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CANADA

TODAY / D'AUJOURD'HUI

Before 1960 Canadian architecture was practical but not original. Visitors found that home-inspired contributions were severely limited. Monumental Gothic buildings in Ottawa often had small doorways (to cut down the chill) and 18th Century Georgian houses in Ontario had steep roofs to keep the snow from piling up, but buildings from Halifax to Vancouver most often reflected the styles from the south or, as John Parkin, a Toronto architect, put it, the borrowings from the United States had been "lamentably many."

There are still a great many Canadian cities which are architecturally undistinguished and undistinguishable, but since the early sixties building design has remained practical and become original.

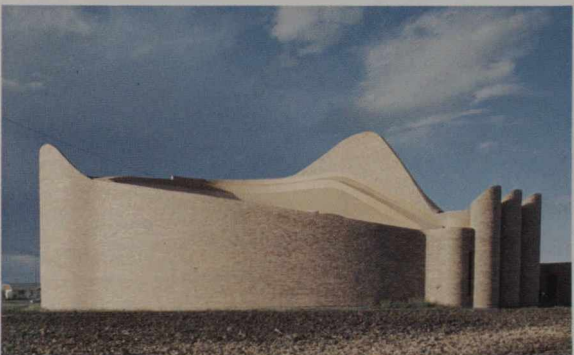
Architecture

In addition to native born architects of note, Canada has attracted talented people from many places: Moshe Safdie from Israel and John Andrews from Australia, who have become Canadian citizens; I. M. Pei from New York; and the late Viljo Revell from Finland.

All share what the Progressive Architecture Magazine terms "a characteristically Canadian involvement with context."

Context means weather among other things, for Canadian builders must build with the knowledge that temperatures will range from hot to very cold, skies will be dull and sunlight thin. The challenge of the weather has produced remarkable results from Montreal's Place Bonaventure (See CANADA TODAY / D'AUJOURD'HUI, VOL. THREE, NO. SIX) to the University of Alberta and the elementary school at Forbisher Bay.

The most impressive new Canadian designs are seldom for simple buildings — they have usually



All photographs of Canadian structures except one are from *Canadian Architecture, 1960/1970*, compiled by Carol Moore Ede and published by Burns and MacEachern Ltd., Toronto. The exception is the view of Toronto's City Hall by John Reeves on Page 8. The cover is the interior of the tower of the Paroisse du Précieux Sang in St. Boniface, Manitoba, designed by Etienne Gaboury. The church from the outside is seen below. Above are the outside of the Moore office building in Vancouver, by Blair MacDonald, and the inside of the President's office within. St. Mary's Church in Red Deer, Alberta, is at the left. It was designed by Douglas Cardinal.



been for complexes designed to solve or ameliorate environmental problems. The environment includes dehumanized cities as well as arctic winds.

[THE CITIES]

