



Old Toronto (or "Toronto the Good") still lives in grand structures such as the St. James Cathedral, left above, and the Casa Loma, the eccentric home of a very rich man and in the homely delight of a neat garden behind a neat fence. New, multi-cultured Toronto is vivid too, with, for example, checkered brick house fronts. The CN tower, in day and night, is pure late-twentieth century, but older towers rise on Cherry Beach.



The Tower of Toronto



The Canadian National's new communications tower on the Toronto waterfront is the tallest free-standing structure in the world — 1805 feet high. It is not a building in the sense that the Sears Tower in Chicago (1454 feet) is a building, since almost all of its bulk consists of impenetrable, poured concrete, but it is 57 feet higher than its closest proper rival, the Otkankino Communications Tower in Moscow.

It is a sturdy reed which can withstand a direct hit by a 747 airliner or a 150 mile-per-hour wind; a possible danger to migrating thrushes; part of the biggest single downtown redevelopment project ever undertaken in North America; an efficient television and FM radio broadcasting centre; and the sole support of a revolving restaurant, 1150 feet high, from which it will be possible to see Buffalo, N.Y., across Lake Ontario, on a clear day.

It will cost \$29.5 million, it will be in full function this spring and it is expected — through rentals, admission charges and incidentals — to

net \$3.5 million annually, before financing and depreciation charges.

It is, basically, a concrete, hexagonal shaft, internally reinforced by miles of steel cable.

The Tower was conceived when Howard Hiliard, the Canadian Broadcasting Corporation's Director of Divisional Services, decided in 1967 that CBC needed a new, tall antenna in downtown Toronto. The Canadian National and the Canadian Pacific railways were planning the redevelopment of 190 acres on the lakefront, surrounding their Union Station. (The redevelopment has moved very slowly, while the citizens and government of Toronto have considered the desired shape of the future city.) Hiliard went to Stewart Andrews, the project's general manager, who expanded the antenna into the tower. Canadian National Railways agreed to lend the money.

The first design was for three slim pillars of varying height, connected by enclosed bridges, but the technological problem of keeping them slim proved enormous. By 1972 the plans for separate tubes had coalesced into plans for the present structure. The construction problems were still unique; the site was excavated through thirty-five feet of overburden into twenty feet of rock. A huge, special movable form was con-