

Six ASEAN Pavilions Provide Major Attraction

The shores of False Creek have been a centre of excitement this summer as the principal site of Expo '86, the World Exposition on Transportation and Communications. The City of Vancouver has welcomed visitors from all corners of the globe, including South-east Asia, of this, the most successful world's fair of the past decade.

Since Expo '86 is not a universal exposition, the pavilions have to be supplied by Expo organizers, not built by the participating countries as they were in Montreal in 1967. Most of the buildings are, therefore, temporary but this hasn't, limited lay-out and design which reflects the architecture, people and lifestyles of the various nations involved in Expo.

Certainly the largest and most stunning of all the buildings is the Canada Pavilion. The structure, which resembles a sleek ocean vessel and with its five massive "sails", juts out into Burrard Inlet, Vancouver's harbour, anchored by the rounded lines of the new Pan Pacific Hotel. After Expo closes in November, the edifice will become a convention centre as well as a terminal for cruise ships bound for Alaska and other destinations along the Pacific Coast of North America. The Pavilion is connected to the main False Creek site by the Sky-Train, an advanced elevated rail system developed in Canada (see accompanying article). The Canada Pavilion provides a showcase for Canadian technology including the Hystar, a circular airship with amazing versatility. The performing arts are represented, too. Among the groups



The Indonesia Pavilion as seen from the Centre Port, False Creek.

scheduled to appear at Expo is 'Theatre sans Fil', who recent performances in Singapore proved so popular.

Of course, Canada is not the only country participating in Expo — there are more than 60 pavilions sponsored by

national, state, provincial and territorial governments, from around the world and by private corporations. The buildings are spread around the 173 acre site, fronting on open plazas representing the various forms of transport.



Exterior of Singapore's pavilion reflects once-common shop-house architecture.



Traditional entrance belies the modern exhibits found inside Malaysia's pavilion.