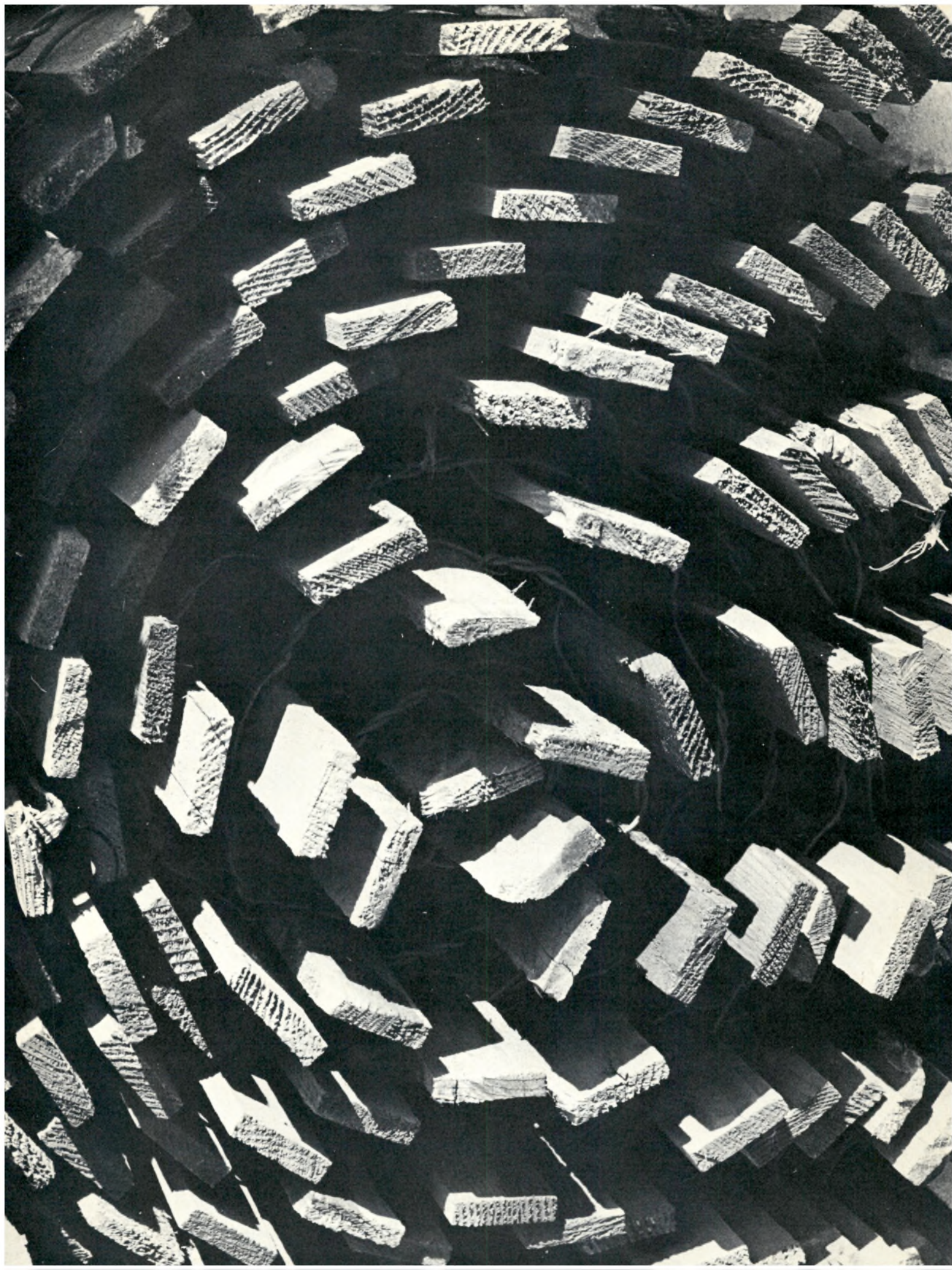


habitat





habitat

Volume XIV, Nos 1/2, 1971

Table of contents / Table des matières

3 L'habitation sculpture	Robert Roussil, sculpteur canadien-français, définit le rôle et la participation du sculpteur moderne dans l'habitation quotidienne. Cette œuvre, exécutée pour la SCHL, est actuellement exposée au Musée des Beaux-Arts de Montréal et sera ultérieurement présentée à plusieurs des grandes villes canadiennes.	The role of the sculptor in modern life and particularly his work in relation to modes of living is discussed by the French-Canadian sculptor Robert Roussil. His latest work, commissioned by Central Mortgage and Housing Corporation, is now being shown at the Museum of Fine Arts in Montreal and will be seen later in major centres across Canada.
10 A Matter of Self Presentation in the Home by Trevor Denton	Trevor Denton says we use our homes as stage settings against which we act out our domestic lives. Design, access and location of rooms determine the	strategies we use for presenting ourselves. How can we, then, design homes and cities without first finding out what the actor's viewpoint is?
14 L'habitat de l'étudiant dans le contexte urbain par Serge Carreau, Romedi Passini et Pierre Teasdale.	Le problème du logement de l'étudiant en milieu urbain — ici, le centre-ville de Montréal — est examiné minutieusement sous ses divers aspects. Les auteurs de cette étude approfondie, à	travers cinq cas précis, essaient de définir un problème toujours présent et dont la métropole canadienne n'a pas le monopole.
24 Rivière-du-Loup by Stuart Wilson	Some 120 miles below Quebec is the City of Rivière-du-Loup. With an architect's eye for detail, Stuart Wilson	describes the fabric and history of this lively community and its surrounding area.
28 Book Review		
Design / Présentation	Gottschalk + Ash Limited	
Photograph inside cover / Photographie de la couverture intérieure	Bill Cadzow	
Typesetting / Composition typographique	Fast Typesetters of Canada Limited	
Printing / Impression	Simpson Press, Montreal	

Habitat is a bi-monthly publication of Central Mortgage and Housing Corporation, and is listed in the Canadian Periodical Index. Second class mail registration number : 1519
Opinions expressed by the authors are not necessarily those of CMHC. All communications should be addressed to the Editor, E.H.Q. Smith.

Habitat, revue bimestrielle de la Société centrale d'hypothèques et de logement. Numéro de recommandation d'objet de deuxième classe : 1519.
Les opinions exprimées par les auteurs des articles ne sont pas nécessairement celles de la SCHL. Il faudrait adresser toutes les communications au rédacteur en chef, M. E.H.Q. Smith.

Au cours d'une conversation avec M. Jean Lupien, vice-président de la SCHL, de passage à Tourrette-sur-Loup, Robert Roussil, sculpteur, livre ses pensées, ses opinions personnelles et quelques renseignements sur les points suivants :

Le vieux moulin

J'habite ce coin de France depuis 1958.

Je suis parti du Canada de la façon dont je travaille, enfin normalement, sans définir si je reviendrais ou ne reviendrais pas, sans savoir si je partirais pour longtemps ou non. Je suis parti parce que je voulais partir . . .

Pourquoi fait-on ceci ou cela ? Ça peut-être pour un pays ou une idéologie, ça finit par coïncider un peu, mais la raison d'aller quelque part ou d'y rester n'a pas de valeur réelle . . .

*A propos du vieux moulin, ce n'est pas parce que je l'ai fait, que je l'ai construit, que j'ai décidé de vivre ici. Je pense que je pourrais vivre dans le désert de la même manière. **Il y a des gens, mêmes pauvres, qui vivent dans de meilleures places et qui ne vivent jamais.** Il y a aussi des gens qui partent de rien et qui arrivent à quelque chose. Ils trouvent toujours une manière de vivre autour d'eux. Je pense que je suis un peu de cette race-là.*

J'ai reconstruit ce vieux moulin comme je suis, comme je vis, à mon image, selon ma personnalité.

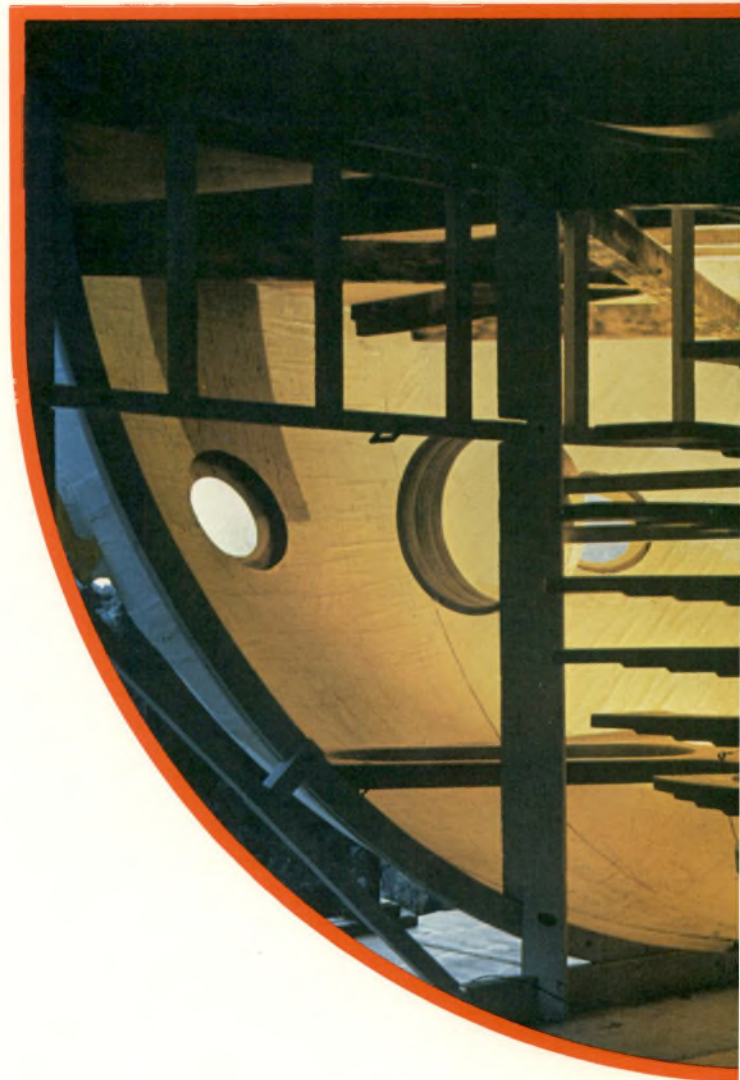
Je pense que le problème essentiel, c'est dans ma personnalité, c'est de trouver des valeurs réelles à la vie. Il suffit d'essayer . . . et je crois que ça pourrait se passer, comme je le disais tout à l'heure, dans n'importe quel pays, n'importe où. Je pourrais même le vivre dans mon propre pays, au Canada. Je pense que c'est un hasard qui m'a finalement amené dans un pays qui nous est quand même très proche. Il y a des rapprochements qui se font, qu'on le veuille ou non. Il y a des sources, non seulement des hasards, là-dedans. Il y a des rappels qui nous font vivre des choses qui nous plaisent, quoi.

La sculpture habitable

— L'artiste — le sculpteur — l'architecte

Le projet d'exécuter une sculpture habitable que j'ai présenté et qui a été accepté au Canada, à la SCHL, il y a à peu près un an est ma meilleure raison d'être ici ; en définitive, l'artiste d'aujourd'hui est un homme assez désemparé et pour plusieurs raisons. La première, c'est que c'est un homme qui est resté libre et qui, pour garder sa liberté, a développé certaines extravagances sociales. Il y en a qui se rattrapent de toutes sortes de manières, comme par exemple la contestation, un mot vague qui pour moi ne veut rien dire . . . C'est comme fumer de l'opium, ça ne veut rien dire. Je pense que l'homme-artiste, l'homme-sculpteur, comme moi, finalement c'est beaucoup plus, va beaucoup plus loin que la sculpture elle-même . . . Si on étudie l'histoire du sculpteur, on s'aperçoit que c'est un homme qui a aussi construit des maisons, des ponts, beaucoup de choses. C'est un homme qui a conçu des formes

habitation
sculpture



During an interview with Mr. Jean Lupien, Vice-President of Central Mortgage and Housing Corporation, Robert Roussil, the sculptor, reflected on his way of life, his craft and his concepts of the habitable sculpture he has created for Central Mortgage and Housing Corporation.

On the old mill

I have been living in this corner of France since 1958. I left Canada as I work, without clearly defining whether I would come back, without knowing whether I would be away for long. I left because I wanted to leave.

Why does one do this or that? Perhaps it's for a country or an ideology, but these general reasons for going somewhere or staying have no importance in terms of essential values.

About the old mill; I rebuilt it as I live, to my image, according to my personality – as I am. I could live in the desert in just the same way. **There are some people, you could say they were poor, who inhabit better places and yet who never live.** There are also those who start with nothing and get somewhere. Such people always find a way of life around them. I am that kind of a person.

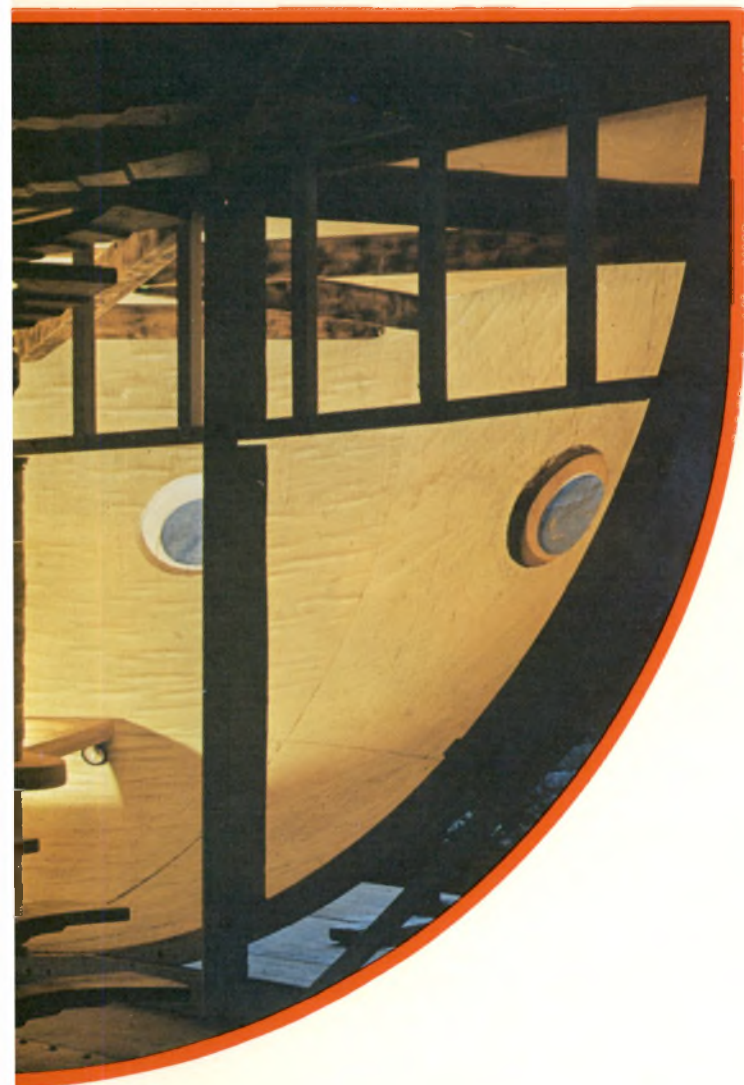
I think the essential problem for me is in finding the real values in life. One must always work at it. I have always believed these values could be found, as I was suggesting a moment ago, in any country, anywhere, even in my own country, Canada. I think chance finally brought me to a country which has an affinity for me. There has been a reconciliation between the two of us whether we liked it or not. Thus we have developed bonds, living springs in which, of course, there are also dangers. And there are past memories that make us live things that please us.

On the artist, the sculptor, the architect

I am now working on a piece of sculpture that can be lived in. I presented the concept to CMHC in Canada about a year ago. It was accepted and this is the best reason I can give for being here now.

The artist to-day is a man who, for many reasons, is rather helpless. He is a man who has remained free and who, in order to keep his freedom has, perhaps, developed certain social extravagances. I think for the artist, the sculptor like myself, these go much further. If you study the history of the sculptor, you will find that he is also a man who has built many things, houses, bridges and so on. He is a man who has conceived human forms associated with needs. There are even sculptors who have built defenses for besieged towns. For example, Leonardo Da Vinci built all sorts of war "gadgets." Those we call sculptors, in the historical sense, have always participated in such activities.

But in our times, the sculptor, as well as the artist, is remote from this problem, possibly because the process of architecture has been removed from his profession. Essentially, the architect is also a



humaines qui sont associées avec les besoins. Il y a même des sculpteurs qui ont construit des défenses pour des villes assiégées. Par exemple, Léonard de Vinci construisit toutes sortes de "patentes" pour la guerre. Et d'autres types formidables en sculpture ont construit toutes sortes de trucs : tous les genres de construction de leur temps. Car eux, ce qu'on appelle sculpteurs aujourd'hui, avaient toujours participé à ça. Mais, de notre temps, le sculpteur, enfin l'artiste, est délogé de ce problème, peut-être à cause de l'architecture qui a été fauchée de son destin. Parce que finalement l'architecte est un homme qui peut être considéré dans sa valeur réelle, comme le sculpteur, comme le peintre, comme n'importe quel artiste qui s'exprime. Comme tout homme qui fait une forme pour les besoins humains, pas pour une fonction – je suis trop abstrait dans ces affaires-là . . .

Dans toute société, depuis toujours, l'artiste a joué un rôle précis : à un moment donné, et pour des raisons qui sont assez difficiles à déterminer, il a été spécialisé dans les objets personnels. Il a perdu son rôle. L'architecte, dont c'est le rôle de construire des maisons, est simplement devenu constructeur d'immeubles – et pas dans le beau sens du mot. Il est devenu constructeur, dans le sens technique seulement. Il a perdu le sens humain de l'abri et c'est là que se situe la cassure dont je parlais tout à l'heure . . .

Je pense que, dans la vie, toutes les obligations, c'est seulement une question d'intelligence. Faut pas oublier que, finalement, la **seule raison intelligente de vivre, c'est de faire des choses qui fonctionnent réellement par besoin**. Et on ne peut pas dire que la sculpture, dans le sens "salon", est faite pour ça. Parce que, de toute façon, on fait des objets uniques, qui sont conservés par des individus qui les apprécient. Mais si c'est fabriqué pour la vente industrielle, ça devient un petit commerce de légumes...

man who should be considered in his true value, like the sculptor, the painter, like any artist who expresses himself. Like any man who makes a form, not for function but for human needs.

Yet in every society, the artist has often played a narrow role. At certain times, and for reasons which are rather difficult to determine, he specialized in personal objects. Thus, he lost his role. So it is with the architect, whose role is to build houses. Now he has simply become a builder of houses – and not in the right sense of the word. He has become a builder in the technical sense only. He has lost the human sense of shelter and that is where I place the fracture I was just speaking about.

I think that, in life all obligations are simply a question of intelligence. We must not forget that essentially, **the only intelligent reason for living, is to make things that really function out of need**. And one cannot say that sculpture, in the "salon" sense has that purpose. Often it is made as a unique object, to be preserved by individuals who appreciate it. And if these objects are fabricated for industrial sale, then the whole thing becomes a small vegetable market.



La sphère et le cube

J'ai fait des recherches d'habitations-sculptures qui étaient beaucoup plus personnalisées, beaucoup plus individuelles dans un sens, mais qui étaient par ailleurs limitées, parce que limitées à mon emploi personnel.

Depuis que l'homme existe sur la terre, il utilise des symboles. Il y a, par exemple, le symbole propre à l'homme, le symbole propre à la femme qui, soit dit en passant, sont deux choses opposées. Quand on dit l'homme et la femme, c'est un ensemble de deux choses qui forme une troisième chose. Et c'est pour ça que j'ai dit que je manifeste contre l'intégration – ce n'est pas une intégration, c'est un tout. Les deux objets en forment un troisième, c'est normal. Pris ensemble, ils ne peuvent pas vivre l'un sans l'autre. Il n'y en a pas un qui est plus important que l'autre finalement – ni l'homme, ni la femme, ni le cube, ni la sphère. Parce que la sphère, c'est le côté femelle, si l'on veut. Je l'appelle femelle, parce que c'est le meilleur mot que je trouve pour me faire comprendre. Dans ce côté naturel, tout s'arrondit et, par opposition, dans le côté calculé de l'homme, l'angle apparaît. Finalement, on revient aux symboles, avec cette conception mâle et femelle du cube et de la sphère . . . On retrouve dans le cube les lignes de la sphère qui se prolongent . . . ce n'est pas un déplacement, c'est une continuité. Ces deux éléments sont utilisés pour créer une habitation qui peut se multiplier, comme la société se multiplie. Dans notre société, la multiplication est un besoin réel de notre manière de vivre.

L'ameublement

L'ameublement, pour moi, ça fait définitivement partie du cube et de la sphère.

Il faut que l'intérieur fasse partie de la maison. Ce n'est pas une décoration, c'est vraiment une partie intégrante.

Je crois que l'ameublement devrait avoir des formes corporelles, suivre le corps humain dans le mouvement. Je n'ai pas la prétention d'avoir réussi beaucoup plus, mais ce que je veux, finalement, c'est suggérer une "philosophie" de cet esprit-là . . .

J'ai fabriqué une série de meubles qui peuvent se transformer à volonté en chaise, en table, ou simplement en objet purement décoratif.

Là encore, je pense que l'abri de l'homme est un souci primordial. A tous les points de vue. Je crois que c'est très important pour l'individu de comprendre le sens, la manière d'habiter un objet, une chose conçue pour être habitée. Tout s'est compliqué au fil des siècles, pour une raison absurde, parce qu'on a fait des maisons invraisemblables, des cages à lapin souvent meublées de faux meubles conçus dans un faux style. On fait des espèces de chaises qui défoncent rien qu'à s'asseoir dessus. On a fabriqué toutes sortes d'objets en matière plastique, formica – et ça n'a rien à voir avec des dessus de tables parce que ça ne tient rien du tout, mais on

On the sphere and the cube

Ever since man has been on earth he has used symbols. There is, for instance, the symbol proper to man, the symbol proper to woman and, may it be said in passing, the two are opposed. When one mentions man and woman, it is a combination of two things which make up a third. That is why I have shown the position of integration – is not one integration, it is a whole. The two objects make a third, that is normal. Taken together, they cannot live one without the other. One is not more important than the other, neither man, nor woman ; nor the cube nor the sphere. The sphere is the female side, as it were. I call it female because it is the best word I can find to make myself understood. The male, by contrast, appears in a calculating way and is thus shown as the angle. Finally, we come back to symbols, with this male and female concept of the cube and the sphere.

You will find in the cube the lines of the sphere which extend themselves . . . it is not displacement, it is continuity. These two elements are used to create housing which can be multiplied, just as society multiplies. In our society, multiplication is a real need in our way of life.



nous a fait croire pendant un temps que tous les dessus de tables devaient être faits comme ça, que tous les sièges devaient être faits comme ça. Peut-on s'imaginer avoir les fesses sur un morceau de formica ? ... Par ailleurs – pour d'autres usages – le formica doit sûrement être très bon, ou encore du polyéthylène ... de la fibre de verre ... n'importe quoi ...

L'architecture

Le point majeur qui échappe à l'architecture aujourd'hui, c'est qu'on a trouvé des solutions par des "designs", des trucs qui sont, en fin de compte, non humainement sentis.

Moi, mon sens de l'habitation, c'est pas de faire des abris qui sont tellement techniques qu'on ne peut plus y respirer parce qu'on a peur de les salir, c'est de faire des maisons absolument humaines, des conceptions qui sont quand même valables et plus économiques, parce que finalement la grande maison technique est devenue beaucoup plus dispendieuse que les maisons "humaines".

Je pense qu'il faut savoir varier, marier, utiliser suivant nos besoins, en fonction de l'homme, toujours en fonction de l'homme et pas en fonction du bâtiment. On vit dans une maison parce qu'elle est faite pour nous, avec nous.

Trop souvent, on veut utiliser certains matériaux en fonction de l'industrie qui les fabrique et du bâtiment qu'on fabrique. L'affaire énorme de l'architecture aujourd'hui, c'est que finalement on fait des lois pour protéger la structure du bâtiment pour le bâtiment, jamais pour le gars qui vit dedans.

L'architecture (les matériaux)

J'utilise principalement du bois comme matière première mais ça me plaît aussi beaucoup de travailler le contreplaqué, de l'utiliser comme du bois, de créer avec du contreplaqué des formes qui ont l'air faites avec du vrai bois ...

J'ai ici une chaise de contreplaqué recouverte de cuir, une autre recouverte de laine et ainsi de suite. Le mariage pourrait se faire d'éléments divers avec des matières très souples, qui permettent de vivre d'une manière valable.

La réaction des autres

La structure habitable a soulevé énormément d'intérêt dans le milieu artistique, sur le plan international. Aujourd'hui même, la situation est meilleure qu'il y a quelques années ; je viens à bout de discuter avec quelques architectes. Mais le grand problème des architectes, c'est toujours le même. L'architecture est faussée d'une manière épouvantable ; c'est de la décadence. L'architecte pense aux années qu'il a consacrées à obtenir son brevet. Il demande : as-tu ton brevet, toi ? Et finalement l'habitation n'a rien à faire avec son brevet ...

Moi, je ne demande pas mieux qu'on reproduise mon travail, sans ma permission, ce n'est rien du

On furnishing the sculpture

For me, furnishing is definitely part of the cube and the sphere. The interior must be wholly related to the house. It is not decoration, it is an integral part.

I believe that furnishing must have corporeal forms that is, it must claim to have succeeded especially well, but what I really want is to suggest a "philosophy" of that spirit.

In this regard I have made a range of furniture which may be turned at will into a chair, a table, or used merely as a decorative object.

It seems to me that man's concern about shelter is a primordial one. People should really understand the meaning of things, the way an object or thing has been conceived for living in. Everything has become complicated through the centuries, for absurd reasons. Incredible houses have been built more like rabbit cages, furnished with the wrong furniture, conceived in a false style. Makeshift chairs are put together in such a way that one goes right through them just from sitting on them. All sorts of things are fabricated from materials that are stupidly made-up – plastic, formica – and they shouldn't have anything to do with table tops because nothing sticks to them. But for a time we were all made to believe every table top had to be made that way, that all seats had to be built like that. Can you imagine putting your bum down on a piece of formica ? I am sure – for other uses – formica or polyethelene, or fibre glass is very good.

On architecture

The main point today's architecture misses, is that solutions have been found through "designs" that, in the end, do not appeal to human sensibility.





tout, si une idée est bonne et que tout le monde s'en serve et en profite, eh bien tant mieux. C'est une bonne façon de vivre, créer quelque chose . . .

Ce que je cherche, c'est le moyen de pouvoir créer pour que les gens vivent mieux. C'est pourquoi j'avais essayé de me bagarrer avec les gouvernements et les grosses sociétés, mais ça n'a rien donné.

La Société centrale d'hypothèques et de logement est le premier organisme du gouvernement canadien à me permettre de faire de la recherche dans le domaine qui est le mien.

L'an dernier, la SCHL me commandait la sculpture habitable que je proposais comme une solution possible à l'habitation et nous voici rendus au stade où la sculpture terminée a été transportée à Montréal par bateau afin d'être exposée au Musée des Beaux-Arts de Montréal et ailleurs au Canada.

Housing, to me, is not to create shelters so technical that one is afraid to breathe in them for fear of soiling them. It is to create houses that are absolutely humane. The designs should be sound and economical, because now the large technically conceived house has become much more expensive than the humane house.

I believe that one should know how to vary, blend, use according to our needs, in terms of man's needs, and not merely for the sake of building. We live in a house because it is built for us, with us.

