

well as special children's facilities will be housed in the new space.

The library, which will move into the new wing, will be extended from 3,000 to 5,000 square feet.

A new restaurant that will seat 150 persons is planned at the first upper level of the extension leading to a terrace with a view of the new sculpture court. The Arthur Lismer Hall will be relocated in the existing building and turned into a modern auditorium, with projection and closed circuit television facilities, making transmission possible throughout the new wing, and providing space for 400 persons. Technical facilities will be provided to allow TV and radio programs to originate from the Museum.

#### Historic nature preserved

The general atmosphere of the present Museum will remain unchanged — "we will preserve its historic nature", says architect Fred Lebasold, of Arcop Associates — but new gallery space and visitor facilities will be added, mainly at the Sherbrooke Street level. The exterior appearance will hardly be affected, despite extensive alterations within the building.

"Overall, the expanded and renovated Museum facilities have been planned to constitute a continuing invitation to the Montreal public and visitors generally to enjoy the Museum's permanent collections, special exhibitions and education programs," says Dr. Sean B. Murphy, president of the Museum. "We feel the contrast between the classical older galleries and the new contemporary spaces will heighten enjoyment and stimulate the imagination of anyone who enters, as well as making the experience a more pleasurable and convenient one."

Public access to the existing Museum building will be considerably improved by the addition of two entrances at the Sherbrooke Street grade level, identified by terraced and landscaped outdoor exhibition areas. Street furniture and special lighting will be added and provision made for posters and displays. The entrances on each side of the existing exterior grand stair, will lead to a large entry hall with sales areas, information desk and cloakrooms for the public. Two large new galleries will be located here and the new Arthur Lismer Hall will also be moved to this level.

The new wing will have five levels —

three above ground and two below grade each connected with the existing galleries.

Climatic conditions will be carefully controlled and all existing facilities will be air-conditioned.

The extension is scheduled to be completed in the spring of 1975.

#### Bell Canada's anti-pollution experiment

Bell Canada has concluded a two-year anti-pollution experiment with trucks using compressed natural gas, and is concentrating its automotive anti-pollution effort on maintaining its fleet with present and projected federal standards for gasoline-powered vehicles.

"We achieved improvements in exhaust-emission levels using natural gas in standard 1969 and 1970 gasoline engines," W.G. Greene, Bell Canada's division automotive equipment manager said, "but there would be little improvement possible with newer engines as they are being designed to meet stiffer governmental standards.

"And steps by automotive manufacturers to combat pollution have dried up sources of high-compression engines needed to use natural gas efficiently and economically," he said.

#### Standards set

When Bell Canada decided to test the feasibility of natural gas as substitute for gasoline it set three basic criteria: reduced exhaust emissions; acceptable levels of emission with minimal penalties to the performance, life and maintenance of the vehicles; operating expenses comparable to those of gasoline operation.

Four test vehicles, two in Toronto and two in Montreal, were fitted with dual-fuel kits, so that drivers could switch back to gasoline, if their 600 cubic feet of natural gas ran out during the day's work. In every other way the trucks were like hundreds of others used by the company in telephone installation and repair work.

Emissions of smog-forming exhaust hydrocarbons and carbon monoxide were reduced by using natural gas in the 1969 and 1970 engines, but were about the same as for standard gasoline-fueled 1973 production vehicles.

Mileage per 100 cubic feet of gas in the test vehicles ranged from 6.1 to

7.8, allowing the trucks a driving range of 40 to 50 miles when equipped with the two high-pressure cylinders. In Ontario, 100 cubic feet of gas was equated to one gallon of gasoline.

The acceleration rate with natural gas was about 30 percent less than with gasoline, and some stalling occurred when changing from one fuel to the other. Fewer oil and sparkplug changes were needed, however, because of cleaner engine operation.

Bell Canada is disposing of its natural-gas compressor stations and conversion equipment. Its anti-pollution program for its 7,000 vehicles includes rigorous maintenance, monitoring exhaust-emission levels and precision tune-ups. Special training for about 250 Bell Canada maintenance people is well under way. The training course, to be completed this month, instructs mechanics in tuning various makes of engine for maximum pollution-control.

#### NAC Theatre season success

Five sold-out attractions, a 92 percent attendance for the subscription series and a total of 204,957 persons attending performances at the National Arts Centre Theatre, highlight the final box office figures for the 1972-73 season.

During the past year, the Theatre staged eight productions — more than in any previous season — five of which were sold out.

A total of 204,957 people saw NAC presentations, either in Ottawa or on tour, in 449 performances that included the French and English theatre subscription and studio series, the touring companies — The Hexagon and l'Hexagone — and two productions in English by the Student Young Company and one in French by Le Théâtre Etudiant. French and English theatre subscription presentations realized a total of 92 per cent paid attendance.

During the 1972-73 season L'Hexagone, the French language counterpart of The Hexagon, was created. The latter completed its second season of touring Ontario secondary schools last autumn, while L'Hexagone toured French and bilingual schools during the winter. In its 11-week tour The Hexagon travelled 2,466 miles and played to 39,330 students; L'Hexagone, in a four-week tour, played to 10,000 students.