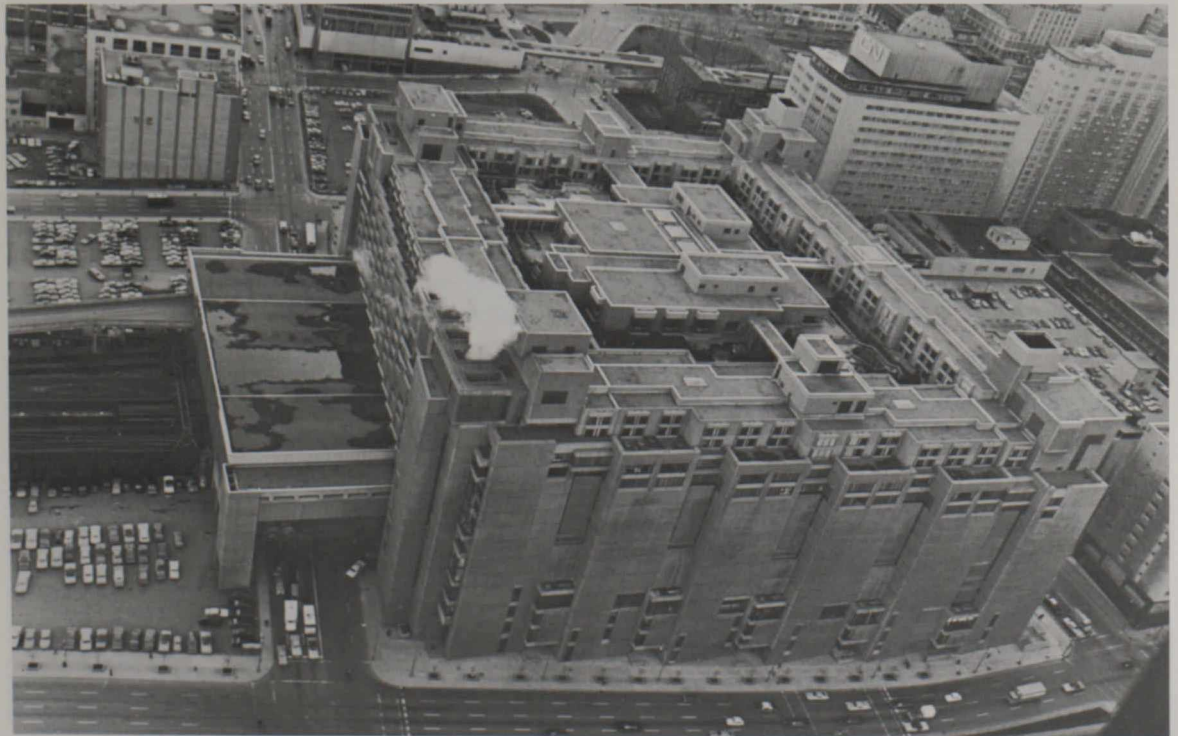
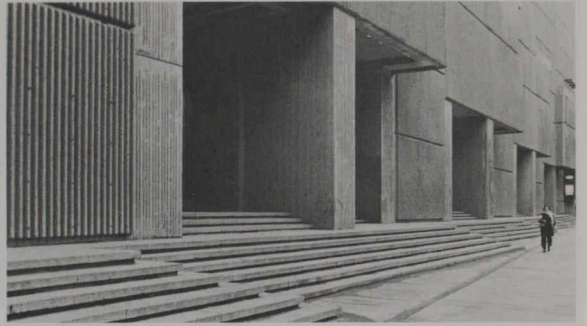
The blooming has been fertilized by the imaginations of men given opportunities to try out ideas on heroic scales.

Seven million people visited Moshe Safdie's Habitat at Expo '67 in Montreal, and it was the

germinal source of Safdie's later works, a housing complex in Puerto Rico, a 1500 person dwelling on a Jerusalem mountainside and the design for a suspension building system on the New York waterfront.

Habitat, described romantically as a three dimensional city "reaching upward with streets in the sky, gardens on the rooftops, dwellings open on three sides to air and space and sun," consists of a great many pre-constructed, seventy-ton concrete modules piled atop one another by crane. It