Too often, one wishes to use certain materials according to industry producing them and the building being erected. The major fact in today's architecture, is that regulations have been adopted to protect the structure of the building from itself, never for the fellow living in it.

On the materials of architecture

I use wood mainly as raw material, but I also like to work with plywood, to produce plywood forms that look as if they were made of solid wood.

Here is a plywood chair covered with leather. Over there is another one upholstered with a woollen material, and so on. The blending of various elements can be achieved using versatile materials, providing a worthwhile living environment.

On the reaction of the others

My habitable sculpture has aroused a considerable amount of interest in artistic circles, on the international level. This means the situation is better than a few years ago ; why I have even succeeded in talking about it to a few architects. But the major problem of architects is always the same. Architecture is desperately biased ; it is decadent. The architect recalls the years he has dedicated to obtain his degree. He asks : Do you have your degree ? And in the final result housing has nothing to do with his degree.

Personally, there is nothing I like better than to have my work reproduced, without my permission ; there is nothing to it. If an idea is good and everybody uses it or takes advantage of it, all the better. It's a good way of living, of creating something.

What I am trying to do is to create so that people will live better. This is why I have scuffled with the governments and the large Corporations, but to no avail.

Central Mortgage and Housing Corporation is the first Canadian Government agency to allow me to do research in my own field. Last year, CMHC gave me an order for the habitable sculpture that I proposed as a possible solution to housing. It is now at

Elle sera disposée de telle façon que les gens pourront circuler à l'intérieur . . .

Je pense en effet que ça fait partie du travail complet d'un homme-sculpteur et moi je ne sépare pas le sculpteur d'un architecte . . .

Mes voisins, enfin les habitants de Tourrette ? C'est comme partout ailleurs . . . c'est toujours la même réaction. Il y a ceux qui portent un intérêt sympathique sans trop le laisser voir . . . et puis les autres.

Cette "boule" a suscité énormément de curiosité. Même de la curiosité indignée. Par exemple, un bonhomme, . . . disons monsieur Untel qui est ancien secrétaire à l'Elysée disait que ça n'avait pas de place ici. Ça le dérangeait de voir quelque chose qui ne correspond pas à ses idées préconçues, à ses préjugés, à ses idées toutes faites . . . Même le plus arriéré des paysans qui dirait de la boule "ça nous em . . ." n'irait pas se plaindre à la mairie. Mais lui, il a porté plainte contre moi. Alors le maire m'a convoqué et m'a dit : "Monsieur Untel est quand même un homme important en politique française et il a dit que des maisons qui vont sur la lune, ça ne va pas à Tourrette-sur-Loup . . . Qu'est-ce que tu as à répondre à ça ?" Alors, j'ai expliqué au maire que la maison, c'était une maison, mais **aussi** une sculpture. Ah bon, a-t-il dit, mais écris-moi, juste pour me mettre à l'abri, qu'elle ne restera pas trop longtemps auprès de chez nous . . .

Alors, j'en conclus que c'est toujours les autorités, par ignorance crasse, par leur esprit borné, qui empêchent les découvertes. S'il avait été moins intelligent, le type de l'Elysée serait venu me voir en disant : Roussil, écoutez, qu'est-ce que vous faites là ?

Par ailleurs, il y en a peut-être d'autres plus importants que lui qui sont passés et ont trouvé ma boule de leur goût.

Il y a eu ce constructeur de la région de Marseille qui s'est intéressé au projet.

Beaucoup de gens ont manifesté leur intérêt et pas exactement n'importe qui, des gens très spécialisés, au contraire.

Le Musée d'art contemporain à Paris m'a aussi sollicité. C'est le musée peut-être le plus important dans le monde aujourd'hui et ils étaient prêts à mettre de côté certaines de leurs œuvres pour me faire un peu de place.

La création manuelle

Tout ce que je gagne et gagnerai m'aidera à suivre mon idée jusqu'au bout, acheter des matériaux, réaliser mon œuvre . . .

En dehors de mon travail, en dehors de la sculpture, je m'intéresse à ce moulin qui est devenu une partie de mon œuvre, de mon travail. Je prends une



the stage where the completed project has been shipped to Montreal for showing at the Montreal Museum of Fine Arts and elsewhere in Canada. The sculpture will be displayed in such a way that visitors can walk inside it.

My neighbours, the inhabitants of Tourrette have the same reaction to it as most other people have. There are those who are quite interested but don't let it show much . . . and then, there are the others.

The "sphere" caused a lot of curiosity, some people were even indignant. For instance, there was a man . . . let's call him Mr. So-and-So, a former secretary at The Elysée Palace who said the structure was out of place here. It bothered him to see something which did not meet with his preconceived ideas, his prejudices, his stereotyped ideas. Even the most backward peasant who might have reacted to the sphere by saying "that annoys the hell out of me" wouldn't go and complain to the City Hall. But Mr. So-and-So did. So, the Mayor called me in and said to me : "Mr. So-and-So is, nevertheless, an important man in French politics and he said that houses which can go to the moon are not suitable for Tourrette-sur-Loup. What do you say to this ?" So, I told the mayor that the house was indeed a house, but it was also a sculpture. "All right", he said, "but send me a letter, just to cover me, saying that it won't remain too long in this area."

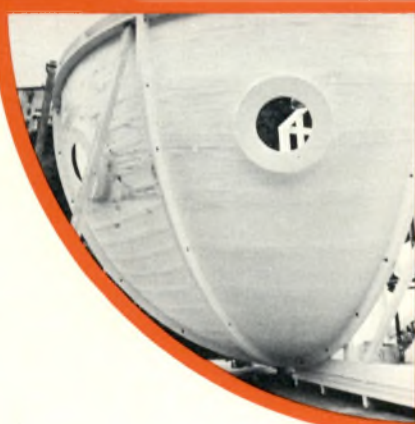
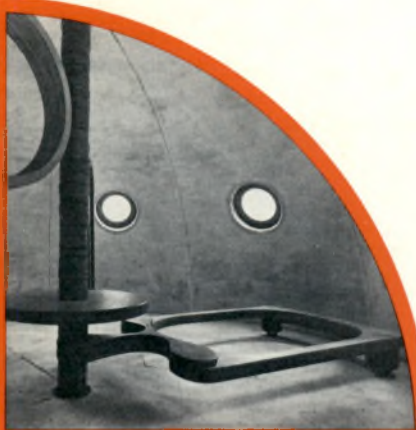
So, I concluded that it is the authorities who, because of their crass ignorance and narrow-mindedness always prevent discoveries. If he had been in the least bit intelligent, the chap from The Elysée would have come and said : "Listen, Roussil, what are you doing there ?"

Anyway, other more important people than he have seen and liked my sphere. There was a builder from the Marseille area who was interested in the

grosse masse, je ramasse des cailloux, je fais du terrassement, j'arrange la place et j'apprends de tout en faisant tout ça. La seule valeur réelle, pour moi, c'est la création manuelle, plus importante que celle mentale. Un gars qui peut créer, matérialiser ses pensées, ses aspirations, à l'aide de ses mains, possède une force et une supériorité que l'autre n'a pas . . .

La réalisation de la structure habitable est beaucoup plus importante, parce que le moulin, c'est une affaire romantique de ma part, pas une réalisation de ma vie.

Les gens sont toujours surpris de voir le nombre d'heures que je peux utiliser dans ma journée, parce qu'ils me voient à toutes sortes d'heures, n'importe où. Mes habitudes de travail sont quand même très disciplinées. Finalement, je n'ai pas d'heures, j'ai beaucoup d'heures.



Il y a des gens qui trouvent que je travaille dur le jour et puis il y en a d'autres qui trouvent que je travaille dur la nuit. Je travaille librement, selon ma nature.

Le nombre d'heures que j'ai pu consacrer à cette réalisation est assez effarant. J'ai fait des journées et demi par vingt-quatre heures . . .

Je suis d'accord pour que cette réalisation devienne l'occasion d'une collaboration étroite possible avec des architectes, des ingénieurs, afin de pouvoir développer des techniques d'industrialisation et ça me semble inévitable, mais la construction à ma manière, c'est instinctif et c'est de l'artisanat, rien de plus.

project. Others have shown their interest, not just anybody but some highly specialized people.

I have also received an invitation from the Museum of Modern Art in Paris – possibly the most important museum in the world today. They were ready to put aside some of their works to make room for me.

On creation with the hands

All I earn and will earn helps me pursue my ideas to the very end. It will help buy materials and accomplish my work.

Outside my occupation, I am interested in this mill which has become part of my work, my labour. I take long walks, pick up stones, do landscaping, set the place in order and learn about everything by doing this. **For me, the only thing with real value is creative work done with the hands.** It's more important than mental creation. The fellow who can create, materialize his thoughts and his aspirations with his hands, possesses a strength and a superiority which the other fellow does not have.

The realization of the habitable sculpture is much more important than the development of the mill because the latter is a romantic venture, not a life work.

People are always surprised at the number of hours I can use in my day, since they see me at odd hours, anywhere. My work habits are, nevertheless, very disciplined. I have no set hours ; but I have many hours.

Some people find I work hard during the day, then others find I work hard during the night. I work in a free way, according to my nature.

The number of hours I have been able to devote to this accomplishment is pretty startling. There are times when I have worked thirty-six hours every twenty-four !

I agree that this undertaking should permit the opportunity of close co-operation between architects and engineers, so as to allow the development of industrialization techniques, and this seems inevitable to me, but **construction in my own style is instinctive and it is a handicraft, nothing more.**



Photos
Couleur/colour: Betty Taylor
Noir et blanc/black and white:
Marc Lacroix, Plaisir de France
Robert Roussil

A Matter of Self Presentation at Home

Housing Use:
A Sociological Terra
Incognita
by Trevor Denton



Although we pass much of our lives in houses, and spend a great deal of our money on them, we know surprisingly little about the use we make of them. Architects design so as to create an interior social life, as at Expo's Habitat '67. Planners program entire cities by such evaluative concepts as "substandard housing," as in redevelopment projects. And yet, from a sociological viewpoint, a lot of the architect's work is presupposition, because the behavioural results are not rigorously verified. And much of what the planner does is simply value judgment, because he relies on his own idea of what should and should not be, rather than on the views of the people whose lives he tries to shape.

Perhaps it is time to suggest an alternative approach to housing use. If we adopt the perspective of the householder we can focus on the particulars of social relations within a house. In doing so we come face to face with techniques by which the actor manipulates a theatrical house as a setting in which to project claims to a desired self-image.

This perspective emerged during a study of housing use. By means of participant observation and intensive interviewing I discovered that householders use clear-cut strategies for the presentation of self—all of us try to control how others see us—in household settings. There were three types of strategies:

1. preparation of room designs which create for the occupants an image of self which is congruent with the use of the room,
2. control of access to the house, and
3. staging an activity in a room where it will be judged appropriate.

I contend that these three strategies are universals and are used by householders everywhere. My research was carried out on a Canadian Indian reserve where I lived for ten months in 1967-1968. The particular content of these strategies may contain details of only local relevance, as with architectural style. But, the strategies themselves are universals. As such, these three strategies have nothing to do with the fact that the subjects were Canadian Indians. We shall see behaviour in houses which, at first, may seem bizarre

because it is new to us. However, there is no intention of casting the subjects in an unfavourable light for all of us arrange our behaviour in houses along the lines to be described below.

1 The first strategy is that room uses are set off one from another by a limited number of design features which project an image of self for the occupants which is appropriate for the room use.

There were 411 people living on the reserve in June, 1967. They were spread among 84 households. Most houses had no inside toilets and no separate dining rooms—just bed-rooms, a kitchen and a living room. Leaving bedrooms aside as a topic not likely to promote rapport, I asked some of the villagers, "What would you have to do in order to change your living room into a kitchen, and your kitchen into a living room?" Invariably, only three points were mentioned—window size, placement of rooms relative to the front of the house, and placement of rooms relative to the main body of the house. This latter factor was important where an addition had been made to a house creating a lesser and a main body to it. As additions had been made to more than 50 houses, this was a frequent consideration.

The living room is meant to be a place for relaxation and especially for entertaining guests. Its architectural design is congruent with this use. Ordinarily, it is at the front (Figs 1, 2), in the main body of the house (Fig 1), and has a large window. These features are not accidental. It is there so guests can enter directly from the road. It is in the main body of the house because this part projects, through its size, a more solid study image for the room than would a less dignified appendage. The living room window is large so the occupants can be shown as the sort of people who have such a room, and to increase communication with the outside world in a public room meant for the entertainment of guests. It is not enough to explain window size simply as a means for letting in more light. Most Canadians, for example, would regard a picture window in a bathroom as bizarre.

Just as a living room projects a single unified self, rooted mainly in the entertainment of guests, so the kitchen projects claims appropriate to its use—work, cooking and eating of meals. A kitchen is at the side or back of a house but never at the front, so guests entering the house do not have to walk first through a work room. Kitchen windows are small because it would be inappropriate to let outsiders catch a glimpse of the occupants unawares at work or while eating. Finally, the room may be in a lesser appendage to the main body of the house because nothing is lost by having a less dignified room in a less dignified segment of the dwelling.

I should point out here that the architectural styles of most reserve houses largely reflect the tastes of villagers rather than of outside builders. Of 87 houses which in June, 1967 were or had once been used as year-round residences, only 19 had been designed and constructed by outsiders. Of the latter, 12 had been built about 1900 and had been considerably altered since then by occupants' own tastes.

2 The second strategy for manipulating the house as a setting for social relations is the control of access to it. Ordinarily, a house had two doors one at the back leading into the kitchen and one at the front leading into the living room. The door to the kitchen was the one that was used while the one at the front was put out of commission by being blocked off, screened off, kept permanently locked, or by placing a chair or sofa in front of it inside the house (Fig 3). Newcomers to the village invariably knock at the front door only to be told, "Go around to the back."

The reason for this is control of access to valued rooms. The living room is a place where good furniture is kept. The heavy traffic of household members would be unwelcome here. Moreover, hallways are usually lacking. As a result, the most casual visitor knocking at the front door would see directly inside into the living room. Because of this, entry to a house is usually made at the kitchen door. Less is at stake here, for admission to this room does not constitute

Figure 1

House with addition
Note relative size and front-back

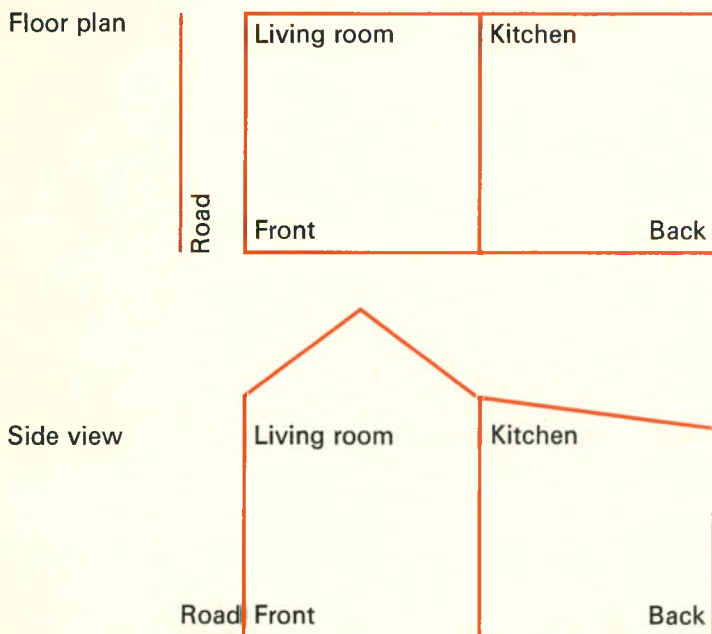


Figure 2

Unthinkable-
Kitchen at front

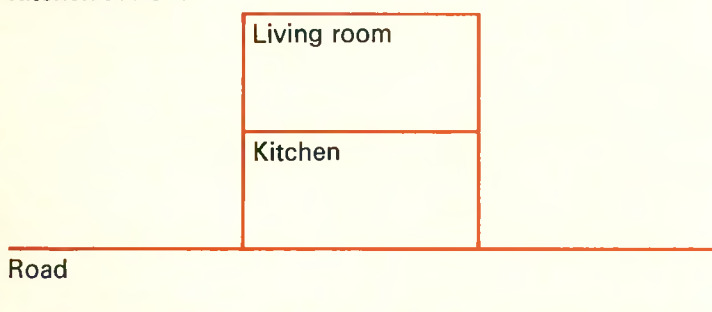


Figure 3

Typical control of entry

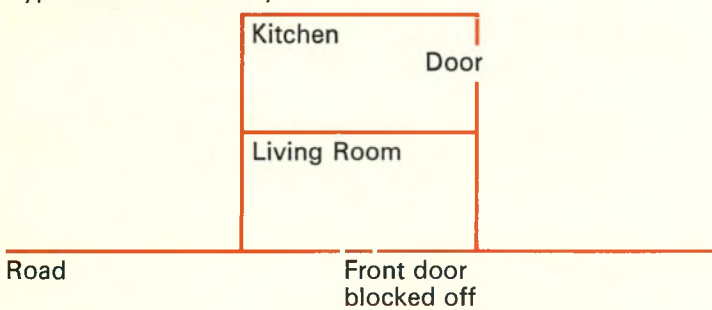
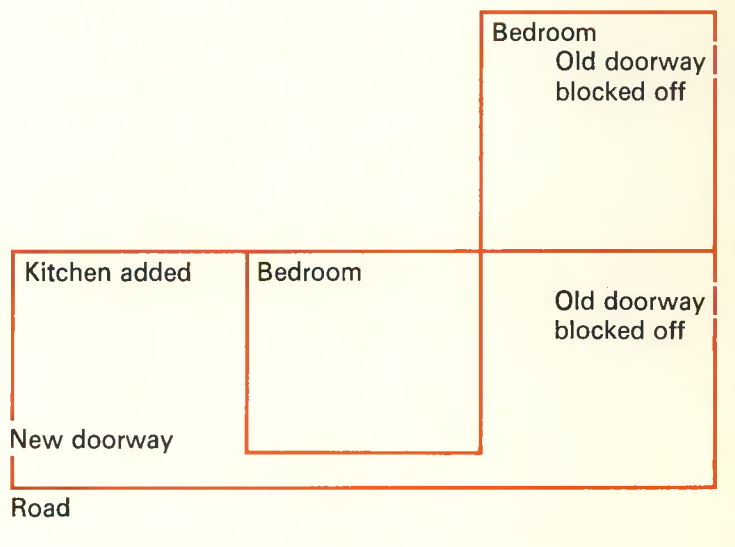
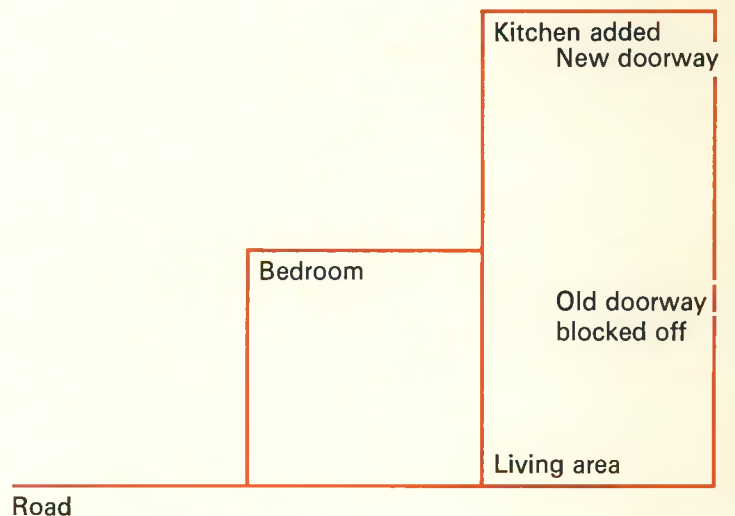
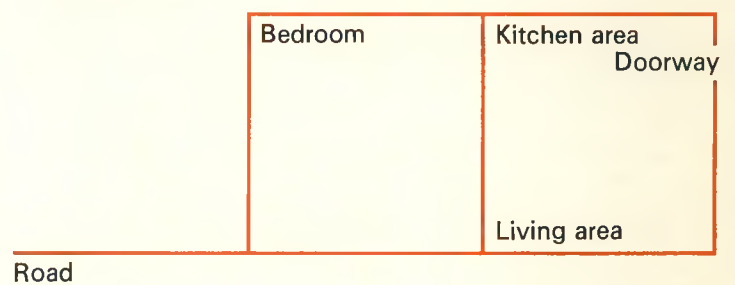


Figure 4

Physical traces of past doorway use
Note how door used changes with room use.



much recognition by the householder of a visitor's worth. Yet, even here, there is a modicum of hospitality involved. As one householder remarked of an Indian Affairs official held in low esteem, "I wouldn't let him in my kitchen."

Thus, while living rooms are at the front of the house so that guests may enter there directly from the road, the living room door is ordinarily not used and entry must be made through the kitchen. Although this inconsistency may disturb the reader, it did not bother any of the householders. As one put it, "We never use a front door around here. But I suppose you should have one just in case somebody important ever comes there."

3 The third strategy used is the staging of an activity in a room setting judged appropriate to it. This is more complicated than appears at first glance for, although a room is designed for a specific activity (as are living rooms for relaxations and entertaining guests for example), this is no guarantee that the activity will in fact be judged appropriate there. A guest, for example, is not only a guest but also a man or a woman, young or old, of greater or lesser substance, and all this will necessarily be acknowledged during interaction in the form of situational selection of rooms.

Situational room use takes definable directions. Three factors were involved: body comfort, privacy and prestige. First, body comfort was important. The heat of wood stoves in summer cooking, for example, usually meant that either hot plates were substituted or meals were eaten elsewhere—in another room or outside.

Secondly, rooms were used to make behaviour more public, or to make it more private. For example, a wife who ordinarily irons in the kitchen might move her ironing board to the living room to be with her husband. The husband who usually reads the evening paper in the living room might move to the kitchen if members of his family are watching an important television program. From time to time mutual dislike might produce an avoidance pattern in

which household occupants would keep to separate rooms.

Finally, the selection of a room was determined by considerations of prestige. The living room provides by far the more prestigious atmosphere. The householder's own prestige was important. Some people spent almost all their time in the kitchen. "You're more at home in the kitchen," one man remarked to me. "If I go out some place I don't feel right in the living room, but I feel right at home in the kitchen." Others felt that the living room was the only spot for them. As one villager said, "Everybody has always thought an awful lot of old Jim. It wouldn't seem right to see him sitting in the kitchen." In a similar way, the prestige of a visitor and the purpose of his visit were important considerations in deciding whether the living room or the kitchen would provide the more appropriate locale. In a few houses a henpecked husband spent almost all his time in the living room, asserting a dignified degree of independence from his wife whose daily chores kept her busy in the kitchen.

In very shorthand fashion I have outlined a sociological perspective for housing use which focuses on the study of social relations within a house. This study of housing use at a Canadian reserve revealed three strategies for the presentation of self in household settings:

1. rooms were distinguished one from another by a limited number of design features which projected for room occupants a self-image congruent with the use.
2. Access to a house was channelled into a room where entry would be judged most appropriate.
3. Although a room was designed for a specific activity, the choice of actual location for that activity depended on situational properties of body comfort, privacy and prestige.

I contend that these three strategies are used by householders everywhere, and also that they can be found in other man-made arenas for human interaction—whether an apartment, a business office, or a subway station. The actor here may have no say in design-

ing the setting, but he will nonetheless find ways to use these strategies by adjusting moveable props such as furniture and by situational use of doors and rooms.

It is commonplace these days to hear that the environment influences man's behaviour. The opposite is also true. The sociological perspective on housing use which I have suggested enables us to see that man uses the environment—his house, in this case—as a prop, a stage on which his everyday life may be played out. How can we design an interior social life or draft a city's residential standards without being aware of the actor's viewpoint and the interactional strategies which he uses for the presentation of self in household settings?

The research on which this article is based was made possible by a joint grant from CMHC and the Department of Indian Affairs and Northern Development, and by a smaller grant from the Laidlaw Foundation.

L'habitat de l'étudiant dans le contexte urbain

par Serge Carreau, Romedi Passini
et Pierre Teasdale

L'étude sur laquelle porte cet article a été effectuée par les auteurs dans le cadre d'un projet de recherche à la Faculté de l'Aménagement de l'Université de Montréal. Ce projet a été financé par la Société centrale d'hypothèques et de logement et par la société Educational Facilities Laboratories, Ford Foundation, N.Y.

L'étude/objectifs

Nombre de facteurs importants influent sur la planification et la réalisation de l'habitat de l'étudiant dans le contexte urbain. Mentionnons, parmi ces facteurs, les besoins particuliers d'étudiants d'âges et de niveaux académiques différents ; les points de vue non seulement différents mais parfois contradictoires des groupes intéressés par le problème du logement de l'étudiant ; les modes de financement, d'administration et de gestion du logement de l'étudiant ; et finalement la gamme des forces et des contraintes propres au contexte urbain.

Toute décision ou intervention dans ce domaine doit donc, pour être rationnelle, tenir compte de ces facteurs. Dans cette optique, le but de cette étude était de développer un modèle englobant tous ces facteurs en les situant par rapport aux différents niveaux de décision.

Compte tenu du fait que tout travail de planification se fait dans le temps et est orienté vers l'action, il importait que ce modèle soit flexible et opérationnel, c'est-à-dire qu'il puisse s'adapter à la mobilité des pôles d'intérêt, à l'évolution du contexte, de même que se prêter au développement de solutions concrètes.

Base du modèle et approche

Une enquête préliminaire a permis de décomposer le problème du logement de l'étudiant en sous-problèmes qui constituent les paramètres à partir desquels le modèle a été élaboré. Parmi ces paramètres, certains portent sur les caractéristiques propres au logement de l'étudiant (i.e. type de logement, mode d'occupation, etc.) ; d'autres paramètres portent sur les politiques de financement du logement (i.e. subventions, prêts hypothécaires, etc.). Chacun de ces paramètres se subdivise en options. Ces options correspondent à une gamme de variations possibles à l'intérieur de chaque paramètre (i.e. mode d'occupation : seul, à deux, en groupe).

L'étude a été élaborée à partir d'une situation actuelle du centre-ville de Montréal, déterminée par quatre institutions éducatives, une vingtaine de groupes impliqués dans la réalisation du logement étudiant à Montréal et un quartier type à proximité du centre-ville et des institutions considérées.

Les principales étapes de l'étude peuvent se résumer de la façon suivante :

- a. enquêtes préliminaires afin d'identifier les groupes impliqués dans la réalisation du logement étudiant et leurs intérêts ;
- b. enquêtes auprès des étudiants afin d'identifier leurs besoins ;
- c. évaluation des résultats de ces enquêtes,

classification des sous-problèmes et identification des paramètres ;
d. deuxième série d'enquêtes auprès des groupes intéressés et analyse du quartier type afin de préciser les paramètres.

