknob Exchange

Members are reminded that your dues entitle you to advertise items for sale, trade, or wanted at no charge. ADCA is not responsible for any transaction or the condition of the items advertised.



Michael Wooley (#1030) is seeking two sliding door escutcheons in the Corbin Nemours design (at left) for his home restoration at Bay City, MI. Mike is potentially interested in any Nemours pieces and Corbin Monaco pieces as well. Please contact Michael at MWooley@wnj.com or (989) 450-8611.

Paul Woodfin (#829) is seeking door plates or a letter plate in the Sargent design shown at right. Contact Paul at paul.woodfin1@gmail.com.



Antique Doorknob Collectors of America

The Doorknob Collector

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Web: knobsession.com
Email: bysawyer@mcn.org



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Web: americanantiquehardware.com
Email: contact@americanantiquehardware.com

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Antique Door Hardware Collector

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Web: antiquedoorhardware.com
Email: antiquehardware@verizon.net

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<p>Bill's Key & Lock Shop </p> <p>Owner: Andy Streenz 1509 N. Clinton Blvd. Bloomington, IL 61701 Phone: 309-454-1713 Web: billskeyandlockshop.com Email: locksmith@billskeyandlockshop.com</p>	<p style="text-align: center;">THE BRASS CENTER</p> <p>The Brass Center</p> <p>Owner: Hermie Glick 248 East 58th Street. New York, NY 10022 Phone: 212-421-0090 Web: thebrasscenter.com Email: info@thebrasscenter.com</p>	<p>Classic Home Hardware Original Antique House & Furniture Hardware</p> <p>Owner: Jim Morneau PO Box 1102 Canton, CT 06019 Phone: 860-693-4451 Web: classichomehardware.com Email: sales@classichomehardware.com</p>
<p>DISCOVERY ARCHITECTURAL ANTIQUES</p> <p>Owner: Suzanne Kittel 409 Saint Francis St. Gonzales, TX 78629 Phone: 830-672-2428 Web: discoverys.net Email: swk@discoverys.net</p>	<p>HISTORIC HOUSEPARTS</p> <p>Owners: Christina Jones & James B. Wolff 540 South Avenue Rochester, NY 14620 Phone: 585-325-2329 Web: historichouseparts.com Email: info@historichouseparts.com</p>	<p>Liz's Antique Hardware </p> <p>Owner: Liz Gordon 453 South La Brea Los Angeles, CA 90036 Phone: 323-939-4403 Web: lahardware.com Email: Shop@LAHardware.com</p>
<p> Olde Good Things</p> <p>Locations across America Visit web site for information Phone: 888-273-9678 Web: ogtstore.com Email: webstore@oldegoodthings.com</p>	<p>REQUIEM SALVAGE CO</p> <p>Owner: Amy Larrimore Philadelphia, PA Phone: 215-645-2691 Website: requiemsalvage.co Email: hello@requiemsalvage.co</p>	<p>Settlers Hardware </p> <p>Owner: Susan Neptune 1901 West Alabama Houston, TX 77098 Phone: 713-524-2417 Web Site: settlershardware.com Email: settlershardware@gmail.com</p>
<p>TICE INDUSTRIES</p> <p>Owner: Scott Tice 2405 SE Moores Street Milwaukie, OR, 97222 Phone: 503-284-0122 Web Site: ticeindustries.com Email: scott@ticeindustries.com</p>	<p>Tim & Julie's Another Fine Mess</p> <p>Owners: Tim Harmon & Julie Crow  2901 East 10th Street Indianapolis, IN 46201 Phone: 503-399-8009 Web Site: indysalvage.com Email: timandjuliestore@gmail.com</p>	<p>Uniquely Olde</p> <p>Owner: Steven Carter Youngstown, OH Phone: 330-953-8518 eBay Store: overlyoptimistic Etsy Store: UniquelyOlde Email: smcarter@smc13.com</p>
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