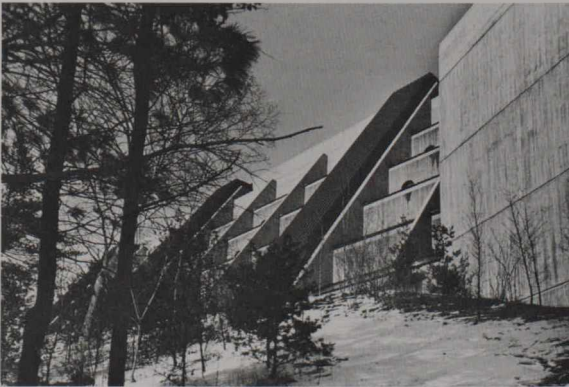
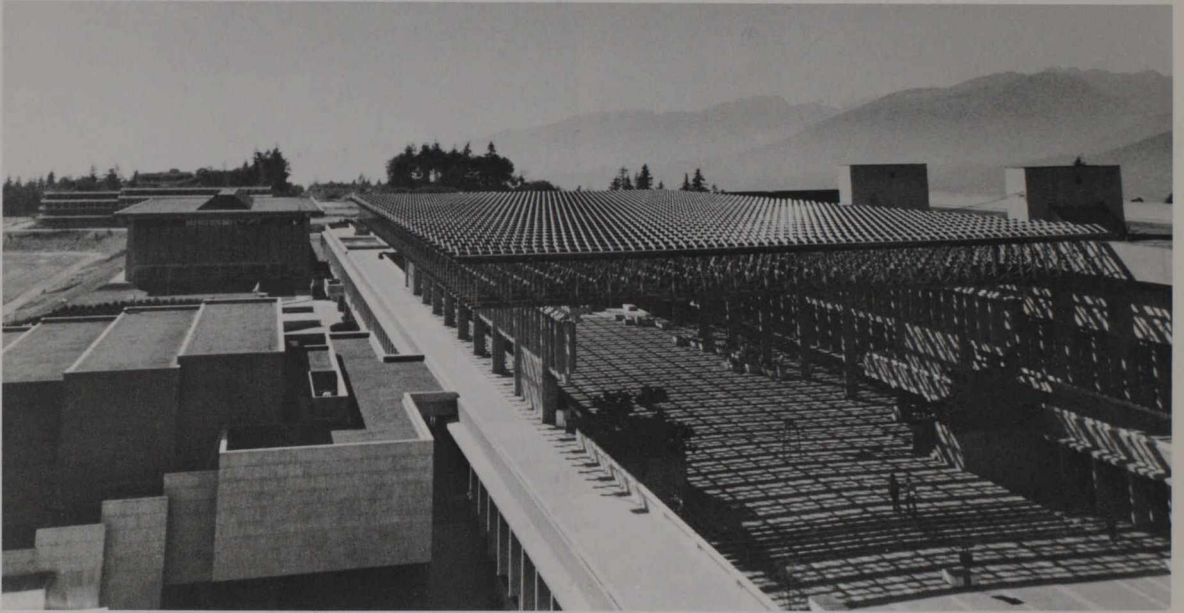
Place Bonaventure (bottom) is the new heart of Montreal. A massive block on top of the Canadian National Railway's tracks, it includes a 400-room hotel; five levels of shops, restaurants and banks; and an international Trade Mart. Some 250,000 people flow through it every day. At right are the many, small entrances (to keep out the cold) to an upper shopping concourse. The hotel has an air of remote luxury, quiet despite the fact that eighteen railway lines are vibrating below. The garden is on the seventeenth floor. Ray Affleck was the architect.



is, however, the one major Canadian project which is the least part of a complex, since it is both a complex and a small city unto itself. Safdie has said that he set out to design a dwelling system which could be erected anywhere and his further efforts in Latin America and the Mid-East are much more closely related to each other than to the cities in which they rise.

In most other recent Canadian large scale urban projects, the city itself has been both an inspiration and a limitation. Toronto is Canada's most

rapidly growing financial and corporate center, and Jane Jacobs has said, with exaggeration, that it is the only city in the Northern Hemisphere that "can and should be saved." The challenge was the designing of a new city hall. As Matthew B. M. Lawson, the city's former Commissioner of Planning, has said, it is "basically a grid city; there really aren't focal points of significance and there aren't many squares and spaces." Toronto was fortunate in one essential respect — in the early fifties when unified cities were beginning to



Simon Fraser University (above and top right) was designed by Arthur Erickson. It has a spectacular home on Burnaby Mountain, just east of Vancouver. John Andrews designed Scarborough College, in Ontario, shown in the other three pictures on this page. Opposite, below Simon Fraser's pond walk, are the exteriors and interiors of two handsome homes: on the left, the Gordon Smith house in West Vancouver by Arthur Erickson, who also designed the Canadian pavillion at the Osaka World Fair, and on the right, the Hemsworth house in North Vancouver by Robert Hassell.