Application du modèle (Figure 1)

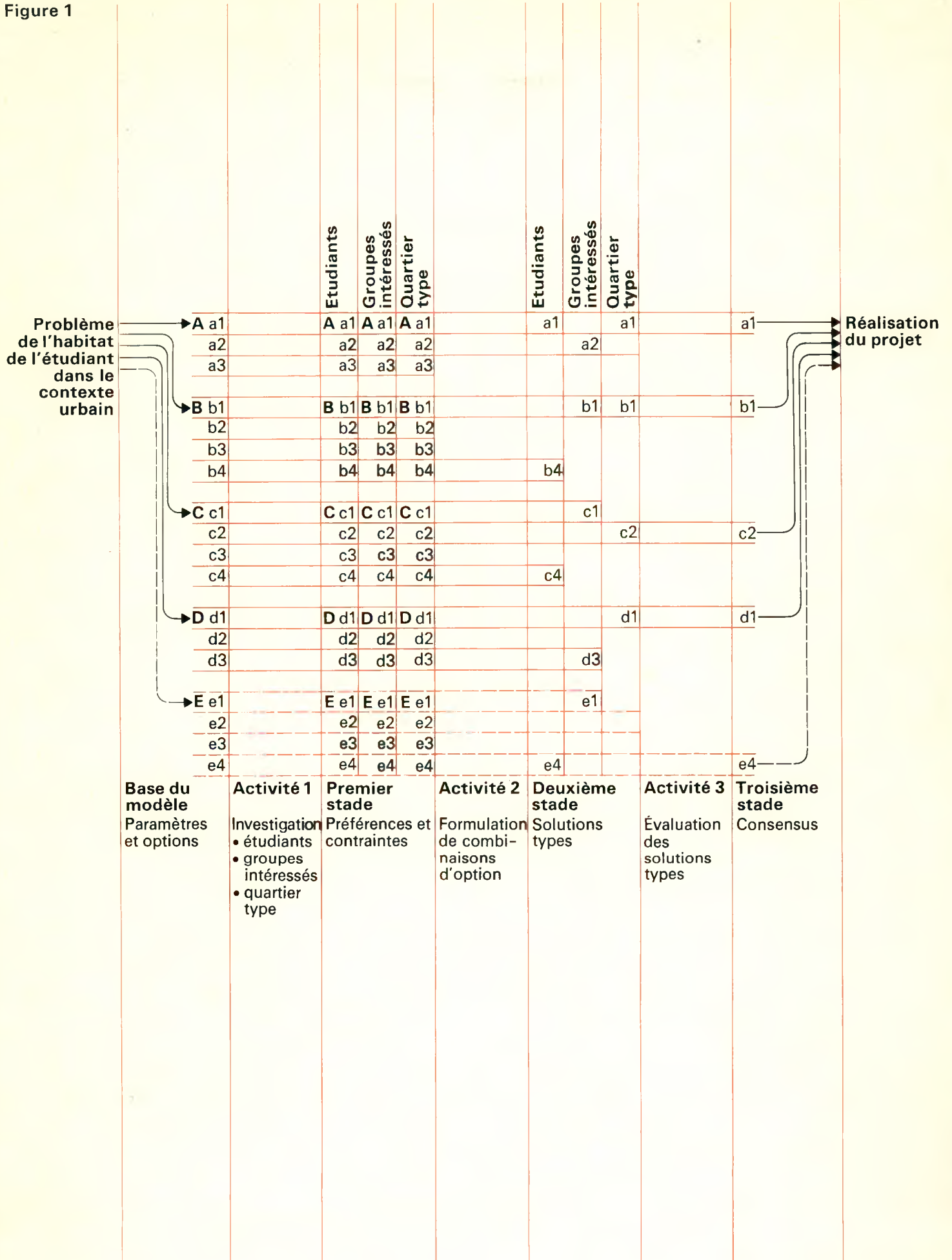
Les responsables de la programmation du logement des étudiants pour un organisme quelconque peuvent utiliser le modèle en confrontant les paramètres, comme il a été fait dans l'étude, avec les usagers futurs des logements, avec les divers groupes intéressés à la réalisation de ces logements de même qu'avec le secteur de la ville dans lequel se situerait un projet (activité 1, fig. 1).

Cette démarche leur permet d'identifier certains patterns de préférences et de contraintes à l'intérieur de chaque paramètre ; en outre, elle peut soulever des paramètres ou des options non comprises dans la base du modèle original qui peuvent s'y ajouter et le compléter.

Il s'agit ensuite de grouper les options en fonction des préférences des groupes intéressés et des contraintes du contexte physique afin d'arriver, en partie ou totalement, à des solutions types (activité 2, fig. 1).

Ces différentes possibilités de solutions sont finalement évaluées par les différents groupes intéressés afin d'arriver à un consensus menant à la réalisation d'un projet (activité 3, fig. 1).

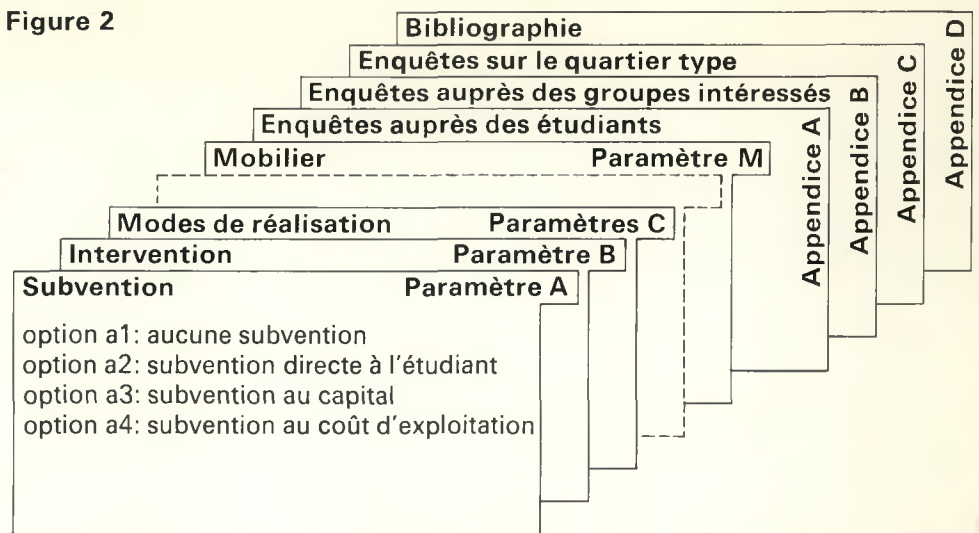
Figure 1



Contenu du rapport (Figure 2)

Le rapport de l'étude se subdivise en deux parties. La première donne une description détaillée de la base du modèle, c'est-à-dire des paramètres et des options. Cette partie du rapport fait aussi la synthèse des données recueillies au cours des enquêtes. Un paramètre-témoin—"Situation de l'habitat de l'étudiant par rapport à l'équipement communautaire et scolaire"—est présenté à titre d'exemple ci-dessous.

Figure 2



Paramètre-témoin/Situation de l'habitat de l'étudiant par rapport à l'équipement communautaire et scolaire (paramètre G)

Caractère "gras"

En caractère gras on trouve la définition du paramètre et des options suivie d'une discussion et des commentaires de l'équipe de recherche sur chacune des options.

Caractère "fin"

En caractère fin on trouve les données qui ont été recueillies au cours des enquêtes de même que certaines citations d'ouvrages portant sur les sujets discutés (ces données et ces citations sont tirées des appendices du rapport).

Description générale

En précisant en termes de contiguïté ou d'éloignement les distances séparant ou reliant respectivement les éléments habitat de l'étudiant (H), équipement communautaire (Ec) et équipement scolaire (Es), on peut décrire cinq contextes différents dans lesquels peut se situer l'habitat de l'étudiant.

Deux éléments sont considérés comme étant contigus lorsque la distance qui les sépare peut être franchie à pied en moins de vingt minutes et par les moyens de transport publics en moins de 10 minutes. Ils sont considérés comme étant éloignés si le temps-distance qui les sépare est supérieur aux limites mentionnées.

Les trois éléments H, Ec et Es se définissent de la façon suivante :

H : tous les types d'habitations possibles,

Ec : les facilités commerciales et culturelles,

Es : l'équipement scolaire proprement dit.

Le nombre de situations considérées ici a été limité à cinq, ce nombre permettant de soulever d'une façon générale, les implications les plus critiques de ce paramètre. Il est bien évident cependant qu'entre les deux variables retenues (i.e. contiguïté et éloignement) il y a une gamme de situations intermédiaires qui seront, si cela est nécessaire, discutées à l'intérieur des options spécifiques.

Les principales composantes de ce paramètre sont donc les options suivantes :

g1 : l'habitation, l'équipement communautaire et l'équipement scolaire sont contigus (HEcEs)

g2 : l'habitation et l'équipement communautaire sont contigus tandis que l'équipement scolaire est éloigné (HEc...Es)

g3 : l'habitation et l'équipement scolaire sont contigus tandis que l'équipement communautaire est éloigné (HEs...Ec)

g4 : l'habitation est éloignée de l'équipement communautaire et de l'équipement scolaire qui sont contigus (H...EcEs)

g5 : l'habitation, l'équipement communautaire et l'équipement scolaire sont respectivement éloignés les uns des autres (H...Ec...Es).

Option g1

L'étudiant habite un milieu mixte comprenant l'équipement scolaire (HEcEs)

Description et implications

L'habitat de l'étudiant (H), l'équipement communautaire (Ec) et l'équipement scolaire (Es) se retrouvent dans le même secteur de la ville.

De l'intégration totale de ces trois éléments il résulte un milieu complet en lui-même.

Caractéristiques et réactions des étudiants

Il n'y a pas eu d'investigation auprès des étudiants au sujet de cette option, cependant les commentaires qu'ils ont faits sur l'utilisation du logement par rapport à la distance-temps entre le logement et l'équipement scolaire sont pertinents à la discussion :

Appendice A

Article 3.1, Données qualitatives générales, Analyse de l'accessibilité.

- "Points de vue des étudiants des quatre institutions sur les implications du temps de déplacement entre leur logement et l'équipement scolaire.
- 5 à 10 minutes du lieu d'étude :
- Cette distance permet aux étudiants : de parcourir à pied la distance entre le logement et leur lieu d'étude, en été comme en hiver ;
- de faire une économie de 15 à 20 dollars par mois sur les transports ;
- de faire une économie sur les repas, ceux-ci étant pris à la maison ;
- ce qui représente environ une économie totale de 25 dollars, somme qui permet d'absorber l'augmentation des frais de loyer due à la situation privilégiée du centre-ville ;
- de rentrer chez eux à tout moment dans la journée et d'inviter des amis.
- 10 à 20 minutes du lieu d'étude :
- Il y a équilibre entre "bénéfices" et "pertes", en effet, si l'étudiant peut rentrer chez lui à midi, il doit toutefois emprunter un moyen de transport, ce qui réduit l'avantage financier d'un repas pris à la maison.
- 20 à 60 minutes du lieu d'étude :
Le transport public est alors obligatoire, d'où un problème d'attente aux heures creuses (soir). Le métro offre, outre un meilleur abri, un service plus régulier. L'avantage principal de cet éloignement est, bien sûr, l'économie réalisée sur le loyer.
- plus de 60 minutes :
Le temps de transport, selon l'avis général, est trop important pour l'étudiant."

Réaction des groupes intéressés

Aucune investigation.

Caractéristiques du quartier type et influence sur l'option

L'habitation dans le Quartier Ste-Famille se situe à proximité de l'équipement communautaire et à proximité de trois des quatre institutions considérées dans cette étude (i.e. McGill, Sir George Williams et CEGEP du Vieux Montréal). Or l'étudiant qui habite dans le quartier et fréquente, par exemple, le CEGEP du Vieux Montréal, se trouve dans une situation correspondante à celle qui est décrite par cette option.

Les commentaires du Comité de Citoyens Milton-Parc sur le Quartier Ste-Famille font ressortir un certain nombre de qualités qui sont particulières à ce quartier :

Appendice C

Article 4.5, Groupements ou personnes œuvrant dans le Quartier Ste-Famille.

- "Les maisons originales du quartier furent construites en début de siècle, suivant un modèle similaire ; on les reconnaît à leur façade de pierre grise, leurs corniches ornées, leurs fenêtres en mansardes et les escaliers extérieurs. Ces anciennes résidences familiales sont contiguës et subdivisées aujourd'hui en logements ou duplex. Ces maisons offrent des avantages importants à ceux qui y résident : des loyers raisonnables, un site central à proximité de toutes les commodités essentielles, enfin une individualité et un charme uniques.
 - Les personnes à faibles revenus, familles, pensionnés ou autres, peuvent y découvrir un coin à proximité de leur travail, des ressources médicales, éducatives, etc., à un loyer conforme à leur budget restreint. Ce quartier montréalais évite à plusieurs travailleurs et à leur famille de devoir s'isoler dans des villes-dortoirs éloignées. Enfin, le caractère actuel et les avantages économiques qu'offre notre quartier, favorisent plusieurs commerçants de l'avenue du Parc et des rues Milton et Prince Arthur et leur permettent d'apporter un cachet unique à leurs boutiques. On peut, en effet, découvrir certains services uniques en leur genre, tel ce magasin d'articles de cuir qui offre des bottes et des sacs à main sur commande. Tous les petits bars et restaurants souvent à caractère ethnique, offrent des lieux de rencontre confortables, tant pour l'ensemble des montréalais que pour les résidents locaux qui choisissent selon leur goût de tranquillité ou de gaieté l'endroit adapté aux circonstances. Des relations personnelles et même d'amitié existent entre les citoyens et les commerçants des environs. C'est un facteur parmi d'autres qui dénote l'esprit communautaire du quartier.
 - Toutes les personnes, tant celles à faibles revenus que les mieux nanties et les étudiants apprécient le sentiment d'appartenance à leur communauté. Une enquête nommée "Le Quartier Latin", révèle que 65 p. 100 des citoyens connaissent leurs voisins et que 50 p. 100 d'entre eux parlent souvent avec ceux-ci. Une autre mesure, peut-être imprécise mais non moins significative, de la communication entre les citoyens est le nombre élevé de conversations qui se tiennent dans les rues et que l'on peut observer surtout durant la saison estivale.
-

<i>Commentaires sur l'option g1, (HEcEs)</i>	L'étudiant qui se trouve dans la situation décrite par cette option bénéficie, s'il le désire, d'une participation intense avec les composantes physiques et humaines du milieu dans lequel il vit.
--	---

Option g2
L'étudiant habite un milieu mixte
mais ne comprenant pas l'équipe-
ment scolaire (HEc...Es)

<i>Description et implications</i>	L'habitat de l'étudiant (H) et l'équipement communautaire (Ec) se trouvent dans le même secteur de la ville tandis que l'équipement scolaire (Es) se trouve dans un autre secteur. L'étudiant trouve autour de son habitat tout l'équipement dont il a besoin.
<i>Caractéristiques et réactions des étudiants</i>	Voir caractéristiques et réactions des étudiants sur l'option g1, référence à l'appendice A, article 3.1, citée précédemment.
<i>Réactions des groupes intéressés</i>	Aucune investigation.
<i>Caractéristiques du quartier type et influence sur l'option</i>	Le Quartier Ste-Famille contenant à la fois de l'habitation et de l'équipement communautaire, l'étudiant y habitant et fréquentant l'Université de Montréal (campus) se trouverait dans une situation correspondante à celle qui est décrite par cette option.

<i>Commentaires sur l'option g2 (HEc...Es)</i>	La distance séparant le Quartier Ste-Famille du campus de l'Université de Montréal pourrait rendre cette option moins intéressante pour les étudiants qui fréquentent cette institution. Par contre, la richesse de l'équipement communautaire contenu dans le quartier et dans le centre-ville en général pourrait compenser ce désavantage. On pourrait supposer que les étudiants qui recherchent cette option attachent plus d'importance aux liens qui existent entre le logement et l'équipement communautaire qu'aux liens qui existent entre l'équipement scolaire et l'habitation.
--	--

Option g3
L'étudiant habite un milieu ne
comprenant pas d'équipement
communautaire (HEs...Ec)

<i>Description et implications</i>	L'habitat de l'étudiant (H) et l'équipement scolaire (Es) se trouvent dans un même secteur tandis que l'équipement collectif (Ec) est éloigné de ce secteur. L'étudiant habite dans un milieu académique ce qui peut lui permettre de s'intégrer d'une façon plus intense à son travail; par contre la limitation de ses relations avec la communauté et l'environnement urbain peut devenir aliénante.
------------------------------------	---

<i>Caractéristiques et réactions des étudiants</i>	Aucune investigation.	<i>Appendice B</i>
<i>Réaction des groupes intéressés</i>	Les commentaires recueillis auprès des groupes intéressés ne portent pas spécifiquement sur cette option mais indiquent que l'on attache une grande importance à l'intégration de l'étudiant à l'environnement et à la communauté urbaine :	<ul style="list-style-type: none"> Entrevue No 6, Robert E. Shaw, Vice-principal, Université McGill "On ne désire pas isoler totalement les étudiants du milieu mais on considère qu'à cause des habitudes de vie des étudiants, il est préférable d'en arriver à une concentration à proximité de l'Université. De plus, il n'est pas du tout certain que l'interaction entre les étudiants et les autres membres de la communauté soit aussi intense qu'on le croit." Entrevue No 15, Brian Hirst, Association des Étudiants de l'Université McGill. "Il ne faut pas tenter d'isoler complètement les étudiants du reste de la population. Cependant, il faut tenir compte des habitudes particulières aux étudiants. Il serait peut-être utile, socialement parlant—bien que cela ne soit pas certain—de favoriser un mixage complet entre étudiants et non étudiants. Mais il est douteux que cette solution soit réalisable d'une manière pratique". Entrevue No 12, Jean Robin, Directeur des services socio-économiques, Université du Québec. "La localisation des résidences sur les campus permettrait des taux préférentiels et des exemptions de taxes ; les étudiants manifestent de plus en plus le désir d'être intégrés au milieu social". Entrevue No 9, Ashton Lewis, Responsable du logement étudiant, Bureau du "Dean of Students", Université Sir George Williams. "A l'Université Sir George Williams, les résidences doivent être situées hors campus mais dans un rayon de 10 minutes de marche de l'Université. Il ne faut pas vouloir créer un ghetto d'étudiants, mais il serait préférable de les intégrer à la trame sociale".
<i>Caratéristiques du quartier type et influence sur l'option</i>	Cette option ne s'applique pas au secteur Ste-Famille étant donné que l'habitation, l'équipement communautaire et l'équipement scolaire y sont présents.	<i>Appendice D</i>
<i>Commentaires sur l'option g3 (HEs...Ec)</i>	La situation décrite par cette option, tout en ne s'appliquant pas à l'objet de cette étude n'en demeure pas moins importante. Plusieurs institutions, tel que le démontrent Klein et Sears dans leur étude sur l'habitat de l'étudiant au Canada, sont éloignées de l'équipement communautaire :	<ul style="list-style-type: none"> Klein et Sears, L'Habitat de l'étudiant, pp. 47 et 48 "Les universités des grandes villes peuvent se diviser à peu près en deux catégories : les institutions axées sur l'automobile et les institutions axées sur les transports publics ; les premières sont situées en zone suburbaine ou éloignées et les secondes, en zone urbaine intérieure ou intermédiaire. Elles vont de l'Université de la Colombie-Britannique et Simon Fraser, où plus de 70 p. 100 des étudiants se rendent à l'université en voiture, à Montréal et McGill (Dalhousie, Toronto) où le chiffre s'inscrit entre 10 et 30 p. 100. La politique de l'université

quant au logement des étudiants sur le campus et la disponibilité de logements convenables à quelques pas du campus déterminent le nombre d'étudiants qui ont besoin du transport automobile ou en commun. Le nombre des motorisés dépend de la politique de l'université quant au stationnement. Le nombre de ceux qui empruntent les transports publics est fonction de la politique de la collectivité en ce qui concerne le transport en commun.

La solution au problème du transport est cruciale pour ce qui est d'établir une relation satisfaisante entre le campus et la collectivité".

On pourrait supposer que pour cette option, les étudiants considèrent l'habitation comme l'extension de l'équipement scolaire et estiment les liens entre ces deux éléments plus importants que ceux qui existent entre l'équipement communautaire et l'habitation.

Cette attitude est aussi reliée à un certain héritage culturel, soit la tradition du collège anglais comprenant des résidences et se situant très souvent dans un contexte strictement académique.

Notons, cependant, parmi les réactions des groupes intéressés, que l'on a tendance à rejeter cette option. Cette considération est d'autant plus importante que le choix de celle-ci dépend beaucoup plus souvent des politiques d'implantation des institutions que des décisions personnelles des étudiants.

Option g4

L'étudiant habite un milieu strictement résidentiel et fréquente une institution localisée dans un milieu mixte (H...EcEs)

Description et implications

L'habitat de l'étudiant (H) est isolé par rapport à l'équipement communautaire (Ec) et l'équipement scolaire (Es) ; en outre l'équipement communautaire et l'équipement scolaire se retrouvent dans le même secteur.

L'étudiant trouve autour de l'institution qu'il fréquente tout l'équipement dont il a besoin, ce qui peut faire supposer qu'il n'utilise son logement que pendant des périodes limitées.

Caractéristiques et réactions des étudiants

On a déjà démontré dans un autre paramètre qu'il y avait une relation importante entre l'utilisation du logement et la distance qui le sépare de l'équipement scolaire.

En outre les enquêtes menées auprès de l'ensemble des étudiants du CEGEP du Vieux Montréal, ont démontré qu'un nombre important d'étudiants se trouvent dans la situation décrite par cette option :

Appendice A

- Article 2.2.7, Lieux d'origine de la population étudiante, (CEGEP du Vieux Montréal).

"86.5 p. 100 des étudiants sont originaires de la région métropolitaine, 44.4 p. 100 résident dans le Montréal administratif, tandis que le reste est réparti entre la rive sud, Verdun, LaSalle et Ville de Laval".

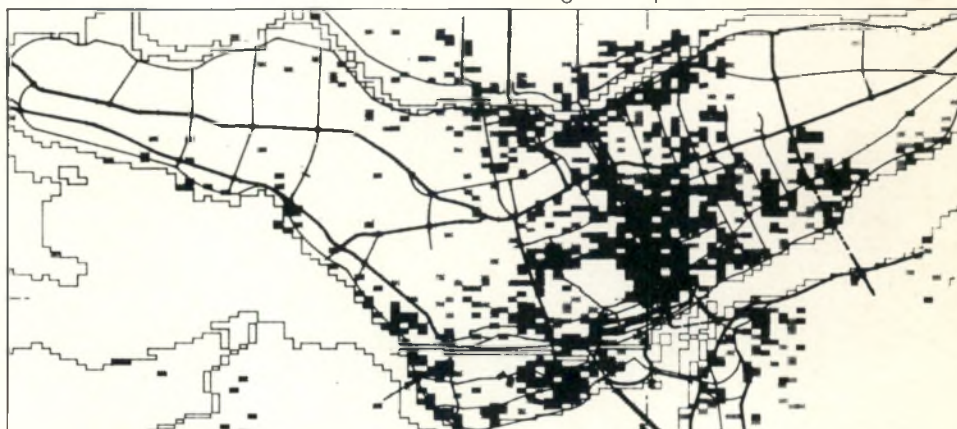
Appendice A

- Article 2.2.9, Répartition géographique des étudiants en habitations temporaires et permanentes, (CEGEP du Vieux Montréal).

Figure 3
Répartition géographique des étudiants
en logement temporaire.



Figure 4
Répartition géographique des étudiants
en logement permanent.



La carte de localisation des étudiants résidant en habitations permanentes montre une très grande dispersion géographique de ces étudiants. Quant aux étudiants résidant en habitations temporaires, la carte de localisation montre qu'ils se groupent plutôt près des réseaux de transports. Il faut donc considérer l'accessibilité, non pas en fonction de la distance, mais en fonction du "temps-transports".

<i>Réactions des groupes intéressés</i>	Aucune investigation.
<i>Caractéristiques du quartier type et influence sur l'option</i>	Cette option ne s'applique pas au secteur Ste-Famille étant donné que l'habitation, l'équipement communautaire et l'équipement scolaire y sont présents.
<i>Commentaires sur l'option g4 (H...EcEs)</i>	<p>Cette option pourrait correspondre à la situation d'un étudiant originaire d'un quartier strictement résidentiel et éloigné, fréquentant une institution du centre.</p> <p>Le rôle spécifique du logement dans la situation décrite peut varier en fonction d'une série de facteurs : état civil, âge de l'étudiant, type de logement qu'il occupe et facilités de transport reliant</p>

l'institution qu'il fréquente à son logement.

On pourrait supposer que les étudiants qui recherchent cette option, considèrent leur logement comme une unité indépendante du secteur qui réunit l'équipement communautaire et scolaire.

Notons toutefois que les étudiants qui doivent habiter chez leurs parents sont souvent forcés d'adopter cette option.

Option g5

L'habitat de l'étudiant, l'équipement communautaire et scolaire sont respectivement éloignés les uns des autres (H...Ec...Es)

Description et implications

L'habitat de l'étudiant (H), l'équipement communautaire (Ec) et l'équipement scolaire (Es) sont éloignés respectivement les uns des autres.

Les activités de l'étudiant sont disséminées à plusieurs endroits ce qui fait supposer qu'il doit passer beaucoup de temps à se déplacer et qu'il éprouve certaines difficultés à s'identifier à un milieu quelconque.

Caractéristiques et réactions des étudiants

On a déjà démontré qu'il y avait une relation importante entre l'utilisation du logement et la distance qui le sépare de l'équipement scolaire.

Réactions des groupes intéressés

Aucune investigation.

Caractéristiques du quartier type et influence sur l'option

Cette option ne ressemble pas à la situation qui existe dans le Quartier Ste-Famille.

Commentaires sur l'option g5 (H...Ec...Es)

Cette option est considérablement éloignée du contexte urbain de notre étude. Elle fait supposer généralement que l'équipement scolaire et l'habitation se situent à l'extérieur du centre-ville et que l'étudiant dépend d'un système efficace de transport.

Suite de l'étude

L'étude que nous venons de décrire constitue un instrument de travail et seule son utilisation permettra de la faire évoluer. Nous désirons assurer la continuité de ce travail et nous souhaitons pouvoir appliquer, dans une prochaine étape, la théorie élaborée, à des cas particuliers.

Ceci pourrait se faire, par exemple, avec la collaboration des étudiants ou des responsables d'une institution qui seraient confrontés avec le problème du logement des étudiants. À l'aide du modèle, nous pourrions examiner avec eux et évaluer diverses possibilités de solutions.

L'application de l'étude ne se limite pas au secteur d'analyse ou à Montréal ; elle pourrait servir dans toute situation comparable pouvant se retrouver dans d'autres villes.

Rivière-du-Loup

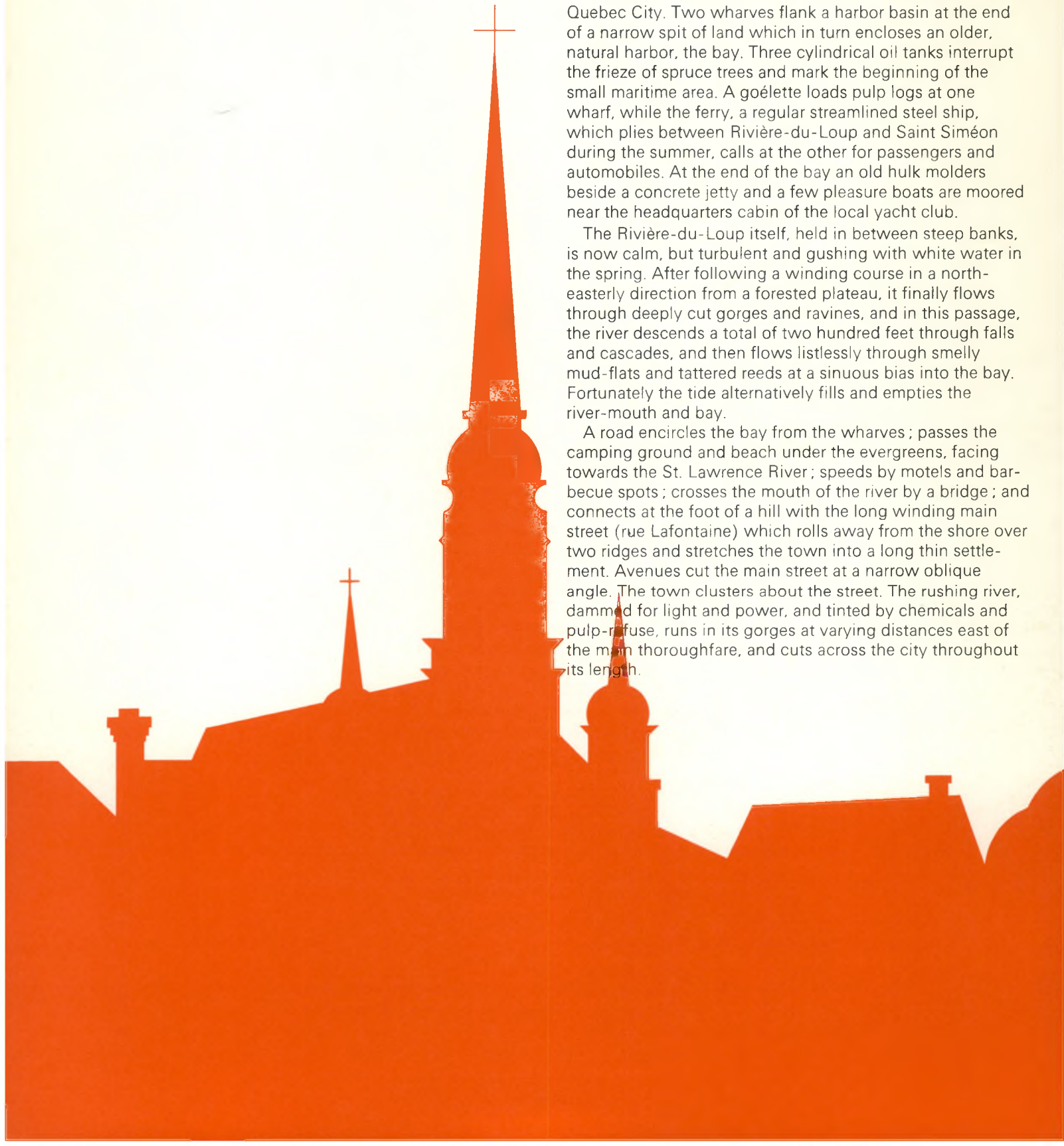
by Stuart Wilson

The derivation of the name Rivière-du-Loup is interesting but confusing. One report has it that the surrounding district was once the home of timberwolves ; another that Champlain first met, at this site, Indian warriors from a tribe, now extinct, called the Wolves ; still another that the name derived from the seals (loups-marins) who formerly basked in the shallow waters of the bay.

The city of Rivière-du-Loup (or Wolf River) is way down below Quebec (120 miles) on the south shore of the wide St. Lawrence ; the town is closer to New Brunswick than to Quebec City. Two wharves flank a harbor basin at the end of a narrow spit of land which in turn encloses an older, natural harbor, the bay. Three cylindrical oil tanks interrupt the frieze of spruce trees and mark the beginning of the small maritime area. A goélette loads pulp logs at one wharf, while the ferry, a regular streamlined steel ship, which plies between Rivière-du-Loup and Saint Siméon during the summer, calls at the other for passengers and automobiles. At the end of the bay an old hulk molders beside a concrete jetty and a few pleasure boats are moored near the headquarters cabin of the local yacht club.

The Rivière-du-Loup itself, held in between steep banks, is now calm, but turbulent and gushing with white water in the spring. After following a winding course in a north-easterly direction from a forested plateau, it finally flows through deeply cut gorges and ravines, and in this passage, the river descends a total of two hundred feet through falls and cascades, and then flows listlessly through smelly mud-flats and tattered reeds at a sinuous bias into the bay. Fortunately the tide alternatively fills and empties the river-mouth and bay.

A road encircles the bay from the wharves ; passes the camping ground and beach under the evergreens, facing towards the St. Lawrence River ; speeds by motels and barbecue spots ; crosses the mouth of the river by a bridge ; and connects at the foot of a hill with the long winding main street (rue Lafontaine) which rolls away from the shore over two ridges and stretches the town into a long thin settlement. Avenues cut the main street at a narrow oblique angle. The town clusters about the street. The rushing river, dammed for light and power, and tinted by chemicals and pulp-refuse, runs in its gorges at varying distances east of the main thoroughfare, and cuts across the city throughout its length.



From the higher reaches of town on a clear day the North Shore can be seen, beyond the clustered roofs, as a mountain chain of tumbling blue forms, while closer at hand tusks of spirit-wraith islands rise from the sea-river. The northern shore of the St. Lawrence, or the county of Charlevoix across the river, was beloved of an older school of painters, such as Marc-Aurèle Fortin, who dramatized its iconography in the large painted panel *Vue de Saint-Siméon*. The country opposite is a different and more rugged world. Snow rests longer on the land. Steep headlands plunge deeply into the river. Wind-torn villages and bare farms cling to the bones of a giant landscape.

But the southern shore is more mellowed. Longer cultivated and productive in agriculture, the land near the river has borne more domestic richness. The alluvial plain of the southern shore is fringed towards the water's edge by long ridges or spiny outbursts of trees and rock. When not built on, the ridges have a foundation of stratified reddish-colored laminar rock with a thin overburden of sandy soil supporting a tuft of coniferous trees. Green strips of farm fields fill the pockets between.

Where the town covers the surface of the land; roofs, towers, spires and poplar, maple and asphalt take over. From the main street views between shops and houses and down side-streets provide vistas of forest and field. The town contains three large churches, one on high land on the far side of the little river, and one on each of two ridges. The oldest church, St.-Patrice, is on the lowest ridge closest to the St. Lawrence. The adjacent presbytery, an ornate and spiky château, sits serenely on a smooth-lawned domain at the back of a tree-filled public park beside the church.

Spires of churches, each jutting from its house-cluttered hill, lord over the city, and the roofs and pinnacles of presbyteries, convents and schools add to the effect of Trinitarian dominance. Loud bells clang in the still air. The older domestic architecture shows mixed influences, both French-Canadian and British Colonial or American. Salt-box houses with sloping roofs, or hipped and gabled, usually have case-ment windows. Embroidery-like trim at gables, windows or on balconies is often made up of complex sinuous patterns of scroll-work and tracery, cut from white pine and cedar.

Westward of the older town, on flat land, a grid-iron suburban development of ranch-style bungalows has sprung up. The new concrete and brick *Cité des Jeunes* rises above these smaller buildings. A new large dormitory has a bold and starkly layered structure. A stadium and an up-to-date theatre auditorium form part of the complex. The cité provides the town and district with the physical facilities for the educational and cultural program of the new Quebec.

Beyond the tail-end of the main street may be found a pulp-mill. Here the edges of the *Rivière-du-Loup* become

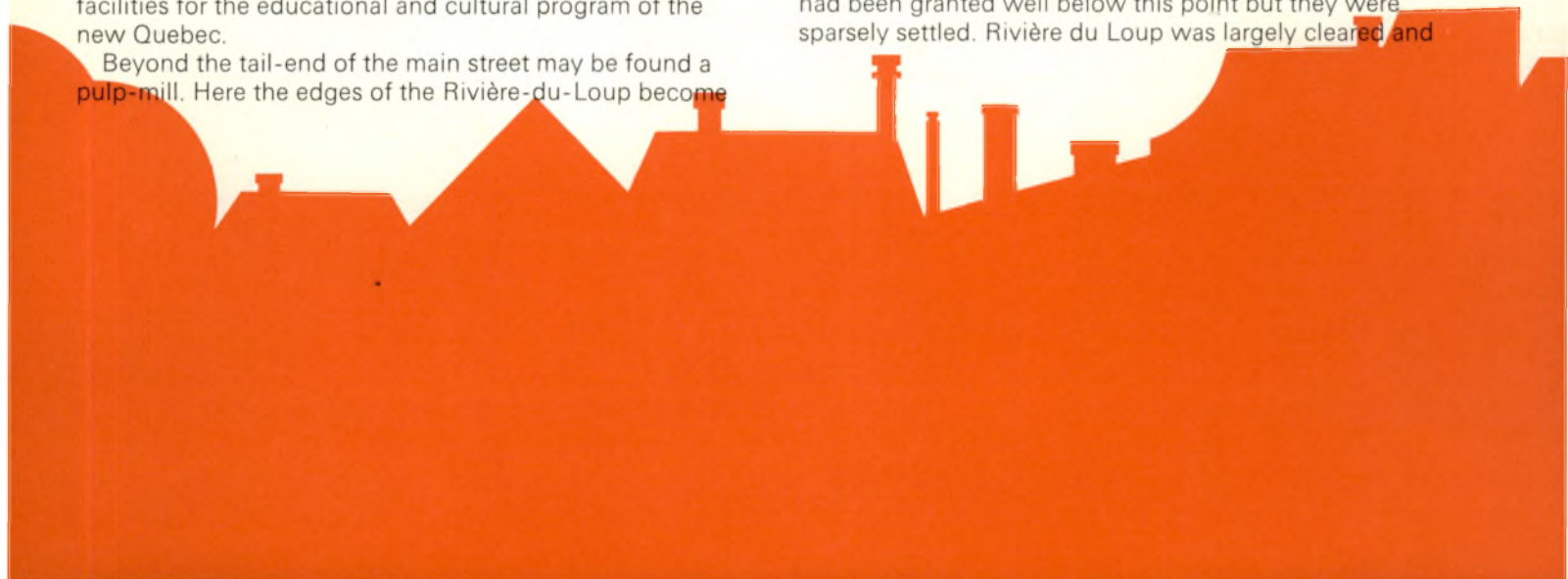
lower and flatter in contrast to the high banks within the town. A little further in, towards town, is the railway station, about three-quarters of a mile from *le fleuve* where a steel bridge carries the rails over a gorge between two rocky abutments. Closer to the river-mouth, and framed between steep banks, is a large saw-mill, a complex collection of penstocks, wood-piles and pell-mell buildings. An older saw-mill was located on the river at least by 1839. Industry tends to locate near the bed of even small rivers.

Hotels, shops, city-hall, *le palais de justice*, post-office and church are sprinkled along the main drag as it goes towards the St. Lawrence. Multi-colored façades and signs shine through a tangle of poles and wires on one side of the street. The strip is so long that although *Rivière du Loup* is a small city, many people drive or take cabs to work. Perhaps the town stretched itself out in its present corridor-like form to reach from the water to the industrial activities of the railway-workshops and the mill. Movement is mainly back and forth along the spine of the ribbon development. As in many smaller urban centres cab drivers do reasonably well.

Some of the hotels, on or off *Lafontaine*, although grand in conception, in a Victorian and florid manner, and essentially eccentric and moody in detail on the exterior, revert to standard renovations of a commercial character on the interior. But independent of the décor, some hotels serve good food. Bus loads of hungry and well-heeled American tourists are brought in to regale themselves at one hotel. In the evening hotel-bars are inhabited by the dark ghostly outlines of drinkers silhouetted against the splendour of shining bottles. No taverns could be found, which tends to show that only the respectable drink, or that possibly the disreputable drink only in respectable places.

The city is the focal-point of the area, a local centre of government, administration, education, commerce, small industry and tourism. Lawyers and notaries have neat, quiet offices in the older part of town. The populace speaks French almost in its entirety. People are well-dressed, younger people in up-to-the-minute styles. Youth are caught up in the frenzied dances of the moment. They fill up the juke-box haunts of scattered motels. Consumer goods prices are high, since most manufactured products are brought in from elsewhere.

Colonization of the shores of the gulf of the St. Lawrence under the French government up to 1765 pretty well ran out at *La Malbaie* on the North Shore, and at the present county of *Kamouraska*, the one immediately upstream from *Rivière-du-Loup*, on the South Shore. Seignorial holdings had been granted well below this point but they were sparsely settled. *Rivière du Loup* was largely cleared and



settled from the end of the eighteenth to the middle of the nineteenth century.

The original seigneurie had been granted on April 5, 1689 to the Sieurs Villeraie and Lachenaie. Many years later Alexander Fraser became the proprietor of the seigneurie. Although visited by missionaries since 1683, the parish of Rivière du Loup was not founded until 1833 when the first resident curé was appointed. In 1874 the settlement became a city named Fraserville in honor of the former seigneur, but this name was changed to that of the little river and the older seigneurie in 1919.

In 1815 when Lt. Col. Joseph Bouchette published his work "A Topographical Description of the Province of Lower Canada," Fraserville was part of the seigneurie of Rivière-du-Loup in the county of Cornwallis. Two leagues back from the big river, or the depth of the seigneurie, waste crown lands commenced. Eight ranges had been developed of which at least three were "in a very good state of cultivation and are well inhabited." However, even in 1839 the county was said to have a more limited population and field cultivation than Kamouraska.

The residence of the seigneur, Fraser Lodge, was located on the north side of the mouth of the Rivière-du-Loup. Today a few older buildings marked by the traditional French-Canadian and British forms of that period may be found a slight distance south of this position on the main road leading to Lafontaine Street. These buildings show no sign of being particularly esteemed locally. At that time, except for the cultivated lands, Bouchette reported that the whole seigneurie "is abundantly timbered with beech, maple, birch and large quantities of pine." Today most of these large trees have been cut down. Then as now "the general appearances . . . was uneven and mountainous, but it contains some extensive patches of good arable land and very fine meadow land."

The region formerly obtained energy from small streams and fire wood from the interior, and it still does to some extent. Previously, many saw-mills, most of which depended on the railroad, were in operation, some of large size such as the big saw-mills at Cabano. Small factories turned out shaped wood products. The older parishes which developed along the shore, where farming developed first, were more populated, but Témiscouata county, located behind Rivière-du-Loup, was more isolated, and although not greatly developed for agriculture it is inhabited today mostly by farmers.

The topography of the south shore from opposite Quebec and downwards along the St. Lawrence consists generally

of a land which slopes gradually up from the river towards a range of mountains, les Apalaches. These mountains run in a north-easterly direction, hence approaching the big river gradually at a large angle, and terminate near the river in the area of Rivière-du-Loup "bounding between it and the two rivers a level well-cultivated and fertile space, singularly well-marked with several extraordinarily isolated hills, for rather large rocks, thinly covered with small trees about their summits" as clearly expressed in the words of Bouchette. Fifty miles further back is the second range of mountains known at that time as the Land's Height, which acted as a watershed.

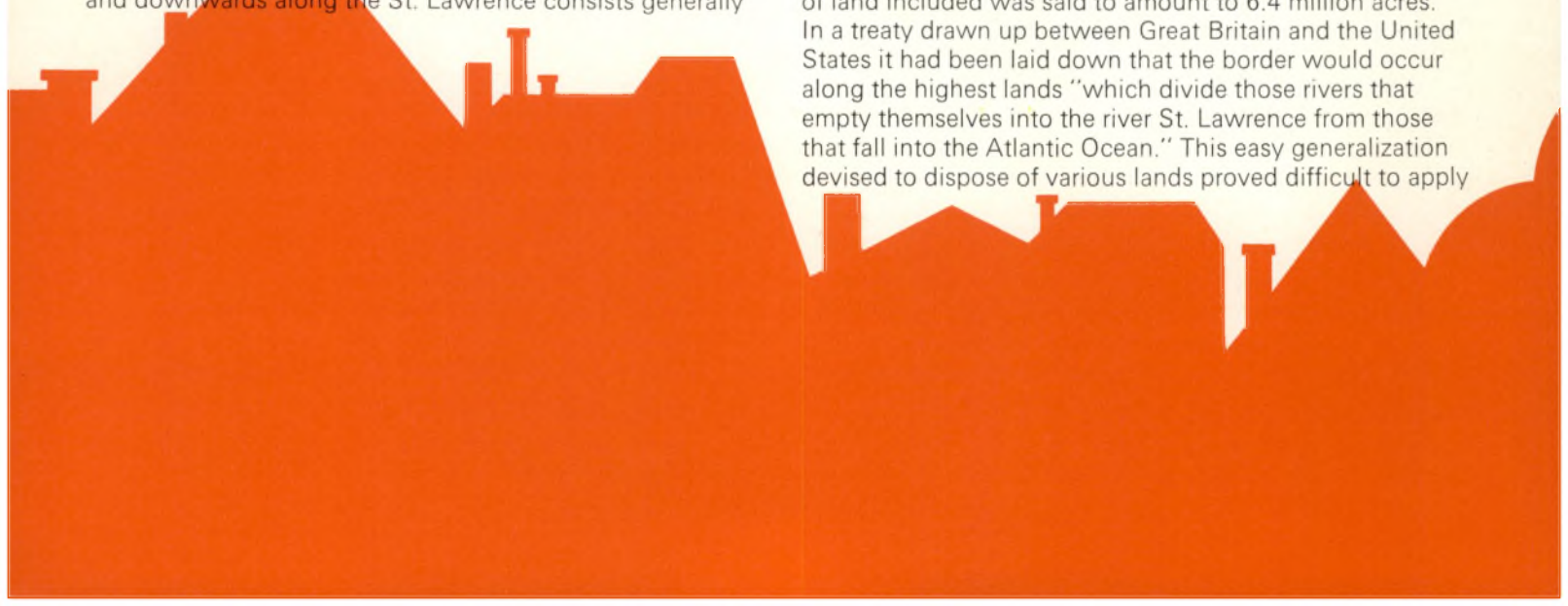
The county of Rivière-du-Loup, as compared to those further west, is broken and hilly. The land is cut up by ridges and gradually rises to a high plateau at distances varying from ten to twenty miles from the St. Lawrence. The plateau then slopes down towards the St. John River in New Brunswick.

Just across the first range of mountains is narrow Lake Temiscouata (in the Indian language "deep all over"), a twenty-two miles long body of water. Dark shadows of surrounding mountains reflecting from the surface of the lake impart to it a solemn air. Large trout and tuladi or two ladies (from "tous les deux"), a salmon-like fish, swim in its depths. Leading out of Temiscouata in the direction of the St. John River is the Madawaska River.

This combination of natural features permitted the establishment of the Temiscouata portage, at that time the only land route between Quebec and Halifax. The portage was opened by General Haldimand, then Governor (1777-1784). In 1815 Bouchette described it as a route needing much improvement, but on which communication could be kept up all the year round, and noted that "the British mail is always conveyed by it when landed from the packet at Halifax."

The portage began a few miles east of Rivière-du-Loup at Notre-Dame du Portage, followed a road which traversed several steep ridges or hills, after which it descended to the shores of the lake. The route then followed the length of the lake, the Madawaska and the St. John (once called the Walloostock) to the Bay of Fundy, and rounded Nova Scotia to Halifax. The total distance was six hundred and twenty-seven miles.

This region, and the adjoining territories of northern Maine; New Brunswick and part of the Gaspé peninsula previously comprised a land-area under dispute. Known as the "Disputed Territory of Bonaventure" the total quantity of land included was said to amount to 6.4 million acres. In a treaty drawn up between Great Britain and the United States it had been laid down that the border would occur along the highest lands "which divide those rivers that empty themselves into the river St. Lawrence from those that fall into the Atlantic Ocean." This easy generalization devised to dispose of various lands proved difficult to apply



to the actual circumstances, since the river St. John flowed between two mountain ranges. The Americans claimed the northern line and the British the southern. The formula did not clearly apply to either. Colonel Bouchette, the surveyor, partially admitted this when he wrote that "the letter of the treaty of 1783 has described a boundary which the physical and the hydrographical divisions of the country to be divided rendered it utterly impossible substantially to establish." Based on various abstract principles of "reciprocal advantages and mutual convenience" and of "principles of liberal equity and reciprocity," he felt that the British claim was justified. When the King of Holland made his recommendation on the 10th January 1851, to establish the river St. John and the St. Francis River as the boundary, both sides rejected the proposal.

Today a well-travelled road connects Rivière-du-Loup to Edmundston in New Brunswick at the junction of the Madawaska and St. John Rivers. Seen in the autumn the surrounding landscape is sombre but the route is enlivened by the names of villages which the highway passes through. The first settlement of any size proceeding from Rivière-du-Loup is St.-Louis-du-Ha!-Ha! close to Lake Temiscouata. The town was named after St.-Louis who was invoked to celebrate the Christian name of the first colonist Louis Marquis. The ejaculation was one of joy and relief experienced by early colonists after they had come over a painful 36 miles of imperial portage and they perceived in the distance the serene waters of Lake Témiscouata.

On the shores of the lake is Cabano (originating from cabane or cabanon, a small shack) now primarily a one-sided road-strip town providing a line of bars, restaurants and hostelrys with a view of the large saw-mills opposite beside the lake deserted and unworked. In 1815 this was the site of Long's Farm and the junction of the first stage of the portage with the water passage of the lake.

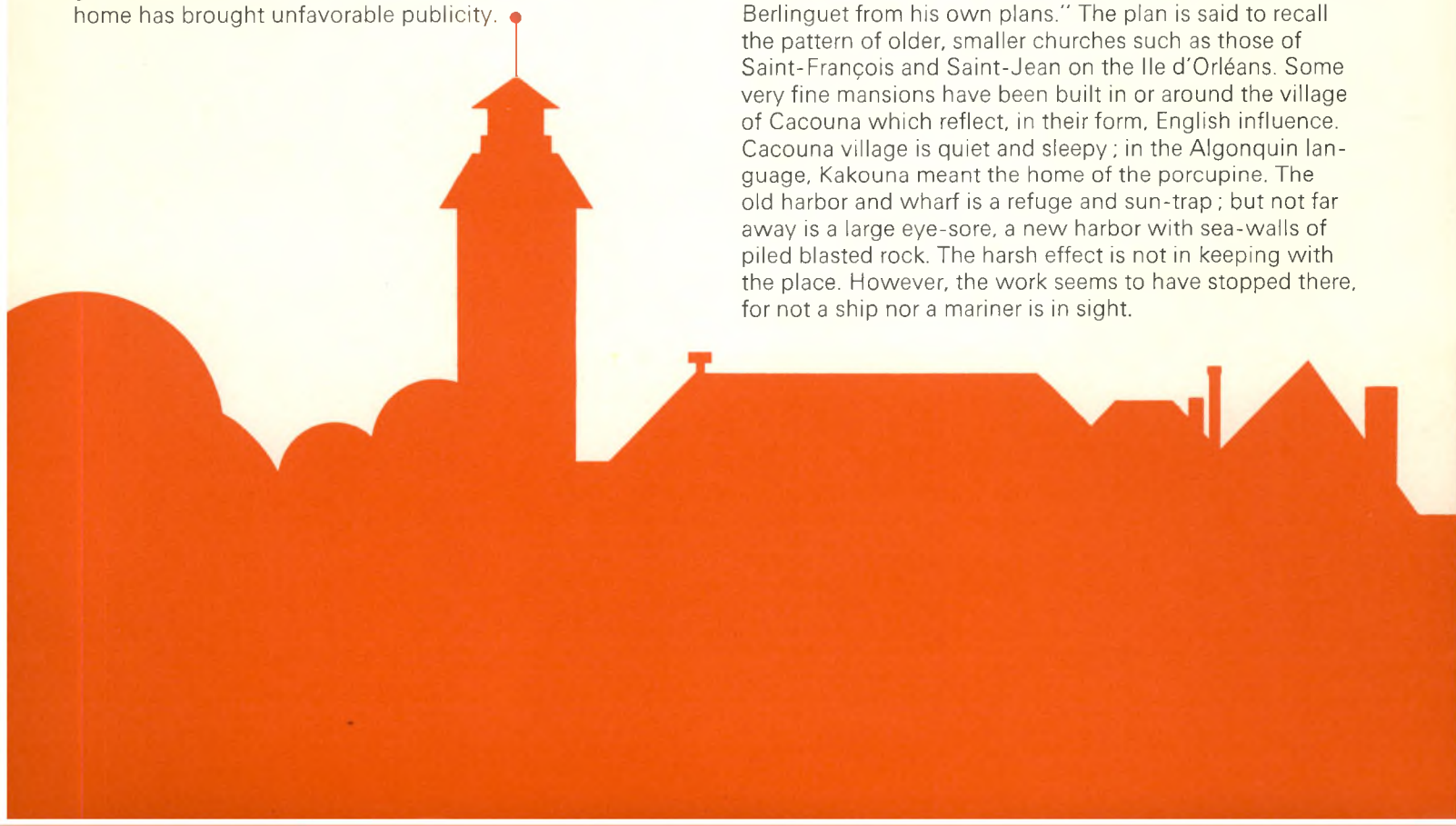
Notre-Dame-du-Lac, which nestles on the steep banks of the lake, is a town of some mellowness and developed growth. Unfortunately a recent tragic fire in an old people's home has brought unfavorable publicity.

Where the Madawaska River issues from the lake is found the village of Ste-Rose du Dégelée. In the Indian language Madawaska means a river which never froze, and since opposite from the village there was such a place on the river known locally as le Dégelis, the name of the village celebrated this phenomenon.

The city of Rivière-du-Loup grew up as a railway, road and boat traffic centre, becoming a distributing point for the products of the counties of Temiscouata and Rivière-du-Loup, and it still remains so. Previously large divisional workshops of the railway kept many workers busy but this is no longer the case. The town is semi-industrialized, and depends for its well-being more on a balance of economic factors than on the predominance of any one. In the surrounding country good commercial farms are established on the rich lower lands near the shore, while in boggy areas on the plateau a peat-moss industry has been established. Much of the country remains forested.

Rivière-du-Loup is flanked by Cacouna and St. Patrick's (St-Patrice), the first down-river and the other up. Both are fashionable summer-resorts, although their hey-day was probably reached during the latter part of the nineteenth and the earlier years of this century. Sir John A. Macdonald summered in St. Patrick's, and a more recent prime minister, Louis St. Laurent still summers there.

Cacouna lies on a ridge about one hundred feet above the river, with a long, smooth sandy beach at the foot of a steep bank on the river side. On the landwards side the village is surrounded by saltmarshes making it almost an island. The width of the St. Lawrence at Cacouna is twenty miles, and the view, from the eminence, of the river and dark mountains opposite is impressive. The parish of Cacouna is actually older than that at Rivière-du-Loup, and the smaller, older church at Cacouna is both very traditional and elegant. The church is illustrated by Gérard Morissette in "L'Architecture en Nouvelle-France," where it is described as "a church in fieldstone, with an admirably proportioned large spire, begun in 1844 by Louis-Thomas Berlinguet from his own plans." The plan is said to recall the pattern of older, smaller churches such as those of Saint-François and Saint-Jean on the Ile d'Orléans. Some very fine mansions have been built in or around the village of Cacouna which reflect, in their form, English influence. Cacouna village is quiet and sleepy; in the Algonquin language, Kakouna meant the home of the porcupine. The old harbor and wharf is a refuge and sun-trap; but not far away is a large eye-sore, a new harbor with sea-walls of piled blasted rock. The harsh effect is not in keeping with the place. However, the work seems to have stopped there, for not a ship nor a mariner is in sight.



BOOKS

Northern Realities:

The Future of Northern Development in Canada, by Jim Lotz, New Press, Toronto, 1970, pp. 307, \$8.00.

"Our northern visions and dreams tell us what we are. The realities of the land and its people tell us what we can do." With these words Professor Jim Lotz concludes his highly personalized assessment of past efforts and present activity in the Canadian North, and of its future possibilities. His assessment, based on wide reading, detailed knowledge of the North—particularly of the Yukon Territory—and intimate involvement, tells us that we have been greedy and ill-informed most of the time, well-intentioned and ill-informed some of the time. Separating myth from reality, Lotz tells us what we can do *in* the North, not *to* the North.