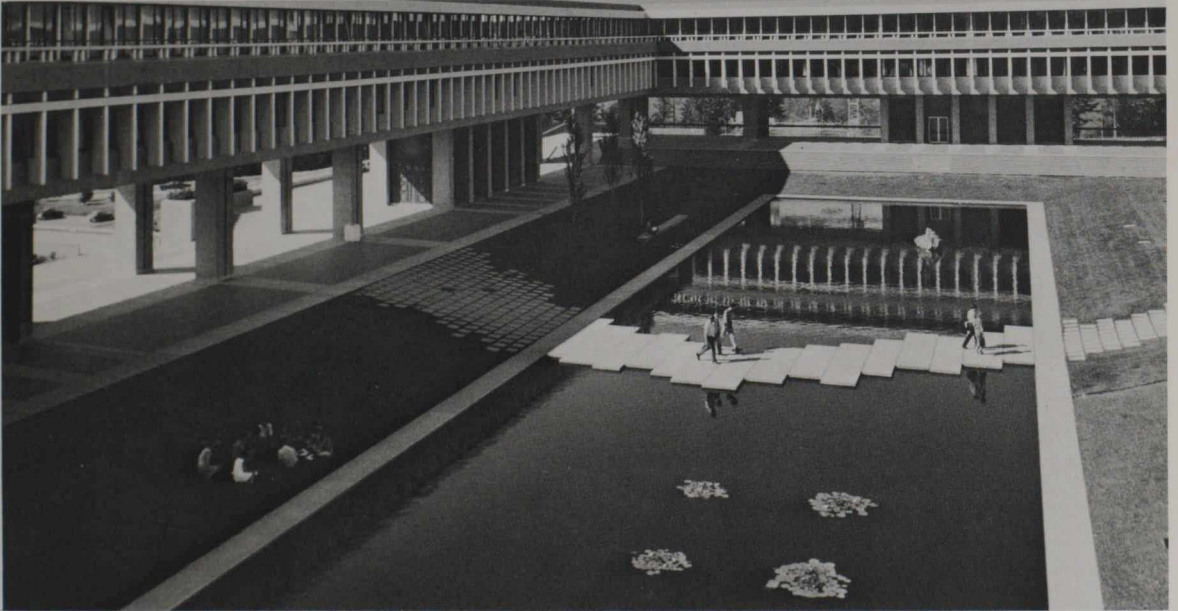
fall apart, Toronto was brought together by the development of an excellent subway system and a commuter train system which made it the effective center of the whole region.

The new City Hall is the center of the center, with two great curved towers rising above a huge plaza, approached by ramps and fronted by terraces. It has enormous promenades, water for beauty and skating, and it can serve, as Jacobs suggests, as the start of a revitalization. David Molesworth, a Toronto architect, has suggested

the next move: "We should work from major center to minor center to quiet area to grass area, to paved area to water."

[THE SCHOOLS]

A challenging architectural fabric can be a unit within (or without) a city as well as the city itself. Simon Fraser University, on Burnaby Mountain, eight miles east of Vancouver, began its new monumental home with a master plan by



Erickson/Massey. The plan has guided construction, but not rigidly—it lays out malls and quadrangles but leaves the final design of component parts to the other architects who will actually do them.

The initial \$13 million component already rides the crest of the mountain, a monument to both nature and education. Classrooms extend out from a central quadrangle, down the slope. Roofs are flooded with water, reflecting the mountains and sky, and crossed with boardwalks which trace

There have been six planetariums built across Canada in the last ten years, but the one at Calgary is in a class by itself. Jack W. Long moulded the planetarium chamber, a lecture hall and an observation deck into a sculptured whole.

the routes of corridors below. The whole is stepped down the hill in tiers, and the corridors descend from tier to tier with sloping glass over the stairways offering a view at the end of each segment.