Notions of the Canadian North constitute such a cornucopia that the author organizes them as a series of polarities. Whereas it has been viewed alternately as either Eldorado or Utopia, experience has revealed it more to resemble Pandora's Box. Parts of it have suffered from extreme conditions of *laissez-faire* and most of it has experienced the welfare-state. The twin polarities advanced by Lotz to aid his own and his readers' grasp of the north are those of the edge and the centre, and of the inside and outside: Ottawa is in many senses at the centre of things for, as the seat of the Federal Government decisions are made there that affect the lives of all Canadians, and none more than residents of the Territories are affected due to the budgetary control vested in Ottawa. Yet, to northerners Ottawa is beyond their ken, on the outside; northerners feel locked in by the winter, and are separated from Ottawa by distance and attitude.

Lotz is primarily concerned with perceiving, and inducing his audience to perceive, the realities of the Canadian North: he attempts to distinguish between fact and fiction in terms of its true character; he considers the array of connotations surrounding the term "development" when applied in the northern context and forwards his own concept of what shades it should take; and he recognizes that whatever the future of the Canadian North problems of social change, culture contact and space relations press heavy on present residents.

Scale contrasts are used effectively. On the time-scale he perceives broad periods each unified by consonance of action and motivation, and he exemplifies these temporal generalizations by delving into the riches of the Canadian story. On the space-scale he moves sure-footedly amongst village and mine, community and Territory, Northland and Canada.

What, then, has motivated activity in the Canadian North? At the level of the individual, generalization is well-nigh impossible, for it must be allowed that as many motivations exist as there are individuals to be motivated. The author does speculate, nonetheless, on the bases of his own contacts: the pull of the unknown, the retreat from the tarnished known, and the quest for opportunity. At the wider level of the organization, be it government, religious or business enterprise, strategic, economic and social reasons are at foot. Lotz questions just how strategic the north is to Canada in the context of its inter-state relationships. He seriously questions the notion of moving north so as to be poised to pour out the treasure-trove of mineral riches, real and imagined, when eventually they do come into demand; for alternative and more accessible supplies may be forthcoming from other parts of the world. He questions, too, the advisability of perceiving goals for northern residents, particularly for the native population, seeing this exercise as an attempt to Canadianize the North.

Besides questioning current dogma, Lotz poses several questions. Does the choice for the indigent necessarily involve wholesale adoption of the new or wholesale recovery of the old? For the author, the answer is one of complementing, not competition, with the native population increasingly participating in scientific research, conservation projects, recreational activities and education, and bringing to these tasks familiarity with northern environments. Another question: need the political development of the Northern Territories lead inexorably towards the provincial pattern? No, opines Lotz, and perhaps some form of regional government, based upon a system of settlement nodes, would best be suited to the North's special circumstances, if only the dead hand of tradition does not induce tunnel vision and blot out alternative paths.

If the North is not to become the resource-storehouse of Canada, what role will it perform? Lotz re-echoes Phillips in rejecting the notion that it will provide *lebensraum* for millions, Canadian or otherwise: on grounds of the intrinsic incompatibility of elements within the array of economic possibilities and on grounds of ecosystem fragility. This does not mean that the north is not to be developed and that it will not have a role in Canada's future. To Lotz, northern development begins and ends with and for people; is a process in which the top-down and

bottom-up approaches coalesce; and consists of creating conditions within which people may widen their horizons. For northern residents development should encompass integration of the different groups currently separated not by miles but by minds. For the residents of the southern ecumene, there will be the opportunity to participate in a new notion of development.

This is heady stuff, but it is not entirely fanciful. Confrontation and disagreement have appeared endemic to the universities of southern Canada in the late 1960's, especially in the social sciences where students study theories of social process and change (as well as much trendy nonsense) but are frustrated by the lack of opportunity to put theory into practice. Lotz suggests that a northern university would provide the opportunity to apply the theory of the lecture hall to the real-life situation: to observe at close quarters social change; and to have students from the south widen the horizons of northern residents and in turn to have the students' perspectives sharpened and experiences enriched.

In all, this is a thought-provoking work that thaws fresh permafrost in several directions and gives new perspectives. It is perhaps consistent with new perspectives that much of the titling is poorly oriented: this reviewer reads from left to right, not from bottom to top. Nor does this reviewer consider himself captious in pleading for footnotes at page-bottom rather than end-text. The latter positioning may be an attempt to cater to academic and lay readers; but both would, for example, like easily to discover who the individuals referred to are. Such information can be gleaned only from footnotes when the relevant data are not provided in the text.

Much of what Professor Lotz writes goes against ensconced notions of the North. It will be unfortunate if reaction to his more controversial views intensifies to a point where his basic questions languish unheard.

Ivor G. Davies

About the Authors/Les auteurs

Trevor Denton is a social anthropologist in the Department of Sociology, Brock University.

Stuart Wilson is associate professor of architecture at McGill University.

Serge Carreau, Romedi Passini, Pierre Teasdale sont tous les trois architectes et professeurs à la Faculté de l'Aménagement de l'Université de Montréal.

Central Mortgage and Housing Corporation
Ottawa
The Honourable Robert Andras
Minister Responsible for Housing

Société centrale d'hypothèques et de logement
Canada
L'honorable Robert Andras
ministre chargé du logement

habitat

xiv/3



Table of contents/Table des matières

2 Urban Affairs	A new Minister – A new Ministry. The new Ministry's role will be co-ordinative, supportive and consultative. It is not a department. It is named Urban Affairs "because	its policy mandate is unrestricted and as wide as possible while its direct operational role is non-existent".
2 Les Affaires urbaines	Un nouveau ministre – un nouveau département ministériel. Ce nouveau département devra coordonner, appuyer, consulter. Ce n'est pas un ministère. C'est à dessein qu'on l'appelle Affaires urbaines, étant donné que	son mandat politique n'est pas restreint, mais aussi vaste que possible. Le département n'est cependant pas chargé d'exécuter des programmes particuliers.
5 Urban Canada Revisited by N. Harvey Lithwick	R.S.V.P. The report Urban Canada: Problems and Prospects prepared by the author received widespread comment. In this arti-	cle Harvey Lithwick discusses the basic findings and implications of this document and hopes a dialogue will ensue through the pages of Habitat.
8 Revue d'ensemble du Canada Urbain par N. Harvey Lithwick	Le Canada de demain sera un Canada urbain et plus que tout autre, le ministre chargé des Affaires urbaines, l'honorable Robert Andras, est conscient d'un phénomène dont nous pouvons déjà	percevoir les signes avant-coureurs. C'est donc à sa requête qu'a été rédigé le rapport dont on trouvera les grandes lignes ci-après.
12 The New Religion of Citizen Participation by Aryeh Cooperstock	Not a little zeal Despite the heat now being generated by citizen participation, society must be realistic about its hopes for this form of involvement. Expectations can easily	give way to exhortations. Certainly the affected should have a voice. But in the long run who should represent whom? And who makes the final decision?
17 Niagara's Fruitful Legacy by Marvin Ferguson	Orchards into Subdivisions? Speculation that the Niagara fruit growing area is doomed by urbanism is exaggerated, says Marvin Ferguson. The acreage reduction	over a 10-year period is only 5% and with improved farming methods it looks as though the vineyard acreages will be extended.
20 Le Vallon Boisé par Pierre Larouche	<i>Un projet d'habitation intégré qui repose sur trois principes fondamentaux: la recherche d'une communauté vivante, la séparation de la circulation automobile</i>	<i>et des piétons et un environnement de qualité. D'après les auteurs de cette réalisation, il semble que cette gageure ait abouti à des résultats concrets.</i>
24 Book Reviews		
Design/Présentation	Gottschalk + Ash Limited	
Inside cover photographs/ Photographie de la couverture intérieure	Gabor Szilasi	
Typesetting/ Composition typographique	Fred F. Esler Limited	
Printing/Impression	Imprimerie Gauvin Limitée, Hull	

Habitat is a bi-monthly publication of Central Mortgage and Housing Corporation, and is listed in the Canadian Periodical Index. Second class mail registration number: 1519.
Opinions expressed by the authors are not necessarily those of CMHC. All communications should be addressed to the Editor, E.H.Q. Smith.

Habitat, revue bimestrielle de la Société centrale d'hypothèques et de logement. Numéro de recommandation d'objet de deuxième classe: 1519.
Les opinions exprimées par les auteurs des articles ne sont pas nécessairement celles de la SCHL. Il faudrait adresser toutes les communications au rédacteur en chef, M. E.H.Q. Smith.

**Proclamation
Establishing
A Ministry of State
for
Urban Affairs**

His Excellency the Right Honourable Roland Michener,
Governor General and Commander-in-Chief of Canada
congratulates the Honourable Robert K. Andras on
his appointment as Minister of State for Urban Affairs.



Son Excellence, le très honorable Roland Michener,
gouverneur général du Canada, félicite l'honorable Robert K.
Andras qui vient d'être nommé ministre d'État chargé des
Affaires urbaines.

**Proclamation
créant
un département
d'État chargé des
Affaires urbaines**

Roland Michener (L.S.), Canada

Elizabeth The Second, by the Grace of God of the United Kingdom, Canada and Her other Realms and Territories, *Queen*, Head of the Commonwealth, Defender of the Faith.

To All to Whom these Presents shall come or whom the same may in anyway concern, Greeting:

Donald S. Maxwell

Deputy Attorney General

A Proclamation

Whereas the implications of increasing urbanization profoundly affect the well-being of Canadians and the future of Canadian society as a whole;

And Whereas the close cooperation of governments is required to ensure that the urban environment evolves in a manner beneficial to all Canadians;

And Whereas many of the activities of the Government of Canada substantially affect, directly or indirectly, the urban environment and it is desirable that the Government of Canada give careful attention to those aspects of its activities that affect the urban environment by formulating and developing comprehensive policies in respect of those federal activities;

And Whereas it appears to the Governor in Council that the requirements for formulating and developing such policies warrant the establishment of a special portion of the public service presided over by a minister charged with that responsibility.

Now Know Ye that We, by and with the advice of Our Privy Council for Canada, pursuant to sections 14 and 15 of the Ministries and Ministers of State Act, do by this Our Proclamation establish a Ministry of State for the purpose of formulating and developing policies in relation to the activities of the Government of Canada that affect the urban environment, to be known as the Ministry of State for Urban Affairs and to be presided over by a Minister of State to be known as the Minister of State for Urban Affairs.

And Know Ye Further that We are pleased to specify that the Minister of State for Urban Affairs shall formulate and develop policies for implementation through measures within fields of federal jurisdiction in respect of

- a. the most appropriate means by which the Government of Canada may have a beneficial influence on the evolution of the process of urbanization in Canada;
- b. the integration of urban policy with other policies and programs of the Government of Canada; and
- c. the fostering of cooperative relationships in respect of urban affairs with the provinces and, through them, their municipalities, and with the public and with the private organizations.

Roland Michener (L.S.), Canada

Elizabeth Deux, par la Grâce de Dieu, *Reine* du Royaume-Uni, du Canada et de ses autres royaumes et territoires, Chef du Commonwealth, Défenseur de la Foi.

A tous ceux à qui les présentes parviendront ou qu'icelles pourront de quelque manière concerner, Salut:

Le sous-procureur général

Donald S. Maxwell

Proclamation

Vu que les effets de l'urbanisation croissante influent grandement sur le bien-être des Canadiens et sur l'avenir de la société canadienne tout entière;

Et vu qu'une étroite collaboration entre les gouvernements est indispensable pour faire en sorte que l'environnement urbain évolue pour le bien de tous les Canadiens;

Et vu que bon nombre des activités du gouvernement canadien ont une influence notable, directe ou indirecte, sur l'environnement urbain et qu'il est souhaitable que le gouvernement canadien accorde une attention particulière aux secteurs de son activité qui portent sur l'environnement urbain en formulant et en élaborant des lignes de conduite générales concernant ces activités;

Et vu que le gouverneur en conseil estime que la formulation et l'élaboration de telles lignes de conduite justifient la création d'un secteur spécial de la fonction publique sous la responsabilité d'un ministre chargé de ces fonctions:

Sachez donc maintenant que, sur et avec l'avis de Notre Conseil privé pour le Canada, et conformément aux articles 14 et 15 de la *Loi sur les départements et ministres d'État*, Nous créons en vertu de Notre présente proclamation un département d'État chargé de la formulation et de l'élaboration de lignes de conduite concernant les activités du gouvernement canadien qui influent sur l'environnement urbain, et qui portera le nom de Département d'État chargé des Affaires urbaines et sera placé sous la responsabilité d'un ministre d'État dont le titre sera: Ministre d'État chargé des Affaires urbaines.

Et sachez donc en outre qu'il Nous plaît de préciser que le ministre d'État chargé des Affaires urbaines formulera et élaborera des lignes de conduite qui seront appliquées, en prenant les mesures nécessaires, dans des domaines relevant de la compétence fédérale en ce qui concerne:

- a. les moyens les plus à même de permettre au gouvernement canadien d'avoir une influence bénéfique sur l'évolution de l'urbanisation au Canada;
- b. l'intégration des lignes de conduite en matière d'urbanisme aux autres directives et programmes du gouvernement canadien; et
- c. la promotion de la collaboration dans le domaine des affaires urbaines avec les provinces, et, par leur intermédiaire, avec les municipalités, et avec le public et des organisations privées.

And Know Ye Further that We are pleased to specify that the Minister of State for Urban Affairs shall, in relation to the formulation and development of the aforementioned policies, which are policies for implementation through measures within fields of federal jurisdiction, have assigned to him the following powers, duties and functions:

a. in respect of policy development he may

- (i) initiate proposals for new policies, projects and activities,
- (ii) evaluate proposals for new policies, projects and activities and seek to ensure their consistency with federal urban policies,
- (iii) evaluate existing policies, projects and activities of the Government of Canada that have an influence on urban affairs and recommend changes therein where required,
- (iv) where appropriate, participate in projects and activities of the Government of Canada that may have an influence on urbanization in Canada, and
- (v) seek, in consultation with other authorities concerned, the cooperative development of urban policy in Canada;

- b. in respect of research, he may
 - (i) initiate research and policy studies relating to urbanization,
 - (ii) coordinate, in cooperation with other departments and agencies of the Government of Canada, research relating to urbanization that has been undertaken or financed by those departments or agencies, and
 - (iii) recommend priorities for research in urbanization; and
- c. he may perform the following coordination functions:
 - (i) he may coordinate, promote and recommend national policies in respect of urban affairs among departments and agencies of the Government of Canada,
 - (ii) he may coordinate the activities of the Government of Canada in establishing co-operative relationships with the provinces and their municipalities for the enhancement of the urban environment, and
 - (iii) he may coordinate the involvement of the Government of Canada with other governments and non-government organizations in urban policy matters.

Of All Which Our Loving Subjects and all others whom these Presents may concern are hereby required to take notice and to govern themselves accordingly.

In Testimony Whereof, We have caused these Our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed. Witness: Our Right Trusty and Well-beloved Counsellor, Roland Michener, Chancellor and Principal Companion of Our Order of Canada upon whom We have conferred Our Canadian Forces' Decoration, Governor General and Commander-in-Chief of Canada.

At Our Government House, in Our City of Ottawa, this thirtieth day of June in the year of Our Lord one thousand nine hundred and seventy-one and in the twentieth year of Our Reign.

By Command

J. F. Grandy

Deputy Registrar General of Canada

From The Canada Gazette
July 10, 1971

Et sachez donc en outre qu'il Nous plaît de préciser que le ministre d'État chargé des Affaires urbaines sera, en ce qui concerne la formulation et l'élaboration des lignes de conduite précitées, les quelles seront appliquées en prenant les mesures nécessaires, dans les domaines relevant de la compétence du gouvernement fédéral, investi des pouvoirs, des charges et des fonctions ci-dessous:

- a. en ce qui concerne l'élaboration des lignes de conduite, il peut:
- (i) proposer d'autres lignes de conduite, programmes et activités,
 - (ii) évaluer les nouvelles propositions de lignes de conduite, de programmes et d'activités et faire en sorte qu'elles soient conformes aux lignes de conduite fédéral en matière d'urbanisme,
 - (iii) évaluer les lignes de conduite, les programmes et les activités actuels du gouvernement canadien qui influent sur les affaires urbaines et recommander leur modification si nécessaire,
 - (iv) le cas échéant, participer à des programmes et à des activités du gouvernement canadien qui peuvent avoir une influence sur l'urbanisation au Canada, et

- (v) en consultation avec les autres organismes concernés, chercher à élaborer une politique commune de l'urbanisme au Canada;
- b. en ce qui concerne la recherche, il peut:
 - (i) entreprendre des recherches et des études prospectives en matière d'urbanisme,
 - (ii) coordonner, en collaboration avec d'autres ministères et organismes du gouvernement canadien, les recherches en matière d'urbanisme entreprises ou financées par ces ministères et organismes, et
 - (iii) recommander l'ordre de priorité des recherches en matière d'urbanisme, et
- c. il peut s'acquitter des fonctions de coordination suivantes:
 - (i) coordonner, promouvoir et recommander entre les ministères et organismes du gouvernement canadien une politique nationale pour les affaires urbaines,
 - (ii) instaurer une coopération étroite entre le gouvernement canadien, les provinces et les municipalités afin d'améliorer l'environnement urbain, et
 - (iii) coordonner les activités du gouvernement canadien et celles des autres gouvernements et d'organisations non gouvernementales en matière d'urbanisme.

De ce qui précède, Nos féaux sujets et tous ceux que les présentes peuvent concerner sont par les présentes requis de prendre connaissance et d'agir en conséquence.

En foi de quoi, Nous avons fait émettre Nos présentes Lettres Patentes et à icelles fait apposer le Grand Sceau du Canada. Témoin: Notre très et bien-aimé Conseiller, Roland Michener, Chancelier et Compagnon principal de Notre Ordre du Canada, à qui Nous avons décerné Notre Décoration des forces canadiennes, Gouverneur général et Commandant en chef du Canada.

A Notre Hôtel du Gouvernement, en Notre ville d'Ottawa, ce trentième jour de juin en l'an de grâce mil neuf cent soixante et onze, le vingtième de Notre Règne.

Par ordre

Le sous-registraire général du Canada

J. F. Grandy

Extrait de La Gazette du Canada
10 juillet, 1971

by N. H. Lithwick

Urban Canada Revisited

Aims of the Study

The Study, *Urban Canada: Problems and Prospects*, was commissioned by the Honourable Robert Andras shortly after he was appointed Minister Responsible for Housing in the Spring of 1969. The purpose in launching this review, I believe, was based on the Government's desire to extend in two dimensions the work done by the Hellyer Task Force.

One dimension involved weighing Canada's longer term urban prospects, so that forward-looking policies could be considered in conjunction with the reactive policies required to deal with the problems of the here and now identified by Mr. Hellyer and his associates.

The second involved developing an understanding of urban problems in a way which permitted the Government to come to grips with them. It was clear that genuine urban problems were all fundamentally related to the very essence of cities. Yet public policy, by dealing with them in isolation, had negated this relationship with the result that problems were not being solved, and urban Canada was drifting inexorably into an unmanageable morass.

Research Strategy

To come to grips with these concerns, those of us who contributed to the report tried to develop a unifying approach to urban analysis. Our method is not the only one – indeed it has been much criticized for its excessive stress on economic processes – but it did enable us to start understanding the driving forces behind urban problems. These were found to be the unique pattern of economic development in Canada which led to increased polarization of growth in the largest cities, at such a rate as to tax scarce land supplies and generate high building costs, sprawl, transportation congestion, core deterioration, social upheaval, fiscal squeeze, and so on, all of which reinforce the general process of deterioration.



This developmental perspective not only permitted us to analyse individual city problems, but gave us an insight into how cities are related to each other in systemic terms. It also provided an avenue for analysing the future, for we could build upon economic projections for Canada, translate them into urban-specific forecasts and infer from these the nature and dimensions of our emerging urban problems.

Given the time constraints invariably imposed on such an exercise, we were forced to limit our analysis to what was known and documented. In the analytical work,



we could substantiate major pieces of the model of development we had proposed, but were not able to fully test the whole concept. In the forecasts, we were able to generate estimates of the most important variables – population, housing and transport – but had to omit the rest of the elements of urban society that are required to paint a realistic picture of urban Canada of the future.

Thus, the work done must be considered in terms of these serious limitations – limitations which might qualify our findings significantly. Yet there is reason to believe that if not precise, the results are, nevertheless, of value in providing the broad perspective for launching a process of public debate and policy reform in this vital area of national concern.

Basic Findings

Our findings as to the future pattern of urban development have received wide publicity. The future growth of Canada's population will be concentrated into the present metropolitan areas, with the three largest centres – Montreal, Toronto, and Vancouver – accounting for over half the population by the year 2,000. This concentration will force very high growth rates on these centres, with maximum pressure occurring during the present decade.

It might be stressed here that these forecasts do not derive from a view of what is desirable. They are merely objective findings of what will happen if the present process of urban growth is continued into the future. Clearly, it is the role of public policy to alter these if the results are not desirable, and if a preferred outcome can be decided upon – a matter I shall mention later.

That this "unconstrained" future would indeed be problematical – and hence less desirable than alternative futures – is established when the *major* implications of this pattern of growth are traced out. Very substantial housing demands leading to extensive and costly land use are forecast. Implications for transportation costs and congestion, are no less severe. Most important perhaps, the costs imposed on the municipalities to finance the infrastructure necessary to support this growth would far outrun the revenues generated by the property tax.

No doubt there are a host of other problem areas that will be associated with this growth

- downtown deterioration
- urban unrest, violence and anomie
- environmental deterioration

However, the absence of hard evidence on the causes of these problems, their real costs in total, their distribution among socio-economic classes, and their long-term consequences, forced us to remain silent for the moment. Needless to say, these areas of critical importance will have high priority once the long-term research work of the new Ministry gets under way.

Policy Implications

Having established, in general terms at least, the nature of urban problems Canada is facing, the report proceeds to analyse the prospects for dealing with them. Several key points of direct interest to the Federal Government emerged very early.

1 That there is a genuine Federal interest in the urban future not only because the vast majority of Canadians will be living in major urban centres, but because the very pattern of urban development that occurs will result from, and in turn will greatly influence, the social, cultural and economic development of the nation.

2 That the Federal Government is already in the major urban centres, directly in terms of land holdings, but indirectly in terms of the many policies that determine the growth and spread of our urban system.



3 Further, that the Federal Government inadvertently but as a direct result of its failure to have an urban policy, has made the management of urban problems more, rather than less difficult, because of inconsistencies among different Federal programs and because of an inability to anticipate the unique urban consequences of this widespread activity.

In other words, there was found to be a clearly demonstrated need for a consistent, well-considered Federal role in the cities. This would entail not the assumption of powers reserved under our constitution for other levels of government, but the exercise of legitimate Federal authority in a way that would redound to the benefit of urban Canadians. The Federal Government's response to this identified need was first articulated in the Speech from the Throne of October 1970, and is being given more precise form in the creation of a Ministry of State for Urban Affairs and Housing after passage of the reorganization bill.

The study recognized that if the first step was for the Federal Government to set its own house in order, that by itself would ultimately not suffice. It was essential that the interest of municipal and provincial governments be given full weight. This requires new forms of multi-level political arrangements, because there is no precedent for tri-level consultations in Canada. Yet without these consultations, the possibility of creating genuine policy conflicts, where the actions of one level of government would be invalidated by those of other levels, would be increased. Further, it is clear that despite the legitimacy of a Federal interest, there will continue to be a predominance of purely local issues which must be identified and debated by local government, but which must influence the process of shaping national priorities. To preclude this would increase the distance between urban Canadians and the decision-makers that most seriously affect their daily lives – a development that would run counter to the ideals of democracy being expressed by the new widespread concern over the individual and his community.

It was this need to give a voice to local interests, and to harmonize public actions, that lay behind the proposal for a National Urban Council. The exact form of the organization will have to be negotiated between the interested parties. That is as it should be, and it is gratifying to note here that progress has been made in coming to grips with that proposal as well.

Perhaps the greatest concern I have is the reaction, in some quarters, to the fact that we failed to prescribe a set of urban goals with a clear blueprint for the good life in the future. This misses the essential point that was being made. There is no way "experts" should be asked to, or indeed entrusted to, program a whole future life style for Canadians. That is up to Canadians themselves. For it is individual Canadians who will live in urban Canada of the future, and it is *their* responsibility to shape that future to meet *their* fundamental desires. All we provided was a framework within which a discussion on these choices could be made clearer, and proposals for the institutional reforms whereby those choices might be translated into more effective public actions.

But even if these proposals prove to be inadequate or irrelevant, an important first step has already been made, and that is the beginning of a serious dialogue on our urban future, within and between levels of government, and more important, among the Canadian public at large. It would be very gratifying if part of that dialogue could be captured in the pages of *Habitat*.*

*Note:

The Editor would be very glad to receive comments on the points raised in this article or *Urban Canada: Problems and Prospects*. However, they should not exceed 1200 words.

This article was written some time prior to Doctor Lithwick's departure from the Ministry of State for Urban Affairs.



par N. H. Lithwick

Revue d'ensemble du Canada urbain

Objectifs de l'étude

Au printemps de 1969, peu après sa nomination au titre de ministre responsable du logement, l'honorable R. K. Andras, mande qu'on prépare une étude sur le Canada Urbain, ses Problèmes et ses Perspectives. Les objectifs de cet examen découlaient, je crois, de ce que le gouvernement désirait pousser davantage, dans deux dimensions particulières, les travaux de la Commission d'étude Hellyer.

Il s'agit d'abord d'étudier au Canada les perspectives urbaines à long terme afin de pouvoir élaborer les politiques d'avenir et de prévention tout en prévoyant des politiques réactives voulues en vue de s'occuper sans délai des problèmes d'actualité que monsieur Hellyer et ses associés ont décelés.

La deuxième dimension porte sur le procédé d'aperception des problèmes urbains de manière à permettre au gouvernement de s'en saisir sur le champ. Il est clair que les problèmes urbains authentiques se fondent en principe sur l'essence même des villes. Malgré tout, la politique publique, en s'occupant de ces problèmes isolément, n'a pas tenu compte de ce rapport, avec le résultat qu'ils ne sont aucunement résolus, et le Canada urbain dérive inexorablement vers un marasme incontrôlable.

Stratégie de la recherche

Nous avons tenté d'arrêter une méthode en vue d'unifier, dans la mesure du possible, notre analyse des facteurs urbains qui créent des problèmes. Bien qu'elle ne soit pas la seule valable – au fait, elle a été l'objet de moult critiques par son insistance sur les processus économiques – elle nous a permis quand même de comprendre les forces dynamiques sous-jacentes des problèmes urbains. On a constaté qu'elles constituaient le régime unique de développement économique au Canada qui a entraîné une polarisation intensifiée de la croissance dans les villes plus importantes, à un rythme qui a taxé les maigres réserves de terrain, et engendré des coûts élevés de construction, un développement anarchique, une circulation congestionnée, une détérioration du centre-ville, un désarroi social, une fiscalité contrainte, etc., qui tous ensemble confirment un processus généralisé de détérioration.



Cette perspective de développement nous a non seulement permis d'analyser les problèmes urbains individuellement, mais nous a donné un aperçu du rapport qui existe entre les villes dans le cadre de leurs systèmes. Nous avons pu, de plus, analyser l'avenir, parce que nous pouvions établir des projections économiques pour le Canada, les traduire en perspectives d'application urbaine et tirer de celles-ci la nature et les dimensions de nos problèmes urbains qui en découlent.

Compte tenu des contraintes-temps qui résultent inévitablement d'un tel exercice, il nous a fallu restreindre notre analyse aux faits et à la documentation. Dans le travail analytique, nous pouvions établir les principaux éléments du modèle de développement que nous avons projeté, mais nous n'avons pu éprouver à fond la totalité du concept. En ce qui concerne les perspectives, nous avons pu produire des estimations des plus importantes variables – population, logement et transport – mais il nous a fallu omettre le reste des éléments de la société urbaine sans lesquels il n'est pas possible de brosser un tableau réaliste du Canada urbain de demain.

Aussi, le travail qui a été fait doit être envisagé dans le cadre de cette limitation importante – limitation qui peut considérablement modifier nos constatations. Et malgré tout, il y a tout lieu de croire que les résultats, même s'ils ne sont pas précis, ont néanmoins une certaine valeur pour établir la vaste perspective en vue du lancement d'un processus de débat public et de réforme de politique dans ce secteur vital d'intérêt national.

Constatations fondamentales

Nos constatations quant au programme à venir d'aménagement urbain, ont fait l'objet d'une grande publicité. L'accroissement futur de la population canadienne se concentrera dans les présents secteurs métropolitains, dont les trois plus grands – Montréal, Toronto et Vancouver – se réserveront plus de la moitié de la population en l'an 2,000. Cette concentration entraînera forcément des rythmes très élevés de croissance dans ces centres, la plus forte pression s'exerçant au cours de la présente décennie.

Il faudrait peut-être souligner ici que ces prévisions ne découlent pas d'une opinion de ce qui est désirable mais qu'elles sont tout simplement des constatations objectives de ce qui se passera si le processus actuel de croissance urbaine se poursuit dans l'avenir. En définitive, il ressort de la politique publique de modifier ces résultats, s'ils ne sont pas désirables, et s'il est possible de décider d'une autre issue – une question sur laquelle nous reviendrons plus loin.

En indiquant les *principales* conséquences de ce programme, on établit que cet avenir "sans contrainte" serait sans doute problématique – et partant moins désirable que d'autres. Il est anticipé que la demande considérable de logements entraînera une affectation plus étendue et coûteuse du terrain. Les conséquences portant sur le coût et la congestion des transports ne sont pas moins graves. Plus importants encore, les frais que les municipalités se verront imposer afin de financer l'infrastructure nécessaire pour appuyer cette croissance, excéderont de beaucoup les recettes produites par la taxe foncière.





Il y a sans doute une foule d'autres secteurs problématiques qui s'associeront à cette croissance.

- la détérioration du centre-ville
- l'agitation, la violence et l'aliénation urbaines
- la détérioration du milieu

En l'absence de preuves patentes, cependant, sur les causes de ces problèmes, leur coût réel au total et leur répartition parmi les classes socio-économiques et leurs conséquences à longue portée, nous ont imposé le silence pour le moment. Il va sans dire que ces domaines d'importance critique, auront une haute priorité une fois que les travaux de recherches à long terme du nouveau département ministériel seront en marche.

Répercussions sur la politique

Après avoir établi, dans des termes généraux du moins, la nature des problèmes urbains que doit envisager le Canada, le rapport poursuit une analyse des perspectives de solution. De prime abord, plusieurs points-clés d'intérêt immédiat pour le gouvernement fédéral, ont surgi.

1 Il existe un intérêt réel de la part du gouvernement fédéral, dans l'avenir urbain, non seulement parce que la majorité des Canadiens vivront dans de grands centres urbains, mais aussi, parce que le régime même du développement urbain résultera du développement social, culturel et économique de la nation, qu'il influencera à son tour.

2 Le gouvernement fédéral est déjà immiscé aux grands centres urbains, directement à cause du terrain qu'il détient, mais indirectement de par les nombreuses politiques qui déterminent la croissance et le déploiement de notre système urbain.

3 De plus, le gouvernement fédéral, par inadvertance mais comme conséquence directe de n'avoir pas de politique urbaine, a plutôt compliqué la gestion des problèmes urbains qu'il les a simplifiés, en raison des inconsistances des divers programmes fédéraux et parce qu'il n'a pu assimiler les conséquences urbaines uniques de cette activité multiforme.

En d'autres mots, il s'est manifesté un besoin nettement défini d'un rôle fédéral conséquent et bien réfléchi dans les villes. Il s'ensuivrait que le rôle du gouvernement fédéral ne consisterait pas à assumer des pouvoirs réservés aux autres niveaux de gouvernement en vertu de notre constitution, mais plutôt à exercer une autorité légitimement fédérale d'une manière qui bénéficiera aux Canadiens urbains. La réponse du gouvernement fédéral à ce besoin précis fut articulée en premier lieu dans le Discours du Trône d'octobre 1970, et prend une forme plus précise dans la création d'un département ministériel des Affaires urbaines et du Logement, en vertu de l'adoption du bill de réorganisation.



L'étude a reconnu que, même si le gouvernement fédéral savait tout d'abord mettre de l'ordre dans ses affaires, cela ne suffirait pas finalement. Il faudrait de toute nécessité que les intérêts des gouvernements municipaux et provinciaux reçoivent une pleine mesure de respect. Cela exige de nouvelles formules d'arrangement politique à divers paliers, parce qu'il n'existe aucun précédent de consultations de telle sorte au Canada. Par contre, sans ces consultations, il résulterait une possibilité plus grande de provoquer de réels conflits de politique où les actes d'un niveau de gouvernement seraient infirmés par ceux des autres niveaux. De plus, il est clair qu'en dépit de la légitimité d'un intérêt fédéral, les questions d'ordre purement local continueront de prédominer et celles-ci doivent être de l'unique ressort du gouvernement local, alors même qu'elles doivent influencer sur le processus de formulation des priorités nationales. Il découlerait d'une telle prévention que les Canadiens urbains seraient davantage écartés des décisionnaires qui affectent le plus sérieusement leur vie quotidienne — en soi un développement qui irait à l'encontre des idéals de la démocratie exprimés effectivement par un intérêt général pour le bien-être de la personne et de sa société.

Ce besoin de donner une voix aux intérêts locaux et d'harmoniser les actes publics est sous-jacent de la proposition d'un Conseil urbain national. La forme exacte que prendra cet organisme reste à négocier entre les parties intéressées. C'est ainsi qu'il doit être et il est réconfortant de souligner ici que déjà un certain progrès a été réalisé à l'égard de cette proposition également.

Ce dont je me soucie le plus peut-être, est la réaction en certains milieux, au fait que nous n'ayons pas prescrit de jeu d'objectifs urbains avec des plans nets d'une bonne vie pour l'avenir. Cela dépasse l'objectif essentiel dont on a fait état. On ne peut d'aucune manière demander à des "experts" encore moins les charger de programmer tout un style de vie à venir pour les Canadiens. C'est là la responsabilité propre de ces derniers, parce que ce seront des particuliers qui vivront dans le Canada urbain de demain et il leur incombe de façonner leur avenir en réponse à leurs désirs fondamentaux. Tout ce que nous avons à fournir est un contexte dans lequel la discussion sur ces options serait plus claire, et des propositions de réforme d'institution en vertu desquelles ces options pourront se traduire par des actes publics plus efficaces. Mais, même si ces propositions s'affirmaient insuffisantes ou hors de propos, un premier pas important aura déjà été fait et c'est là le début d'un dialogue sérieux sur notre avenir urbain, dans les cadres des niveaux de gouvernement et entre eux, et plus important encore, dans le grand public canadien. Il serait intéressant et agréable, au fait, qu'une partie de ce dialogue puisse être consignée en ces pages mêmes d'Habitat.*

*Avis:

Le rédacteur en chef apprécierait vivement des commentaires sur les principaux points soulevés au cours de cet article et dans l'étude "Le Canada urbain: ses problèmes et ses perspectives"

De telles prises de position ne devraient cependant pas excéder 1200 mots.

Cet article a été écrit avant que le Docteur Lithwick eût quitté le département d'État chargé des Affaires urbaines.



The New Religion of

by Aryeh Coperstock

The terms of this religion

Litany Power to the people

Dogma Only local (or community)
people can understand

Mother Church The United States
(that great progenitor of
Canadian life and ideas)

Saints and Martyrs Martin Luther King Jr.
Malcolm X

Prophets Stokely Carmichael
Saul Alinsky

Rites Sit-ins, marches and
confrontations

Ritual objects Buttons, picket signs

Deity Notably absent (a weakness),
but is replaced by The People

Devil Vested authority,
the Establishment and
elements of orthodox society

**Equivalent terms
used by branches** Community Control,
Participatory Democracy,
(an odd redundancy for how
is there democracy
without participation?)
Grassroots Democracy, or some
other appellation that
starts with various adjectives
followed by "Power"

Citizen Participation

A new religion – Citizen Participation – is spreading around Canadian cities. It is wonderful: it consists, generally, of people whose destinies had been determined by the wisdom of whims of others in the past now asserting their right of decision about how their communities should function, develop, or change. Traditional representative government, the most democratic system in history, has failed; it does not represent everyone quite enough. Thus the new faith.

Like all religions, this one has great attractions. Like all religions, it also has flaws. And like so many religions, its alien missionaries are proselytizing with more passion than logic, aiming the appeal more at the guts than the head. It would be tragic if so necessary and opportune a movement were to founder because of misplaced, excessive zeal; the frequent surrogate for reason. There is a vital role for the citizen and citizen groups in planning cities. It is irresponsible and absurd to exaggerate that role. Some of the evangelists of the new faith are doing just that and, like faith healers and quacks, they are promising far more than can be delivered. What is essentially so very good, can so easily become bad. It is necessary to understand what this phenomenon is all about and to place it in reasonable perspective.

What will happen next? Will this new religion be spread by fire and the sword like Islam? (Cf. some of the U.S. riots against orthodoxy.) Will its emergence duplicate the rise of Christianity with countless individuals martyred before achieving dominance? (How many assassinations, beatings, arrests, bombings have there been to check this reformist trend?) Will survival require clandestine observance as with the Jews during the Spanish Inquisition? (How many of the radical groups have had to go underground?) Or will it peter out, be squashed by replacement, repression or revolution?

Most likely, judging from recent experience, the great heat now being generated for citizen involvement in city improvement will rapidly cool as enthusiasm and hope, fired by facile rhetoric, are replaced by disillusionment and despair in the chill of reality. Since it is the poor who are the main participants in this movement (other parts of society have long had their organizations, lobbies, voices), their hopes have gone up in smoke too often already for such a dirty trick to be perpetrated on them. Overselling the potential part citizen groups can play is dangerous. No gov-

ernment is willing to surrender all its prerogatives to citizen groups. Revolution wouldn't help either. Only a new government can be the result, behaving much like the old. We must therefore become realistic in our expectations about citizen involvement; and the promises being made to communities must be based on fact, not wishful thinking.

Saul Alinsky, a serious student and organizer of citizen participation activities and the authority to whom most neophytes refer, posed guidelines for evaluating the bona fides of community organizations.¹ He dismissed the vast majority of traditional community organizations as "still-born corpses identified with a letterhead;... in our power structure...community councils are nice, ineffective, non-controversial do-gooder innocuous phenomena totally unrelated to the world as it is."² He then enumerated acceptable criteria for evaluating legitimacy:

breadth,
immediacy,
feasibility of program,
correct understanding of power,
suitable vocabulary of the leadership,
respectful or antagonistic attitude of the dominant institution to the organization,
militant record on controversy,
forceful nature of the leaders,
extensive and active actual membership,
realism (stated self-interest as motivation rather than alleged altruism), and so on.

These are persuasive points. They were certainly apt for The Woodlawn Organization where Alinsky did his seminal organizing, and where they apparently worked. His disciples and imitators, though, have not always understood or followed the essence of his system. They have been seduced by the process of involvement and have lost sight of the objectives. They didn't do all their homework, for their master has also said:

"We face a danger in undue emphasis of attention on process, so that we may well lose sight of the purpose. Too much concern with process reaches a point, as is obvious, in a number of parts of this field, whereby the devotion to process has not only resulted in the loss of purpose, but it becomes an academic greenhouse for the nurturing of intellectual seedlings which could never grow in the hard, cold world outside. It is like some of the meetings in one particular organization where the insistence on democratic discussion and participation by every member

*of the group, with constant delays of decision-making finally reaches a point where many of the most vital members have lost their patience and dropped out of active participation. Process here has reached the point of the old adage in medicine, 'The operation was a success, but the patient died.' Preoccupation with process can also become a rationalizing escape from the grimy ordeal of organization. I have emphasized certain propositions and set up certain observations primarily because we must learn to understand general principles in our work, and to consciously relate these principles in our work. Failing to do this we will operate episodically, learning nothing except the experience of the most recent immediate episode. The purpose of the organization then becomes one of survival, and it has outlived its reason for existence."*³

In other words, organization for its own sake is not a sufficient justification. There must be purpose. But even then, even if all the Alinsky criteria can be satisfied, the bona fide community organization does not always work. Often a strident challenge comes from someone in the community that "We were not consulted!" Always true: not everyone was consulted.

No matter how broad the base of a community organization, no matter how many churches, ethnic and racial associations, fraternal and other interest groups belong, there is always inevitably someone who is excluded for one reason or another. Sometimes it is due to malice or misinformation, sometimes it is through simple ignorance, absence, time conflicts or incapacity. Can anyone cite any situation in which there was 100% involvement in, say, an election or a referendum?

Everyone in a community is affected by what happens in or to his community, in one way or another. This includes all segments of the population. No one is suggesting that infants ought to vote on each issue too. But the young, the elderly, the timid as well as the confident, should surely express themselves. Do they? And can they always have enough information for intelligent opinions? If everyone had a say, how often would how many decisions be made? How long would it take to reach a real consensus? Surely far longer than desirable if anything is ever to be accomplished.

Pure democracy can only work with small groups making limited decisions. Or, as Aristotle defined primary government, citizens are those who help make the laws of the state; the executive merely supple-

ments those laws when they are inadequate because they are too general.⁴ But this was in a limited society with citizenship severely restricted. While this is the apparent demand of the community power advocates, it cannot work in our contemporary democratic cities which are too cumbersome, and why representation is therefore indispensable.

Then who really should represent the community?

In the United States many advocates of citizen participation and "true" community representation thought the New Jerusalem had arrived when the Model Cities Program was enacted. (Demonstration Cities and Metropolitan Development Act of 1966 Public Law 89-754). No previous program had promised so vital a role for community groups: "Widespread citizen participation is a basic statutory requirement. Cities must work closely with neighbourhood residents in all phases of the formulation of the plan as well as its execution. The process of involving residents in decision-making during planning and program implementation should result in a plan and program that is responsive to their needs and recognizes and develops their competence as individuals and citizens...It is the responsibility of each model city to develop its own system with its citizens and to make sure the system effectively meets the stated requirements."⁵

So far so good. And surely an auspicious beginning, a thrilling prospect for the apostles of Power to the People. Then, despite the statement in the law and the extensive exegesis that followed in numerous HUD guidebooks, letters, and the like (the HUD Talmud to accompany the Torah of the Congress), much debate ensued about what constitutes participation, who really represents the community, who is to be consulted about what, and who is to make the decisions. No one consulted Aristotle. He had the answer but it was probably too aristocratic.

Contrary to some naive assumptions I have read, citizen participation is not a simple concept at all. It is as complicated as the citizens who participate. It varies from community to community and from cause to cause. It has different participants for different reasons and different occasions. No single blanket concept can cover the variety of situations in which different people will want to or need to participate.

Some of the experience of the New York City Model Cities program is a useful case in point. I was part of it, so what follows is first-hand.

New York is unique, and has often served as a laboratory for social and other innovation. Thus it is a good testing ground for some of the citizen participation notions as well. It is also a city where neighbourhood organizations in all parts of the city and at all socio-economic levels have functioned for many years. These have been active on numerous occasions; some have established their credibility both with the "community" and the rest of the world – an amazing accomplishment; some are accepted by only one or the other. "Since the final years of the Wagner administration panels of local residents have attained the power to shape decisions about what kind of housing will go where, who will design and build and own it, and how tenants will be relocated from the tenements to be demolished."⁶ In other words, the new religion in New York has some prototypical experience – valid even for Alinsky – on which to build its church. This rock (just like Peter) had its weakness which did not take long to become manifest. But the weakness was not from hastily conceived organization; it was far more basic than that. Much of the problem had to do with control. "The city...retained final authority over decisions as it must when it uses Federal money. Washington mandates community participation, but warns against community control."⁷ The city talked of "participation" as the appropriate role for communities – a term vague enough for it to retain centralized control of the program.

The issue was thus clearly more complex than any "single" concept. Participation might be okay. Control? nothing doing! Besides, why replace one control with another? Power to the People! Which people? Who are the people? This is called circularity.

I think the Lindsay Administration had good intentions and a sincere commitment to Model Cities. Although not required by the Federal statute, \$25 million (which it could ill afford) was committed in the city's own capital budget for the program in the first year – something no other city did. In fact that allocation preceded approval by HUD of the New York application. This might be construed as an act of desperation: the problems of New York City slums defy comparison with other places. Because of the dubious wisdom of

Federal guidelines, only 10% of a city's population could be eligible for this all-encompassing treatment. So although some 800,000 people (almost entirely black and Puerto Rican) became the client population for the program in the city, at least 25% of New Yorkers required such attention and met the statutory requirements for eligibility! About 1.7 million of the 8.1 million people living in New York lived in major slum areas in 1967. So the "worst" areas had to be selected with cognizance of the need for some kind of balance among the boroughs.⁸ The choice was agonizing. The rationale:

"The areas chosen were selected because they are significant parts of the largest, growing areas of need. Improvement in these areas can reasonably be expected to help stabilize the surrounding territory and bring real hope to the sections on the fringes now facing a major change in their population."

These areas were chosen because in our judgement they are ready to meaningfully participate in constructive programs of community betterment; to back with dedication and hard work the changes that must be made, not simply to complain about the status quo.

The areas were chosen to give a geographic balance to our efforts. It would be unthinkable to prefer a single borough and there concentrate the entire program.

Finally the areas were chosen with the firm commitment to expand them and include others as soon as possible."⁹

There was criticism of course. There were some ridiculous and arbitrary boundaries drawn as a result of the Federal population restriction. For instance, one side of a street was sometimes included while the other side, in just as bad condition excluded. As if blight can be checked by simple fiat. A good Head of hostility was thus precipitated.

Mayor Lindsay established a committee of his senior cabinet in his own office to meet regularly for establishing directives, and for monitoring and co-ordinating the projects which would emerge. Recruitment of staff began for a central and local office with a great premium placed on hiring "local" residents. Salaries were remarkably high. Many of the formerly unemployed joined the ranks of the "poverty-crats" with their incomes explosively multiplying from the pittance of welfare to relative plutocracy. Unfortunately

there were few professionals among the Model Cities indigenes, but "minority" professionals – planners, architects, lawyers and so on – were preferentially hired. This was quite correct since opportunities for them were scandalously scarce in the conventional market. There were not enough for the enormous job, to be sure, so non-local, non-minority people "came aboard" (to use the civil service vernacular). So a seed of future contention was sown. Many plans were begun. All were to include citizen input and participation.

Elections were planned in the three areas for representative local committees to work with the city. The process was to be lengthy so something had to be started to keep the momentum alive. What was called the "Early Action" program should be a useful illustration. The objectives were:

1. To demonstrate the city's sincerity and to establish credibility through quickly realizable projects.
2. To begin the process of citizen involvement in the planning process.
3. To provide some physical improvement through open space or recreation facilities.
4. To produce some innovative, duplicatable products.

Three existing communities were contacted for these activities. They were chosen, one in each borough, because they already had active and ostensibly representative community organizations operating there. Initial meetings were held with those groups without prejudice about what should be done, but with the financial constraint of \$1 million for each area. In the Canadian context this sounds like a great deal. In New York City – especially for the conditions in the slums – it is peanuts. Three landscape architecture consultants had been hired by the city without local consultation to propose what might be done in the areas. The first problem at the meetings (all three of them) was why they had been hired in this way and who had asked for this type of project. An interesting dilemma. The reason, whose validity was not accepted by the local people, was simply that these were three of the finest landscape architecture firms in the world, and why shouldn't the Model Cities areas have the best? And these projects could get started quickly, without red tape. The heart was not good enough. They were not only outsiders, but they were also white.

A group in the Bronx was persuaded to try, three local people showed up at the first Brooklyn meeting with the consultants, and in Harlem, after many aborted attempts, a small discussion was finally arranged. All the meetings were planned and organized by community people and held in the communities. The city officials and the consultants were there on sufferance. At each session there was a recital of the liturgy: accusations of lying by the city, expressions of disgust with the system, demands for housing and jobs rather than recreation, and statements like "I am tired of being taken," and "I cannot see people who do not live in an area, have never lived in an area, planning and making decisions for the area." And it went on.

In reply, there was assurance that this time it would be different (with the conviction waning from meeting to meeting about whether or not it really would be), that this was a pilot approach, that recreation is really not a luxury, that the money we were there to talk about was earmarked for these purposes and couldn't be used for any other community priority. These meetings ended with a dubious détente. The consultants were instructed to come back with ideas for presentation to "our people" for their consideration. Then maybe, and only maybe, would there be consent to co-operate. So much for the first round. The consultants wanted to quit. They had other fish to fry. This one smelled. They didn't need this kind of aggravation. Their contracts for this project were so small that they were really performing a public service. Sure, there would probably be bigger contracts that would grow out of these initial efforts. But these firms are in the really big league of the business. Plenty of big deals awaited them elsewhere. Fortunately their will to "do something" about America's urban emergency was firm. So they went back to their drawing boards.

It took months for the next meeting to be arranged: the communities' pleasure had to be awaited. This behavior by the local groups was understandable indeed. They had really been pushed around for so long by officialdom that revenge was tempting. For a change things would be done at their convenience. There were other reasons for the delays too. Lack of real interest, lack of faith in either the city or the new religion, better things to do, and rival factions competing for support and authority ("only we represent the community") were among the most prominent.

Well there were many more meetings and the story is long. To summarize, the scenario was more or less similar at each session. Invariably the meeting would start late. A handful of people would show up, people who had not been seen before. They would demand to know why they had not been invited to the previous meeting. The whole story of the project had to be retold. As proposals were shown, they were often summarily rejected since "we were not consulted." This phrase generally came to mean "I don't like this decision." Other tautologies: "He does not represent the community" – which could be translated: "I don't like him, he didn't ask me, he is not from my group"; "my people don't want..." – meaning "I don't want, there is nothing in it for me, my friends, my relatives." Tempers were often short. Various threats to the city were generally expectorated. None of these had real relevance to the matter at hand. Actually many of these forums – both for this and other projects served only as opportunities for aggressive release, exchange of militant credentials, or simple socializing. Some champions of the new religion would likely consider this sufficient in itself. I don't. Especially considering the desperation of those slums.

Eventually some things did get planned, although four years later none of them is either built or even at the stage of working drawings. And no one knows how many more convolutions will be undergone before and if definitive projects become reality.

The Early Action program is only one example of how this far reaching, citizen involvement attempt was incapable of satisfying the needs of those it was to serve. E.g.,

"In 1966, a year when everything seemed to happen in the community, the city and East New York residents banded together, determined to stop the spiral of housing decay. Planning began for Model Cities construction in the area – programs which are now regarded with considerable local bitterness as having fallen far short of the promised goals. Residences and businesses, if they survived at all, often endured between abandoned buildings or alongside vacant lots. Sutter Avenue, for example, a once-thriving commercial street, became virtually an eerie stretch of boarded-up, empty and burned-out stores interrupted only by garbage-strewn lots."¹⁰

There were many problems, but no doubt much more would have been accomplished if the citizen participation process in Model Cities had been either logically limited or structured with greater discipline.

I can anticipate castigation by the apostles of the participation doctrine for expressing such heresy. Yes, much that was not wanted, much that was not what the communities really needed, much that was some middle-class notion of necessity would have been imposed. We have many egregious examples of terrible things that have been done in this way. Certainly those are undesirable. And just as certainly we ought not return to the system which gives no voice to the affected. But how can anyone, particularly a professional planner, ever suggest that zero, with extensive participation, is better than all sorts of second-rate or even tenth-rate achievements with limited voice given to community residents? That would be unconscionable: to provide nothing when the need is so great. What is pernicious, though, is to lead people to expect that organized stridency, even violence, is the only way to assert their needs. And it is plainly stupid to urge that all planning decisions be subject to referenda in each neighbourhood. For those radicals concerned about incipient fascism on the Canadian horizon as they agitate for "grass-rootsism," it is appropriate to remind them that Hitler came to power through a referendum!

One other point. I have seen the suggestion that universities and academics get into the act, give diplomas to leaders,

invite community types into the classroom, etc. This is being done at Hunter College (in part) with questionable success. But it is odd and ironic to have Alinsky admirers call on the universities. The *bête noire* of his The Woodlawn Organization was the University of Chicago. Remember? They did everything they could to prevent real citizen participation in anything to do with the area!

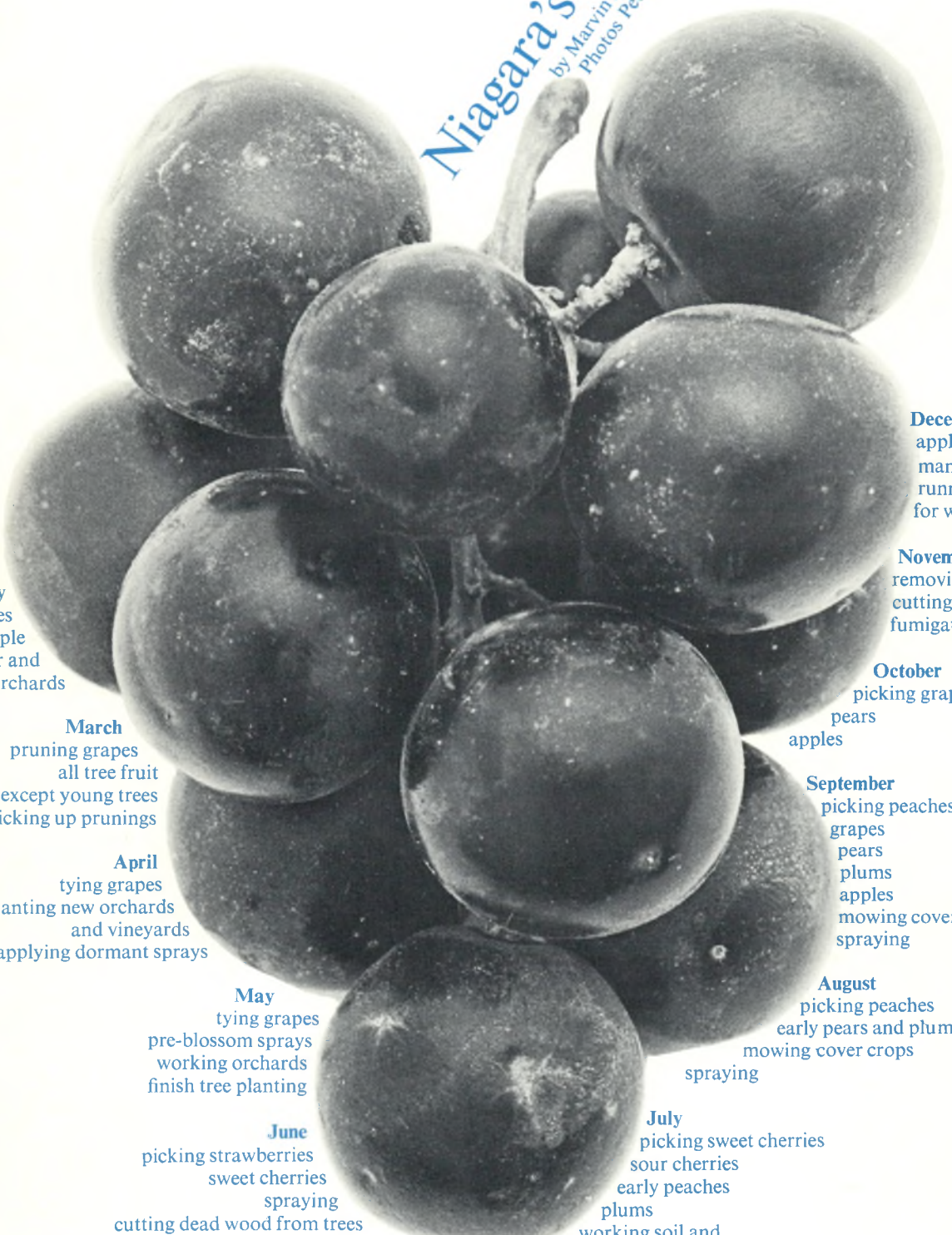
Yes, there is a role for citizen participation. It is crucial. At some point, however, someone has to make a decision – even if it does not conform to the collective will of the entire community. Just who constitutes or who represents the community can be a lengthy point of debate. For "software," as Hans Blumenfeld says, the citizen group role can and should be extensive; but for "hardware" expertise is called for. Yes, consult, solicit all kinds of opinions. But no society so intimately dependent on "hardware" can have its planning decisions made with a vote each time. Little would ever be done that way. Little that is much good anyway.