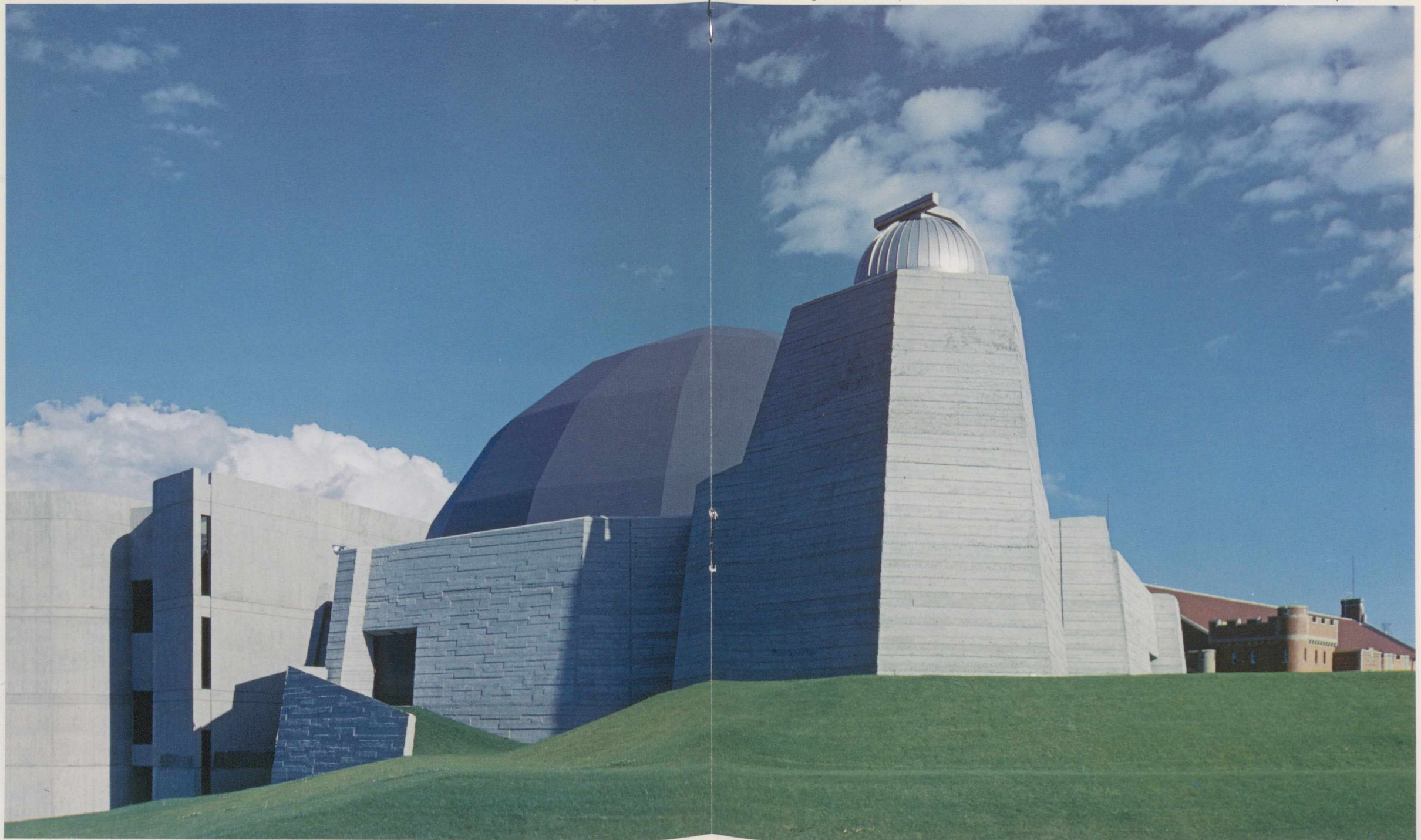
The University of Alberta in Edmonton, designed by Toronto architects A. J. Diamond and Barton Myers, is a fascinating answer to a more difficult environment. They began with existing buildings dispersed over a grid of streets. The buildings were relatively far apart and much of

the space between was covered by parked cars. Edmonton is nearer the Arctic Circle than any other big North American City (it has almost half a million people) and the students go from class to class by auto. Diamond and Myers, assuming an enrollment expansion from 18,000 to 27,500 in the next decade, decided to add the new facilities gradually, within the old boundaries. The plan, intended to guide, not limit, calls for the phasing out of present parking lots and the construction of garages at the outskirts of the campus core.

The garages will pay for themselves through fees. The students will walk to class, through new linear buildings linking existing structures, which will have climate-controlled pedestrian concourses, with covered service drives beneath them. The concourses will follow the lines of some existing streets and walks.

The linking structures will include a variety of student housing.

Shops and dining facilities will be built along the concourses and those in academic buildings



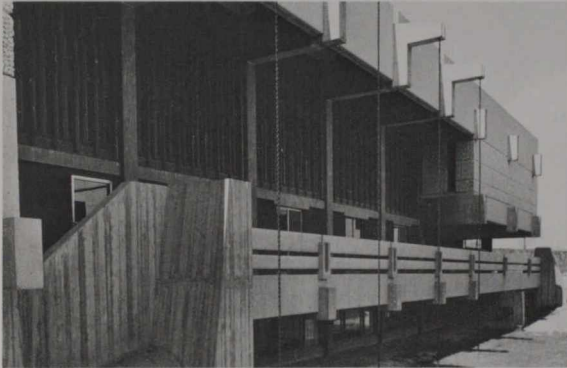
will lead directly to heavily used areas such as lecture halls and libraries. Offices and labs will be above, out of the rush. Student lounges will be dispersed along the way.

Public access to the university—eliminating the old rigid boundaries between the campus and the town—will be built into the design.

Bus stops will have climate controlled access to the concourse system and the concourses will be naturally lighted and varied in height.

Several of the buildings are completed and more are in process.