References

1. See Saul D. Alinsky, *Citizen Participation and Community Organization in Planning and Urban Renewal*. Chicago, The Industrial Areas Foundation, 1962, *passim*.
2. *Ibid.*, p. 3.
3. Saul D. Alinsky, *From Citizen Apathy to Participation*. Chicago, The Industrial Areas Foundation, 1957, p. 10.
4. Aristotle, *The Politics*, Book III. Chapters 1 and 16.
5. U.S. Department of Housing and Urban Development, Model Cities Administration, *CDA Letter NO. 1, A HUD Handbook*, November 1967, Washington, D.C., p. 2f, 1.7. Section 103 (a) 2 in the Act ambiguously refers only to "widespread citizen participation in the program" without elaboration.
6. *The New York Times*. November 9, 1969, p. 1.
7. *Ibid.*, p. 80.
8. These were: Harlem and East Harlem in Manhattan; Bedford-Stuyvesant, Brownsville and East New York in Brooklyn; Mott Haven, Hunts Point, and Morrisania in the Bronx.
9. City of New York Model Cities Program, *Draft Summary of Proposal*. March 21, 1967.
10. Richard Rogin, "This place makes Bedford-Stuyvesant look beautiful." *The New York Times Magazine*, March 28, 1971, p. 77f – emphasis added.

Niagara's Fruitful Legacy

by Marvin Ferguson
Photos Peter Hoffe



January & February
pruning grapes
older apple
pear and
cherry orchards

March
pruning grapes
all tree fruit
except young trees
picking up prunings

April
tying grapes
planting new orchards
and vineyards
applying dormant sprays

May
tying grapes
pre-blossom sprays
working orchards
finish tree planting

June
picking strawberries
sweet cherries
spraying
cutting dead wood from trees
cultivating soil
thinning fruit

July
picking sweet cherries
sour cherries
early peaches
plums
working soil and
planting cover crops

August
picking peaches
early pears and plums
mowing cover crops
spraying

September
picking peaches
grapes
pears
plums
apples
mowing cover crops
spraying

October
picking grapes
pears
apples

December
applying mulch
manure
running furrows
for winter drainage

November
removing old orchards
cutting out broken limbs
fumigating the soil



The ice glaciers that thousands of years ago gouged out the world famous Niagara Falls, left a rich legacy behind them. For in this narrow strip of land separating Lake Ontario from Lake Erie are to be found a variety of soils from alluvial clays to rich sandy loams – as well as the high ridge of the Niagara Escarpment running north from Niagara to Tobermory.

Such is the Niagara Peninsula, where 43,000 acres of prime land devoted to vineyards and tender fruit orchards produce the most amazing variety of fruit crops in Canada and rival in range and quality any fruit growing area in North America. By adding an unusually moderate climate to the diversity of soils, nature thus equipped the Niagara Peninsula with almost ideal conditions for producing tender fruit crops of excellent quality.

The Land and Its Value

Peaches and cherries thrive on the well drained sandy land bordering Lake Ontario, as they do at Fonthill in the centre of the Peninsula. Grapes, pears and plums prefer the heavier silt-clays. Both soils are found here and this explains why Niagara is so successful at producing such an assortment of fruit. Its production statistics are remarkable:

90% of all the grapes grown in Canada

67% of all peaches

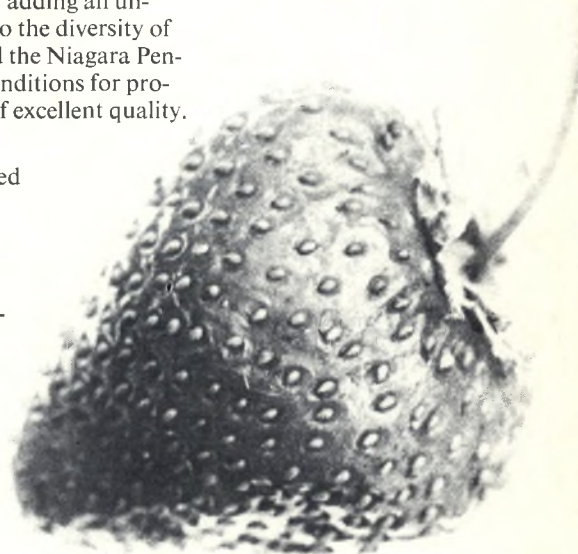
75% of all sour cherries

43% of pears

42% of plums and prunes, and

42% of sweet cherries.

The value of the 1970 tender fruit harvest to the 2,500 growers in Niagara was \$29 million, with upwards of 40% of this sum going in wages to seasonal and regular workers. On top of this, almost all the grapes and sour cherry crops go for processing, where they form the raw materials for wine-making, grape juice manufacturing and the ever popular cherry pie fillings. Peaches, pears, prunes and plums are in ready demand by the canners, so that the tender fruit crops of Niagara not only form attractive displays at the summertime fruit stands, they also make possible thousands of jobs worth tens of millions of dollars in purchasing power to the national economy.*



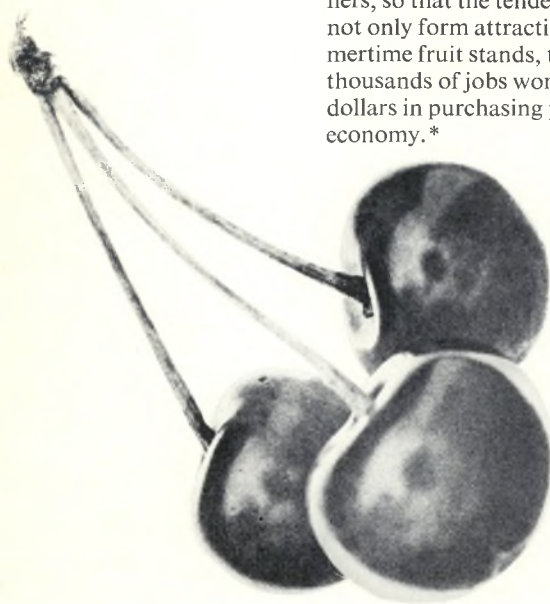
Breeding Developments

Plant breeding developments and the adoption of orchards and vineyard maintenance programs, based on laboratory proved data, have revolutionized the Niagara fruit industry. Many of the improvements have been brought about through the guidance of the Horticultural Research Institute of Ontario at Vineland, where research in plant varieties, growing conditions and market uses is custom tailored to the Niagara region. Possibly the best known example has been the development of French hybrid grapes which produce vinifera or European characteristic grapes from Canadian or lubrusca rootstocks. Use of these grapes has aided the development of wider markets for sophisticated Canadian wines.

Temperature Range

Peaches are very sensitive to cold. Mid-winter temperatures of -20 degrees (f) can kill the trees. Spring frosts, when the buds are blooming, can wipe out the developing blossoms when the temperature drops below 26 degrees (f).

Fortunately the vast water area of Lake Ontario has a surprisingly moderating effect on temperatures in the fruitlands. Winter temperatures seldom drop below 0 (f) and, as the cold waters of the lake hold back blossom development in the spring, frosts have usually passed by before there is any significant risk of blossom damage. The peach State of Georgia gets hit with frost damage one year in five. The average for Niagara is one in 15 years.



*Sales of Niagara grapes and end products alone approximate \$100 million annually, based on winery and juice figures.



Urban or Cultivated Land

In recent years there has been much speculation that the Niagara fruit orchards and vineyards are doomed to give way to urban development, road construction and industrial growth. A study of acreage figures prepared by the Department of Food and Agriculture for the decade 1960-1969 shows an acreage reduction of exactly 5% in that ten-year period.

With improved tree stocks and farming methods, production actually increased, and present indications suggest orchard and vineyard acreages will be extended. Already peach stocks have been developed which will permit expansion of the tender fruit belt northwards into areas previously considered unsuitable for such delicate crops.

Traditionally the tender fruit growing area in Niagara was between the Niagara Escarpment and the shores of Lake Ontario. Now vineyards are successfully climbing onto the top of the 350 ft. 'mountain' and it is estimated that the present 22,000 acres devoted to grape growing could be doubled through development on the lands above the Escarpment. Spring of '71 will see the planting of two million new vines which will expand Niagara's vineyards by 2,000 acres.



Growth of the Industry

Fruit growing has developed into a highly organized industry, operating on almost a twelve month basis. Apart from annual cultivation, new varieties offering better quality crops and yields are continually being developed and each grower knows he must keep up to date or go out of business.

Many farms are in the 10 to 20 acres range, though others go up to as high as 500 acres.

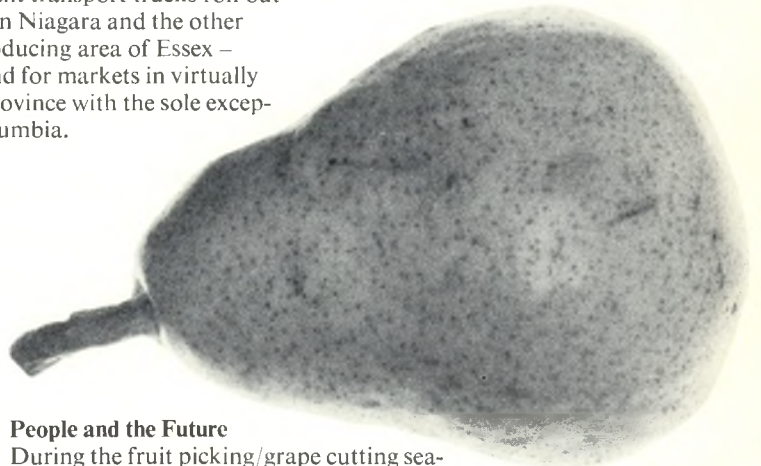
Shipments of Niagara grown fruits are going to meet consumer demands in ever widening markets. Summer-time shipping costs of peaches alone, mostly by refrigerated truck to Canadian markets from east of the Rockies to Newfoundland, exceed \$750,000 representing Canada's largest refrigerated fruit transportation undertaking.

Seven days a week, at season's peak, an average of fifty giant transport trucks roll out from fruit depots in Niagara and the other Ontario peach producing area of Essex - Leamington, bound for markets in virtually every Canadian province with the sole exception of British Columbia.

Fruit growing started in Niagara in the late 1700's and early 1800's when the Peninsula was first settled by United Empire Loyalists, and then by Mennonite farmers who made their way north to Canada from Pennsylvania.

Certainly peach and cherry orchards were properly established when John Graves Simcoe, the first Lt. Governor of Upper Canada, reached Niagara in 1792. Mrs. Simcoe recorded in her famous diary: "We have 30 cherry trees and three peach trees which supplied us last autumn for tarts and desserts during six weeks, besides the number the men ate. My share was trifling with theirs, and I ate 30 in a day."

In 1815, Abraham Nelles of Grimsby, which is in the westerly section of the Peninsula, completed an order for peaches "...to be picked on the green side" since they were destined for shipment to Quebec.



People and the Future

During the fruit picking/grape cutting seasons, Niagara's orchards and vineyards provide thousands of jobs for area people and for migrant workers from as far away as the Province of Quebec. In recent years special programs have been developed by some of the larger farms for bringing in Jamaican workers at harvest time.

The tender fruitlands have provided the Niagara Peninsula with another income opportunity, they have become a well known tourist attraction. In the spring thousands on thousands of tourists drive along the specially marked scenic route through the fruit orchards. Specially chartered to take tourists through the orchards and off the main highways, the scenic route meanders through more than fifty miles of blossoms on peach, cherry, pear and plum trees.

Niagara's unique location and topography long ago earned it the title of 'The Garden of Canada,' and realistic assessments of the situation suggest that the garden will be expanded despite high land costs. Better use will also be made of the land to produce higher yields per acre to make more table fresh tender fruits and more canned Canadian fruit products available in Canada. With the advent of Regional Government in the Niagara Peninsula a more effective unified system of land use planning is being designed so that Niagara's fruit growers, the city dweller with his houses, industry and schools can all live happily side by side.



Le Vallon Boisé

par Pierre Larouche

Projet d'habitation intégré

La ville d'aujourd'hui doit être repensée dans ses structures fondamentales. L'évolution même de l'homme et des groupes sociaux, les avancements technologiques du monde contemporain et le rôle changeant de la cité mettent en cause le présent modèle de développement urbain. Ce qui apportera une réponse aux problèmes de développement urbain, tant en domaine bâti qu'en zones vierges, ce n'est pas plus d'autoroutes qui tranchent dans le tissu urbain, de voies de métro prolongées sans politique d'aménagement du territoire, de centres d'achats perdus dans des mers asphaltiques, de parcs aménagés au hasard des disponibilités du jour. Ce qui apportera réponse au problème de la cité anonyme, dévoreuse d'énergie, etc..., c'est une réorganisation complète du développement urbain selon la nouvelle technologie qui s'offre à nous et en accord avec les besoins vitaux de l'homme contemporain.

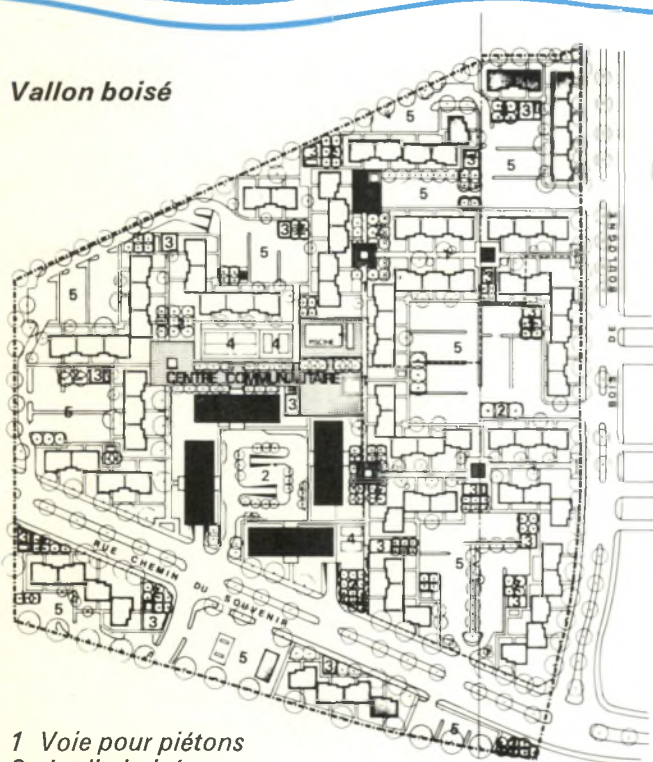
C'est en ce sens que fut conçu le projet "Le Vallon Boisé", projet d'habitation intégré ayant comme objectif premier la création de ce milieu nouveau et reposant sur trois principes d'urbanisme contemporain.

La recherche d'une communauté vivante

Le premier principe, celui de la recherche d'une communauté vivante, a comme corollaire l'insertion des loisirs au niveau de l'habitation. Le projet entier de quelques 1000 logements fut alors conçu comme une cellule urbaine, comme un tout fonctionnel devant répondre à la gamme des besoins vitaux et quotidiens des résidents; en particulier à ce besoin fondamental que connaissent les gens: l'identification à un milieu. Pour ce faire, un éventail à peu près complet d'équipements fut prévu aux divers paliers d'organisation du projet: de la cellule même, des unités d'aménagement et des unités architecturales.

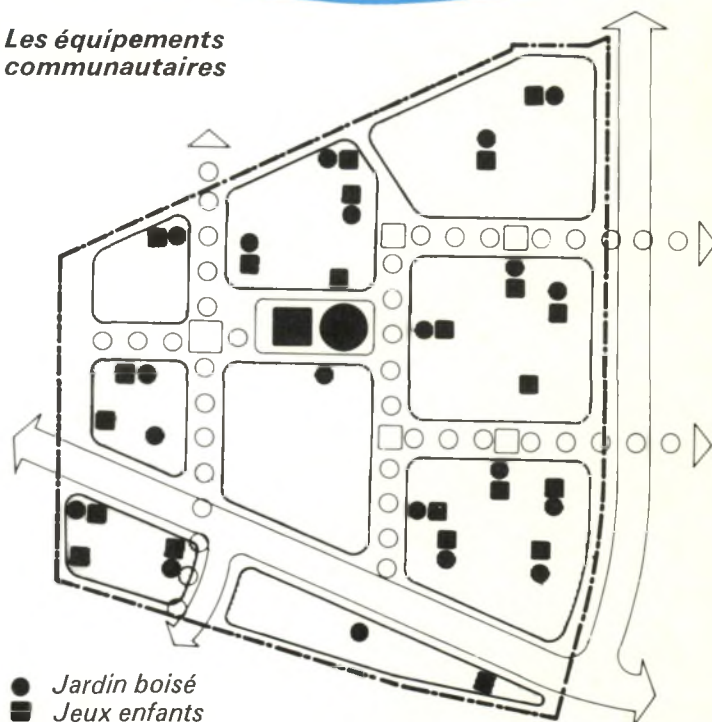
Ainsi, l'ensemble domiciliaire prévoit la création en son centre d'une vaste place publique entourée des installations nécessaires à l'épanouissement de la vie communautaire. Mentionnons le centre social et communautaire, les jeux pour adultes (tennis, badminton, etc...), la piscine, les services commerciaux et la garderie d'enfants. De cette place publique, foyer de l'activité sociale du projet, rayonne le réseau des voies piétonnières permettant un accès facile aux habitations. Les liaisons vers l'extérieur sont assurées par deux artères de circulation de première importance.

Vallon boisé



- 1 Voie pour piétons
- 2 Jardin boisé
- 3 Jeux d'enfants
- 4 Jeux d'adulte
- 5 Stationnement

Les équipements communautaires



- Jardin boisé
- Jeux enfants
- Centre communautaire
- Jeux adultes
- Place

Le second palier est formé de 7 unités d'aménagement, chacune comprenant 100 à 150 logements et reliées entre elles par les voies pour piétons. Elles sont pourvues des équipements nécessaires à leur fonctionnement: l'accès routier, le parc de stationnement, de même que des places publiques secondaires greffées sur le réseau piétonnier permettant une vie communautaire plus particulière.

	unité d'aménagement	unité architecturale unité architecturale unité architecturale
Cellule urbaine	unité d'aménagement	unité architecturale unité architecturale unité architecturale
	unité d'aménagement	unité architecturale unité architecturale unité architecturale
Premier palier Place publique Centre social Jeux adultes Piscine Magasins Divers	Second palier Petite place publique Voie pour piétons Stationnements Jardin	Troisième palier Mini-place Jardin Jeux enfants

Ces unités se composent d'un certain nombre d'unités architecturales comprenant entre 24 et 40 logements. Le développement de la vie communautaire des gens qui se côtoient quotidiennement est ici assuré par la présence de petits jardins boisés, de terrains de jeux, de mini-places et de carrés de sable.

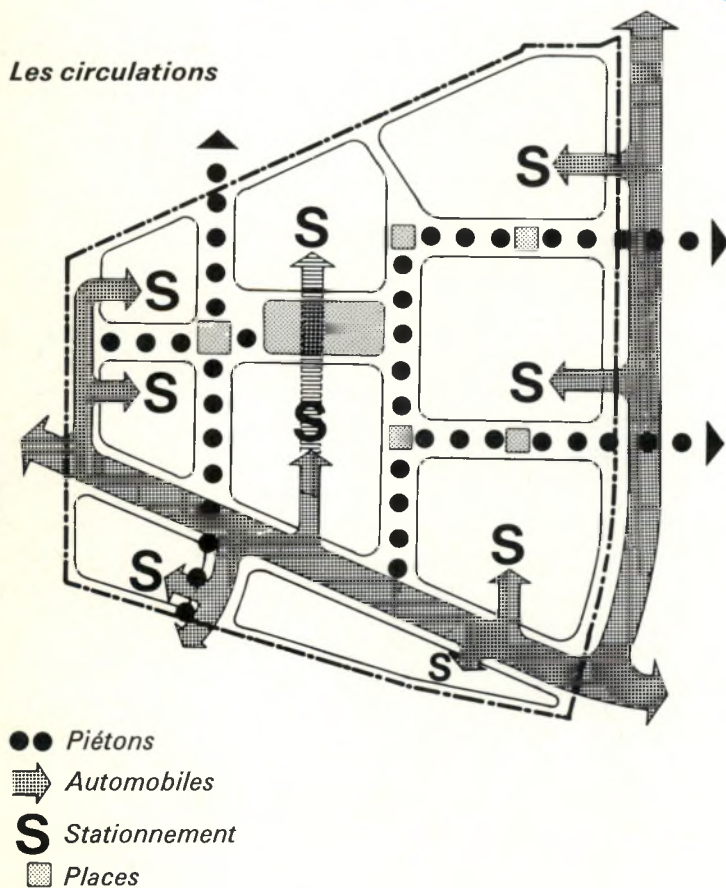
C'est donc d'une gamme à peu près complète d'équipements dont bénéficient les résidents. Du tout petit qui en est à ses premiers pas et s'ébat près du domicile à l'adulte qui se détend par la marche, chacun des divers groupes d'âge s'y trouve servi. La présence d'une polyvalente sur le terrain adjacent complète les équipements sportifs.

La séparation de la circulation automobile et des piétons

Le deuxième principe d'urbanisme visait à assurer la qualité des échanges et déplacements à travers le projet par la création de réseaux pour automobiles. A l'inverse du présent mode de développement des villes, où la voiture est admise à peu près partout, la partie d'aménagement donna priorité au piéton. La circulation automobile fut donc rejetée à la périphérie de l'ensemble avec des accès limités aux terrains de stationnement desservant l'unité d'aménagement. Afin de préserver ce principe dans la partie la plus dense du projet, celle des tours d'habitation, le stationnement à cet endroit devra être enfoui sous les immeubles et sous la place publique.

On a profité de la création de ce réseau piétonnier pour y orienter carrément la façade des immeubles en une sorte de rue à l'usage exclusif du piéton. En certains endroits, cette voie s'élargit en petites places, en squares permettant une vie communautaire plus restreinte.

Les circulations



Les avantages découlant de la création de ce réseau piétonnier sont nombreux. Elle rend les échanges faciles de part et d'autre du site, échanges qui sont essentiels à la vie communautaire. L'endroit le plus reculé est à moins de 800 pieds du centre communautaire. Le réseau sert de plus à relier entre eux l'ensemble des équipements communautaires, permettant leur accès facile aux résidents. Il devient par là un axe privilégié de contacts sociaux.

Cette séparation des circulations permet d'atteindre un haut niveau de sécurité pour les piétons, ce que ne permet pas la formule conventionnelle de trottoir et chaussée adjacente. Les enfants représentent le groupe d'âge le plus touché par ce problème de sécurité physique. Plus de 80% des accidents qu'ils subissent se rattachent à des besoins autres que de fréquentation scolaire. Ce sont ces activités qui se dérouleront pour la plupart hors de tout danger automobile sur le réseau piétonnier.

Un autre avantage est que ces voies pour piétons obviennent à la nécessité de voies automobiles autrement requises et beaucoup plus coûteuses en espace terrain et en infrastructure physique (chaussée, trottoir, éclairage, etc...). Des économies en coût de construction pour la ville peuvent facilement être de l'ordre de 60%, et les économies totales se situer dans l'ordre de 30% si l'on tient compte de l'ensemble des services mis en place: chaussées, trottoirs, raccordements, éclairage, etc...

Un environnement de qualité

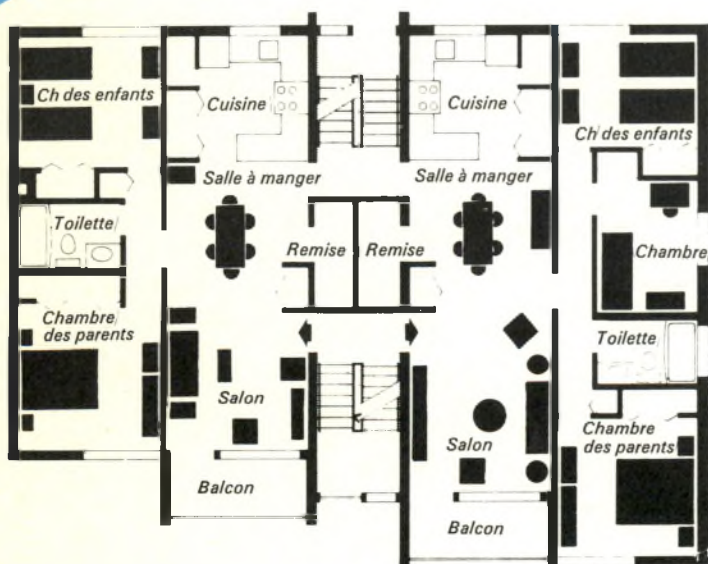
L'élément marquant de l'environnement réside sans doute dans la variété des types d'espaces créés et leur aménagement.

Le groupement de vastes aires de stationnement en espaces multifformes d'importance, variables et entrecoupés d'écrans d'arbres crée un effet de dégagement agréable.

Ces vastes espaces contrastent avec les aires plus intimes que constituent les espaces des voies pour piétons. Ici la distance relativement faible entre les immeubles bordant la voie, les perspectives architecturales auxquelles elles donnent lieu, ainsi que les places de diverses grandeurs que l'on y trouve, confèrent à l'endroit un caractère urbain propice au contact entre les gens.

Le site est de plus équipé d'un mobilier extérieur conçu spécialement pour le besoin: bancs, signaux, enseignes, enclos pour poubelles, fontaines, etc..., se marient dans un cadre paysager agrémenté d'arbres et d'arbuste de diverses essences.

En conclusion, le Vallon Boisé s'inscrit dans le cadre d'une redéfinition de la structure urbaine en fonction des besoins de l'homme contemporain. Par l'éventail des équipements communautaires permettant une variété de contacts sociaux et d'occasions de détente et de loisirs, par la création d'un réseau de voie devenant de véritables rues à l'usage exclusif des centres d'activités, le Vallon Boisé rompt avec le passé et indique le sens dans lequel nos villes doivent être repensées.



BOOKS

Metropolitan Problems: International Perspectives,

Simon R. Miles (Editor),
Toronto: Methuen Publications, 1970,
560 pp. \$18.50.

The events of the last decade have shown us that no nation is immune from internal social malaise, irrespective of any combination of external threat. No one pretends that the pain of social injustice can be easily assuaged, or that poverty can be speedily eliminated, or that somehow the clock can be turned back on urbanization to rid cities of congestion and pollution. There are no ready-made answers. The issue is, therefore, how can governments, through their policies, identify and engage the useful dynamic of urbanism as an instrument of progress. *Metropolitan Problems* focuses on this issue.

The publishing of this book celebrates the completion of a Canadian Centennial project of international dimensions initiated in the early 1960s by the Bureau of Municipal Research in Toronto. This project was designed to explore the interrelated sets of problems associated with the growth of the metropolis in contemporary society. It had the cooperation of the United Nations and broadly arrayed financial support from all levels of government, including CMHC, various foundations and the business community.