The problems of getting an education in Edmonton are pale besides those of getting one on Frobisher Bay, 1800 miles above Montreal in the Northwest Territories and just below the Arctic Circle. One hundred-mile-an-hour winds pile up enormous snowdrifts, and school buildings (or anything else) must be built in the days of sunlight between mid-June and mid-October. Montreal architects Papineau/Gerin-Lajoie/LeBlanc/Edwards designed and erected two schools there and a small airline terminal at Fort Chimo on Ungava Bay a few hundred miles to the south.



The Japanese Canadian Cultural Center (above) was commissioned in 1958 by Toronto's 6300 Japanese residents. Raymond Moriyama combined traditional Japanese design with a contemporary Canadian approach. Toronto's City Hall (above) is by Viljo Revell. The Trent University library, in Peterborough, Ontario, (below) is by R. J. Thom. Habitat is, of course, by Moshe Safdie.



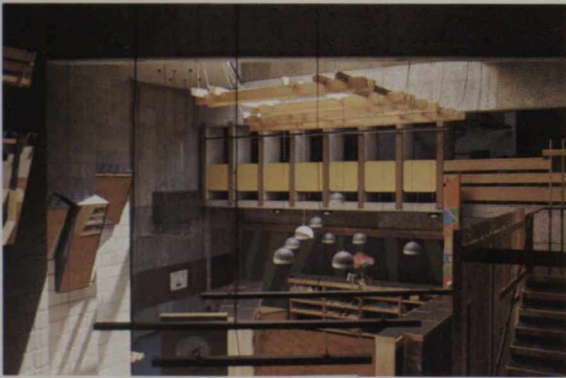
The architects decided that simple shapes of minimum surface were the logical design control and that details which would catch snow or rain should be avoided and glazed areas should be small. Several entrances and exits had to be provided to allow for unpredicted snow and drift problems.

They set out to develop a completely weather-proof fiberglass panel, in which insulation could be adjusted to need and which would be light enough to permit easy construction under difficult conditions. The result was curved panels all alike.

Three hundred and eighty-four of them were loaded into sixty crates. The panels were hung at the scene in thirty-five days by a crew of four men and a supervisor.

The results look rather like huge, square igloos. They are not notably beautiful but they are remarkably efficient. In a heat loss test it was found that the rooms' temperature had fallen only 10 degrees F. forty-eight hours after the heat was turned off. The windows are small and all are triple glazed.

Mayland Heights Elementary school in Calgary (below) was designed by Gordon Atkins to stimulate the childrens' imagination. Barry Down's Bowker residence in West Vancouver fits sympathetically into its wooded site. Montreal's Metro is a thing of beauty, even its tunnels. Victor Prus designed it.



A Short Essay on Inukshooks



Pillars of stone encrusted with lichen—so many loose stones laid one upon another, yet in all probability standing as solidly today as when Pliny was writing his letters. Such are the cairns called by the Eskimos “Inukshooks,” a word that means “like a person” for at a distance they are just that, forlorn figures silhouetted against the horizon, standing in a vast, treeless and timeless land, monuments to people and to a way of life that is now gone.

[If you have been a regular reader of Canada Today/D’Aujourd’hui you’ve seen the word Inukshook from time to time. Inukshooks—structures as impressive in their environment as the stones of the Druids, the Virgin Islanders, or the medieval cathedral builders. Here is more, from an essay by E. H. Mitchell.]*

Inukshooks are one of the salient features of the North, and they give to their place an air of serenity, at times of mystery, as if all that had transpired in the past were embodied in their silent forms.

* Mr. Mitchell is director of Canadian Arctic Producers, Ltd., agents for most of the Eskimo cooperatives that make clothing, art, and artifacts for the other people.

Their age is probably the age of man in the Arctic, for the Eskimos say they were there before they came. They say they were made by the Tunrit, the people who prepared the land, built the cairns and the fish weirs.

Inukshooks served many purposes: as landmarks to identify one place from another; to give bearings to a person coming from sea to a flat, featureless coast; and for hunting.

As the name suggests, they complemented in stone the small bands of hunters and their families. Long rows of Inukshooks were placed in a way to herd the caribou to a place of ambush. While the women followed at the animals’ rear, men and boys ran in and out between the pillars to convince the shortsighted caribou that they were people. Usually this was done at crossing places by lakes, where the caribou were driven

into the water and speared from kayaks. Sometimes two converging rows were used, and archers hid behind stone blinds at the apex.

The lives of the people depended much on this style of hunting. In the elaborate preparation and careful manoeuvres, the greatest care was taken to see that no spirit was offended or taboo broken. The crossing places became holy places and exact rules of conduct were observed. One, for example, was that no woman was allowed to traverse them or to assist in the flaying of the animals. A woman in the eyes of the spirits was unclean as far as game was concerned and would certainly offend the soul of the dead caribou. Also, offerings of certain portions of the caribou were left on the site, within stone enclosures, or

laid within the ruins of old Tunrit houses which frequently were close by the crossing places. The houses had become sacrariums themselves, a commemoration, perhaps, to the Tunrit people.

In a land that has remained little changed through the millenniums that man has lived in it, it is not surprising that there is an air of mystery among its pillars and mounted stones, from the holy crossing places and ancient tent rings (some 4000 years old), from the old houses and other stone structures prolific throughout the land, and from the images of man. They survive as testimony to all that remains of the generations of struggle for life that took place around them.

The Pieceable Kingdom

As the statistics from Census 71 are tabulated and tabled, analyzed and qualified, a huge connect-the-dots statistical portrait of Canada takes shape.

The portrait artist—a large bureau called Statistics Canada—cautions that it is highly preliminary, but it's interesting enough. Here is a sampler of some of the findings—more lines and shadings later.

—The people are gaining on the animals, but not so fast as they were. The rate has been slowing since the mid-fifties. The population at the beginning of 1973 is calculated at roughly 21,975,000. This is an increase of about 7.8 per cent of the 1966 count. The rate of growth from 1961 to 1966 was 9.7 per cent. Between 1956 and 1961 the population grew by 13.4 per cent, and by almost 15 per cent in the early fifties.

—The three fastest growing provinces were British Columbia (16.6 per cent), Alberta (11.3 per cent) and Ontario (10.7 per cent). B.C. grew all over and had 311,000 more people than five years before.

—The two most booming counties in the country were Peel, on the western edge of Metropolitan Toronto, and Central Okanagan, in the B.C. interior. They grew by about 50 per cent. Labrador (part of Newfoundland) grew by 33 per cent because of increased iron mining and the huge new Churchill Falls power project.

—The Maritime Provinces in general and New Brunswick and Prince Edwards Island in particular made very small gains—2.9 per cent for those two. Manitoba lost population in fifteen of its twenty divisions, but made a net gain of 2.6

per cent. Saskatchewan showed a net loss of people.

—People continue to leave farms, small towns and villages for the cities.

—Residents having English as their mother tongue continue to gain in percentages. Those having French or other languages continue to decline. Today it's about 60.2 per cent English, compared to 58.5 per cent in 1961. French was 28.1 per cent in 1961, and is 26.9 per cent now. (Even in Quebec there was a small decrease.) "Other" mother tongues decreased substantially. Later reports will break this down into more than thirty language groups.

—There are still more men than women in Canada, but only 22,427 more. There are more men in the Yukon, the Northwest Territories, and Newfoundland; slightly more women in Quebec and Ontario.

—Fewer, bigger farms are the rule, again. A few agriculture highlights: for the first time in farm census history there was more prairie land sown to barley than to oats. There are more cattle on feed, fewer milking cows (who are giving more milk—a Canadian average of about thirty-four pounds a day per cow), more pigs on fewer farms, fewer sheep, horses, and goats, more chickens and turkeys on fewer farms, and more ducks and geese squawking in more farm-yards.

Statistics Canada loosed about 100 of these reports in 1972 and another 200 will be released in 1973. Journalists and scholars interested in keeping up in detail may write the Information Division, Statistics Canada, Ottawa K1A OT6.

Canadian Consulates and Consulates General in the United States

From time to time Canada adds a consulate. The most recent is the one at 260 Peachtree St., N.E., Atlanta, Georgia 30343. If you wish to call, the number is (404) 577-6810. A. W. Evans is the man in charge.

There are fourteen others, in Boston, Buffalo, Chicago, Cleveland, Dallas, Detroit, Los Angeles, Minneapolis, New Orleans, New York City, Philadelphia, San Francisco, Seattle, and in San Juan, Puerto Rico.

The Consulate Generals and the Consulate addresses and telephone numbers are:

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Buffalo, New York, John H. Bailey. 1400 Main Place or 396 Main St. 14202. (767) 852-1247.

Chicago, Illinois, John Timmerman. Suite 2000, 310 South Michigan Ave. 60604. (312) 427-1031.

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