The research program for the book was most imaginative. Following two years of study, during which time eleven background papers were commissioned and assigned for review by study groups residing in forty major metropolitan centers throughout the world, a plenary seminar-conference was held in Toronto in 1967. These eleven background papers were prepared mainly by academicians selected from various disciplines and different countries. The papers were not regarded as definitive. Their purpose was rather to stimulate observation within the study groups and also at a seminar-conference in which their authors participated.

A further outgrowth of this project was the creation of a continuing organization to study metropolitan problems. Building on the fledgling network of the forty study groups throughout the world, INTERMET (the International Association for Metropolitan Research and Development) was established, with its secretariat located in Toronto.

Under the editorship of Simon R. Miles, Associate Director of the project, lecturer at York University, Toronto and now the Executive Director of INTERMET, the design of the book attempts to take the reader step by step through a pro-

cess similar to that experienced by the participants at the seminar-conference. Part I of the book is a cross-sectional ordering of world-wide demographic characteristics in metropolitan areas by Richard L. Forstall and Victor Jones.

It raises questions of definition regarding the delimitation of areas and functions, but provides an essential statistical framework for research. Part II examines the service requirements of a metropolis as follows: Transportation by John F. Kain, Utilities by A. H. Hanson, Housing by Hidehiko Sazanami, Education by Hugh Philip, Public Health by Tibor Bakács and Welfare Services by Albert Rose. Within this Part, the paper by Hanson for its examination of alternative municipal servicing enterprises and the paper by Sazanami for its emphasis upon relating housing and urban development in general, to the growth of the national economy, were of most interest to me. The subject of Law Enforcement, only touched upon by Albert Rose, warranted a separate chapter. Part III examines the development and responses of governmental machinery as follows: Functional Metropolis by Julinsz Gorynski and Zygmunt Rybicki, Political Systems by Frank Smallwood, Intergovernmental Relations by J. Stefan Dupré, Financing by Ursula K. Hicks and Planning and Development by Ernest Weissmann. These papers are most valuable in that they provide breadth and perspective to the consideration of metropolitan governmental operations. Part IV is a summary description of the comprehensive planning process by Simon R. Miles, which on the whole is disappointing. Regretably, the role of the planner in the political process is scarcely explored, hence a statement such as the following leaves the reader unclear as to its means of accomplishment:

"...Perhaps it should be stressed that comprehensive planning is not necessarily centralized planning but, rather, integrated planning. It does not call for any greater ownership of enterprises by the government sector, although, in the interests of society, it may well call for greater control of the plans of privately-owned economic enterprises." (p. 524)

Parts II and III both conclude with useful but rather disjointed "world opinion" evaluations by respective study groups of the issues discussed by the authors of the background papers. Perhaps more might have been gleaned from these potentially fruitful exchanges. Yet possibly this points to another problem: that the three year time lag between the seminar-conference and final appearance of this book shows us all that

knowledge is expendable. *Metropolitan Problems* is a notable book, skillfully conceived, and commendable in its interdisciplinary emphasis and insistence on comparative analysis. The format is well laid out and the text clearly documented. Its Editor, Simon R. Miles, has succeeded in drawing together a valuable resource, one that can be mined with profit by all students of the urban scene.

Morris Trevithick

The Internal structure of the city

Readings on Space and Environment.

Edited by Larry S. Bourne, Oxford University Press, Toronto, 1971. \$6.25.

As a major contribution to a somewhat neglected subject, this book is much welcome, for while it is usual to generalize about cities and their external relationships few people are willing to analyze the enormous complexities of their internal structures.

The book consists of a selection of fifty-seven articles (chiefly from U.S. sources) under the following headings:

I Images (Defining the Urban Realm); II Patterns (Description of Structure and Growth); III Processes (Determinants of Structure, Growth, and Behaviour); IV Networks (Transportation, Communication and Linkages); V Communities (Residential Areas and Household Behaviour); VI Activities (Specialized Activity Patterns and Systems); VII Problems (Perspectives on Research and Policy); VIII Prospects (Towards an Improved Urban Future).

Because of its size and diversity (like *Heinz!*) it is impossible to summarize the book or indeed to read it through continuously, but there is little doubt that as a source book the selection is first class, with few articles of an escapist nature or utopian content. Indeed the impression created by the selection is quite the reverse, for so many articles modify or destroy the conventional (and indeed sophisticated) wisdom that on a continuous reading one is overwhelmed by the sheer complexity of it all and the difficulties of ever solving urban problems in a rational manner.

However, apart from a tendency to neglect transport and the environment, there is no doubt that at the end of selective study, the reader will be a somewhat wiser if sadder person, although the lingering impression left by the book is that somewhere in our systems we will have to evolve a kind of super-generalist who can pull the whole urban scene together and converge on (rather than diverge from) solutions.

D. J. Reynolds.



About the Authors/Les auteurs

N. Harvey Lithwick is Professor of Economics at Carleton University, Ottawa.

Le Docteur N. Harvey Lithwick est professeur de sciences économiques à l'Université Carleton à Ottawa.

Aryeh Cooperstock is Assistant Director of Long Range Planning, National Capital Commission, Ottawa.

Pierre Larouche fait partie de l'atelier d'urbanisme *Larouche et Robert*.

Marvin Ferguson is Past Chairman, Niagara Fruit and Vegetable Growers' Association.

Central Mortgage and Housing Corporation Ottawa

The Honourable Robert Andras
Minister of State for Urban Affairs

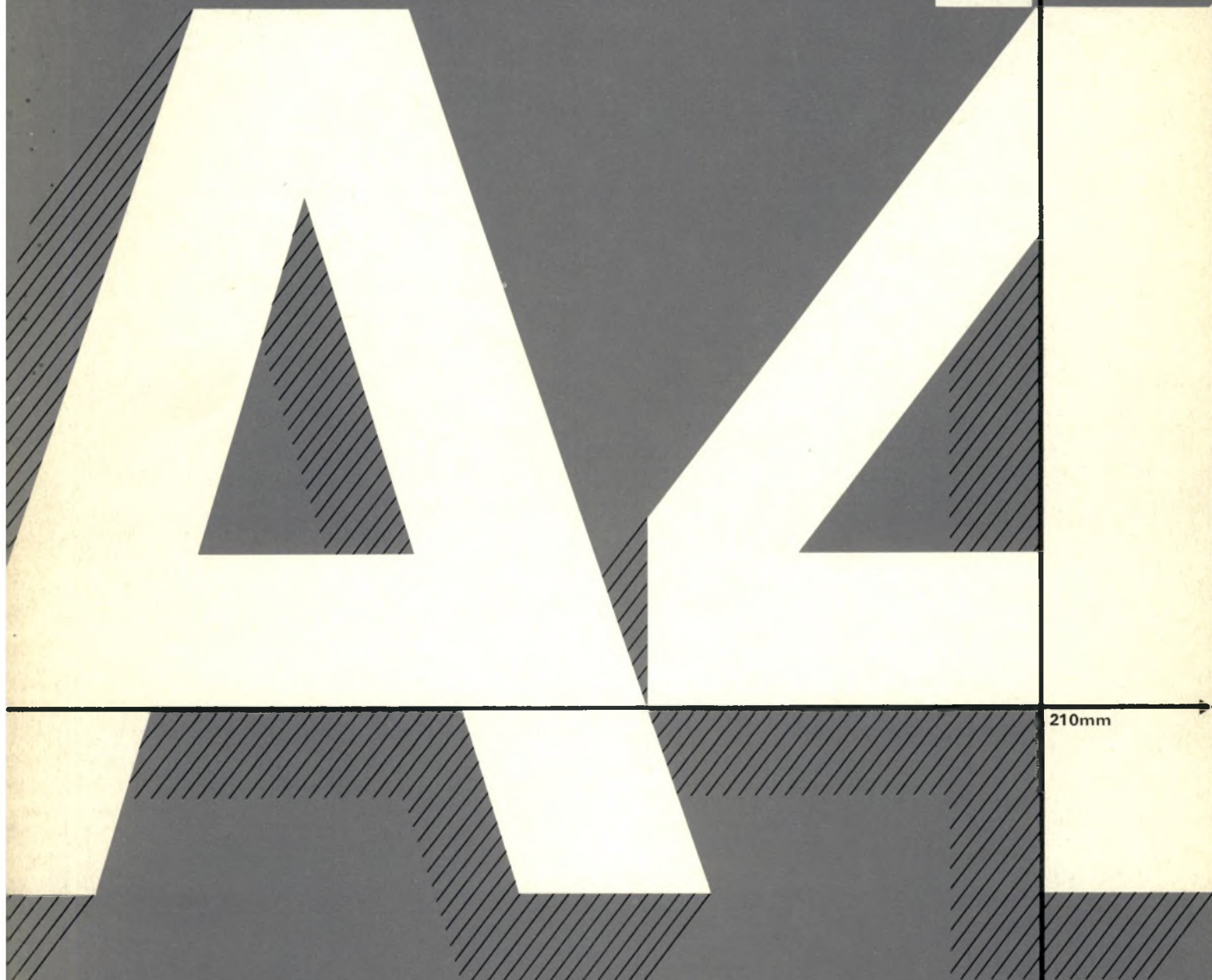
Société centrale d'hypothèques et de logement

L'honorable Robert Andras,
ministre d'État chargé des Affaires urbaines



habitat

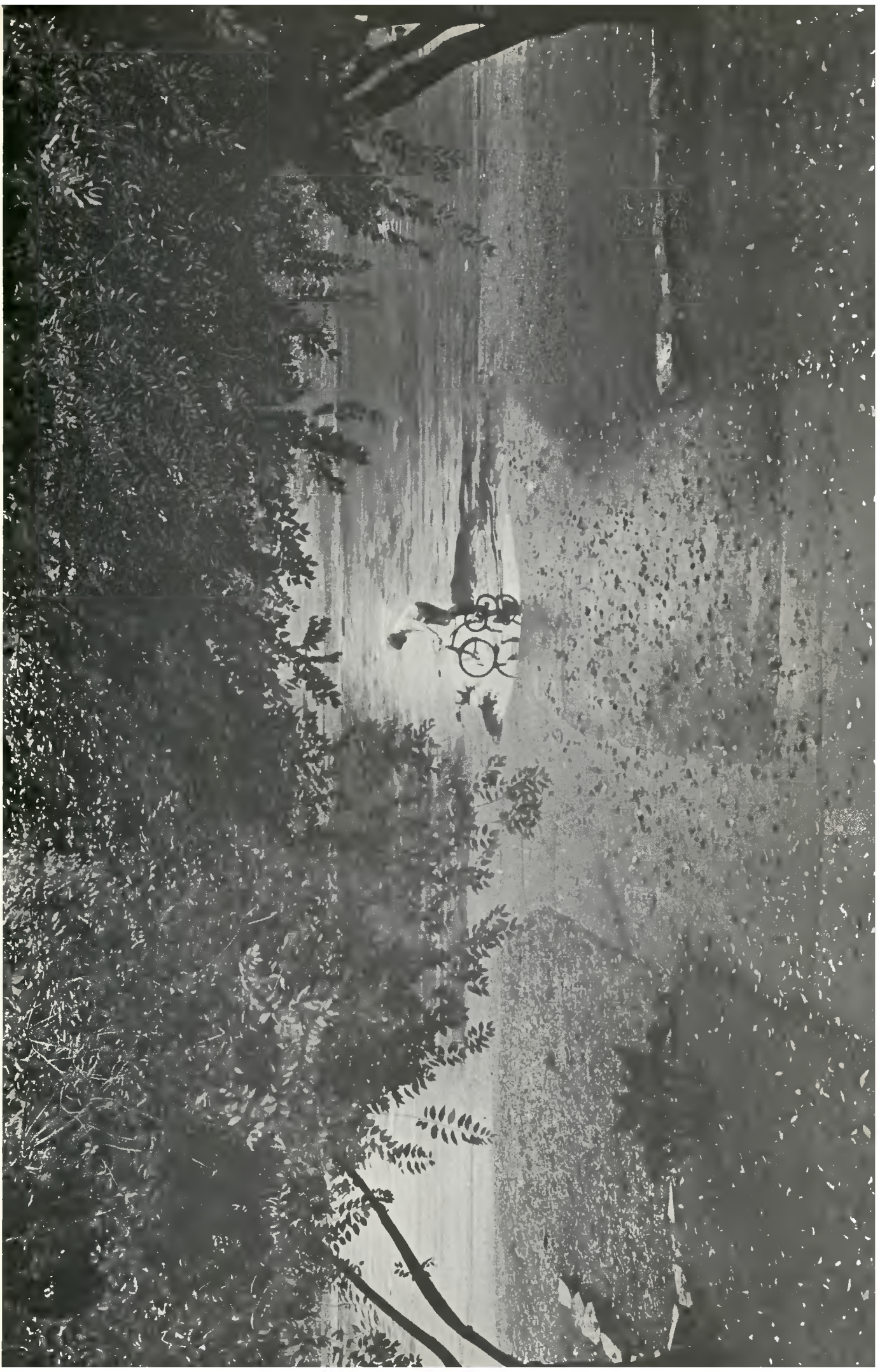
Will we go metric?
(See p. 2) If so,
metric measure-
ments will
eventually apply
to paper.
Thus Habitat,
instead of being
8½" x 11" in size
would become
210 x 297 mm—
generally
referred to as A4.



210mm

280mm

add 17mm
to
complete
A4 format



habitat

Volume XIV, No. 4/6, 1971

Table of contents/Table des matières

2 Here Comes the Metric System by Robert F. Legget	Auld Lang Syne It's nearly time to say good-bye to our old friends the yard, foot and inch, bushel, hundredweight and pennyweight.	In the future, 1" = 25.4 mm. And, says R. F. Legget, now is the time for the Canadian construction industry to start preparing for the conversion.
6 <i>No Problem with Imperial Spares</i> by Robert Hutcheson	<i>Keeping Industry Going</i> <i>What happens to companies with machinery made to Imperial dimensions when the transition to metric is made?</i> <i>Robert Hutcheson outlines some of the</i>	<i>steps Britain is taking to ensure organizations with this machinery can continue operating their existing equipment profitably for many years to come.</i>
10 A l'ouest de Paris L'aménagement de la Région de la Défense	L'Etablissement Public pour l'aménagement de la Région de la Défense (E.P.A.D.) a été créé par le Gouvernement français afin de procéder à la rénovation urbaine de cette superficie située à l'ouest de Paris.	Nous devons à l'obligeance de cet Organisme d'Etat l'étude et les photographies qui constituent le présent article, lui-même axé sur l'une des plus ambitieuses tentatives d'aménagement de la capitale française.
14 How We Could Travel in the 1980s. by B. T. Price	Some New Ideas on Getting There At a meeting of the British Association for the Advancement of Science great interest was aroused by the author's predictions, who foresaw the development of new transport systems incorporating	high-speed trains, hovercraft, moving pavements and tracked cab systems. But in the long-run it all depends on how much the public will want to pay for all this better service.
18 Taking Stock of Our Old Buildings by Vivian Astroff	To Be or Not to Be The Federal Government is developing a national inventory providing data on historically and architecturally significant buildings. It will be a valuable tool	for government, planners and local groups to use in developing a realistic approach to preserving the buildings of our cities.
20 <i>L'Inventaire de nos vieux bâtiments</i> par Vivian Astroff	<i>Notre pays possède relativement peu de reliques architecturales comparables à celles du vieux monde, mais il compte de très beaux bâtiments anciens qui méritent</i>	<i>d'être préservés. Amplement illustré de photographies, l'Inventaire des bâtiments historiques du Canada passe en revue deux siècles d'architecture nationale.</i>
23 La technique canadienne à l'assaut du marché européen. par Michel Oger	Après les Etats-Unis, le Canada s'attaque au marché français et le premier village canadien a choisi une paisible commune de l'Ile-de-France	pour y planter ses 114 maisons. Surmonté du drapeau national, le "Parc des Erables" ouvre ses portes à nos lecteurs.
27 Pets in the City by K. G. Switzer	All God's Creatures The Managing Director of a Humane Society discusses briefly the problems of	keeping pets in towns and cities and the moral obligation attached to animal ownership.
31 Book Reviews		
Design/Présentation	Gottschalk + Ash Limited	
Inside cover photographs/ Photographies de la couverture intérieure	R. O. Lundgren (Front) W. L. Cadzow (Back)	Andrew on Sunday / Andrew, le dimanche Denny on Saturday / Denny, le samedi

Habitat is a bi-monthly publication of Central Mortgage and Housing Corporation, and is listed in the Canadian Periodical Index. Second class mail registration number: 1519
Opinions expressed by the authors are not necessarily those of CMHC. All communications should be addressed to the Editor, E.H.Q. Smith.

Habitat, revue bimestrielle de la Société centrale d'hypothèques et de logement. Numéro de recommandation d'objet de deuxième classe: 1519.
Les opinions exprimées par les auteurs des articles ne sont pas nécessairement celles de la SCHL. Il faudrait adresser toutes les communications au rédacteur en chef, M.E.H.Q. Smith.

by Robert F. Legget
*Then down with every 'metric' scheme
 Taught by the foreign school,
 We'll worship still our Father's God!
 And keep our Father's rule!
 A perfect inch, a perfect pint,
 The Anglo's honest pound,
 Shall hold their place upon the earth
 Till time's last trump shall sound!*¹

Laments with the same complaint as this piece of doggerel, which first appeared in a rather obscure U.S. journal about ninety years ago, may soon be heard in Canada. Hopefully Canadian complaints will be phrased in rather more elegant language, for conversion of Canadian measurement systems to metric units appears to be so near at hand that all interested citizens should be ready with the answers to those who will, almost certainly, raise objections when the move is made.

On 16 January 1970 the Honorable Jean-Luc Pepin, Minister of Industry, Trade and Commerce, presented to the House of Commons a "White Paper on Metric Conversion in Canada." In placing it before the House, the Minister emphasised that "The Government believes that adoption of the Metric system is ultimately inevitable – and desirable – for Canada." Mr. Pepin went on to explain why the Government takes this stand and what it proposed to do in implementing this statement that appears near the end of this historic document: "The Government therefore proposes the following principle actions in order *to initiate the process of metric conversion in Canada.*" (The italics have been added to direct attention to this most significant indi-

"All concerned with building will do well to start their own preparations in order that the Canadian construction industry can do as good a job when the change is started, as its counterpart in Great Britain is doing now."

Here comes the Metric System

...and we have an excellent base upon which to build for one out of every seven Canadians grew up under the metric system.



Make a metre:
 Cut and strip together.
 Get your eye used to
 this measurement.
 Hang it up somewhere.



cation of the Government's views.) The White Paper made the front page of merely a few Canadian newspapers. Despite its importance to every part of the national economy, it has been all but forgotten.

A copy of this slim, fifty-cent publication should be in the office of every planner, architect and builder in Canada². In its twenty-two pages will be found an admirable summary of what the change will mean and what its implications will be for the consumer, for education, science, industry, trade and government. The actions proposed by the Government, as its own initial steps, are the appointment of a full-time Preparatory Commission*, and the delegating of responsibility for planning in technical fields to the proposed Standards Council of Canada. No public announcement has yet been made (May 1971) about either of these bodies but the writing is on the wall – or rather, in the White Paper – so that all concerned with building will do well to start their own preparations in order that the Canadian construction industry can do as good a job, when the change is started, as its counterpart in Great Britain is doing now.

It was in 1965 that Great Britain embarked upon its ten year programme of conversion to the metric system. Decimal coinage has already been completely adopted, in February 1971, despite the centuries-old usage of 'pounds, shillings and pence' but the fact that the even greater change in the national measurement system is well on its way to successful completion is, quite naturally, unknown to or at least unthought about, by most Canadians, apart only from those who have a professional interest in the matter.

*A Chairman, Mr. S. J. Gossage, has now been appointed.

The British change is naturally featured in the White Paper as one of the reasons behind the Government's decision, but the world picture has changed still further since the White Paper appeared. Australia and New Zealand have now embarked upon their own ten-year periods of change-over. South Africa had already embarked on the change; India had completed her conversion programme so that she was able to assist Great Britain by loaning key members of standards staffs, who had experienced all the problems that conversion inevitably creates, greatly to Britain's benefit. Today, therefore, Canada and the United States are alone in the world in still adhering to the foot-pound system of measurement.

If North America was a completely self-contained part of the world, there would be little economic incentive for the use of the metric system. It would still be more logical than the foot-pound system, easier to use and easier to teach to young children. It has been estimated, for example, that a saving of twenty-five per cent in the cost of teaching arithmetic alone can be achieved if the metric system is used but even an argument such as this would not warrant the national inconvenience that must inevitably accompany the change-over when it comes. But North America can not isolate itself from the rest of the world. Canada, in particular, is vitally dependent upon her foreign trade for the health of her national economy and the maintenance of the standards of living to which all Canadians are now

40cm

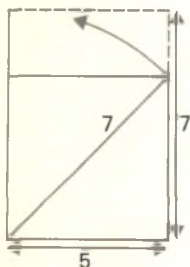
accustomed. With export trade amounting to about one sixth of the Gross National Product, this country must be prepared to supply its goods in the manner that importing countries desire. This will soon be always in metric dimensions, apart only for exports to the United States. If the manufacturing industry of this country is to avoid the inefficiency of using two separate and quite different systems of measurement, adoption of the metric system for all purposes is – as the Government of Canada itself has said – inevitable.

What will the change involve? Time will still be measured in seconds, minutes and hours; electricity will still be measured in ampères at stated voltages. Distance, however, will cease to be expressed in yards, feet and inches being measured instead in metres and in decimal multiples and subdivisions of metres, kilometres instead of miles, millimetres instead of sixteenths of an inch. Correspondingly, weights will all be given in grams or in decimal multiples or subdivisions of grams, kilograms replacing pounds. Volumetrically, litres will be the customary unit taking the place of the familiar pint, again with decimal multiples or subdivisions for larger or smaller volumes in common usage. Although mainly of scientific interest, it may be noted in passing that the main basic units – metre, gram etc. – have been arranged so that they are 'coherent' i.e. they can be combined to form other units such as those needed to measure force. In combination, all the units are described as the *Système International d'Unités* or SI, this being the official designation by the International Committee on Weights and Measures, of which a Canadian (Dr. L. E. Howlett) was a recent President. Official references may be, therefore, to

SI but for all ordinary usage the metric system is the description that will still be meaningful.³

How will the change be made? First there is the need for the necessary legislation but Canada has had the necessary authority for use of the metric system in its Statutes since 1873. Next will be the process of adaption, the use of direct metric equivalents to the units already in use. This step can be visualized by looking at the metric weights that now appear on the packages of so many household products, especially foods, as well as the pounds or ounces used in current sales. Next comes the most important stage, that of actual conversion of machines, packages and products into rounded-off metric dimensions which will not be the direct equivalents of the older foot-pound units. Finally, and after metric units have come fully into general use, there will be the compulsory stage when the use of units other than metric will be prohibited.

How will this affect the building industry in particular? Really in no way different to the effect upon industry in general but with certain rather definite secondary advantages. Building involves the use of many Standards (such as those issued by the Canadian Standards Association or the Canadian Government Specifications Board). All these will have to be revised and it may be expected that Canada will follow



Standardized paper sizes

This norm is based on the proportion $1:\sqrt{2}$ or 5:7, the latter being the diagonal of a square moved into the vertical position and forming a rectangle.

In 1776 the physician George Christopher described this proportion as one of the most beautiful and it became widely accepted by architects of that time.

The series of A formats was created by taking as a base the contents of a near square metre ($841\text{ mm} \times 1189\text{ mm} = 999\,949\text{ mm}^2$) and designating it A0. Other sizes follow thus:

A0	841 mm x 1189 mm
A1	594 mm x 841 mm
A2	420 mm x 594 mm
A3	297 mm x 420 mm
A4	210 mm x 297 mm
A5	148 mm x 210 mm
	etc.

Habitat

Each smaller format is half of the larger and preceding size.

the lead of Great Britain in this process. There the British Standards Institution is using the opportunity to revise and up-date all of its more than four thousand Standards while converting the dimensions they contain to metric units. Manufacturers can use this same procedure for major reviews of their stock sizes, usually with the chance of reducing the number of sizes in common use. If this major task is well done, as it must be, modular dimensions can be introduced on a wide scale to great public advantage. It is well known that the standard module of four inches is almost the same as ten centimetres. Although slight, the actual difference is significant but the close agreement will help the change to some degree.

One of the biggest difficulties for designers will be the change to 'Thinking Metric' as must be done well before the stage of conversion is completed, preferably much before. It is for this reason that the construction industry should, even now, be preparing for the change. One step in this direction is provided by the Fifth Edition of the National Building Code. The Associate Committee responsible for the Code decided (in advance of the issue of the White Paper) that it would be helpful, in view of the certainty of change, sometime, if metric equivalents were introduced into this edition of the Code so that all users could begin to get accustomed to what metric equivalents of familiar dimensions look like. This was done, placing the metric equivalents in parenthesis to the extent that was possible in the time available. The idea was not original with the Associate Committee since the American Society for Testing and Materials embarked on the same procedure for its 22,000 pages of Standards five

or six years ago, so that the complete 34-volume 'ASTM Book of Standards' now has metric equivalents throughout.

When it is remembered that ASTM is a voluntary Society, representative of all major sectors of U.S. industry, the significance of this entirely voluntary use of metric equivalents will be evident. There has been a real change in the long-standing anti-metric viewpoint of so many in the United States in recent years. Further indication of this change was given when the U.S. Congress charged the National Bureau of Standards, after very many years of considering such a move, with making a study of the possible effect of using metric units in the United States. The Report of this study must be rendered to the Congress in August of this year. Should it be favourable, then it is possible that quick action on the part of the United States might follow, thus removing the main road-block in the way of positive Canadian action. Clearly, this is one field in which Canada can not 'go it alone' but there is no good reason why, when it is seen that the USA is going to change, Canada should not be in the lead.

When that time comes – and there are many, including the writer, who have a hunch that it will come sooner than is generally realized – the Canadian building industry can once again demonstrate its progressive character by being in the forefront of the action then

References

- 1 Reprinted from "Fads and Fallacies in the name of Science" by Marin Gardner; Dover Books, 363 pp., 1967 (p. 180)
- 2 "White Paper on Metric Conversion" 22pp., Catalogue No. C67-370, 50 cents, Information Canada, 1970.
- 3 For a brief history of the Metric system and SI see Canadian Building Digest No. 100, April 1968 available free on application to Division of Building Research, National Research Council, Ottawa.

necessary. The British building industry, even though it did not have the advantage of preliminary familiarization with metric units, surprised all by planning for complete conversion two years ahead of the official overall schedule. This was due to prompt action and excellent planning by a keen group of leaders in the industry. There have been problems in implementation but excellent progress is being made with the result that by the end of 1973 building in Britain will be essentially metric.

A senior member of a leading British supplier of building materials recently related to a Canadian audience the problems that his company had encountered in trying to prepare their customers for their own change to metric dimensions. One year ahead of the date for the change-over, they sent to all customers well printed literature about it but got no response. Six months ahead, their salesmen called on every customer with more materials; again, little interest. Three months ahead, they prepared a specimen invoice for a large order stated in metric units and costed in decimal currency, clearly marked the form 'Specimen Invoice', and sent these out to every customer. Some replied immediately asking for proof of delivery of the material; others pointed out an error in the extension. Three sent in cheques for the full amount of the invoice. There must be a moral in this cautionary tale. Surely it is that every possible effort must be made by everyone connected with building to do his or her part in preparing others for the change that will so surely come and which, if carefully implemented and well planned, can increase still further the efficiency of Canada's greatest industry.

No Problem with Imperial Spares

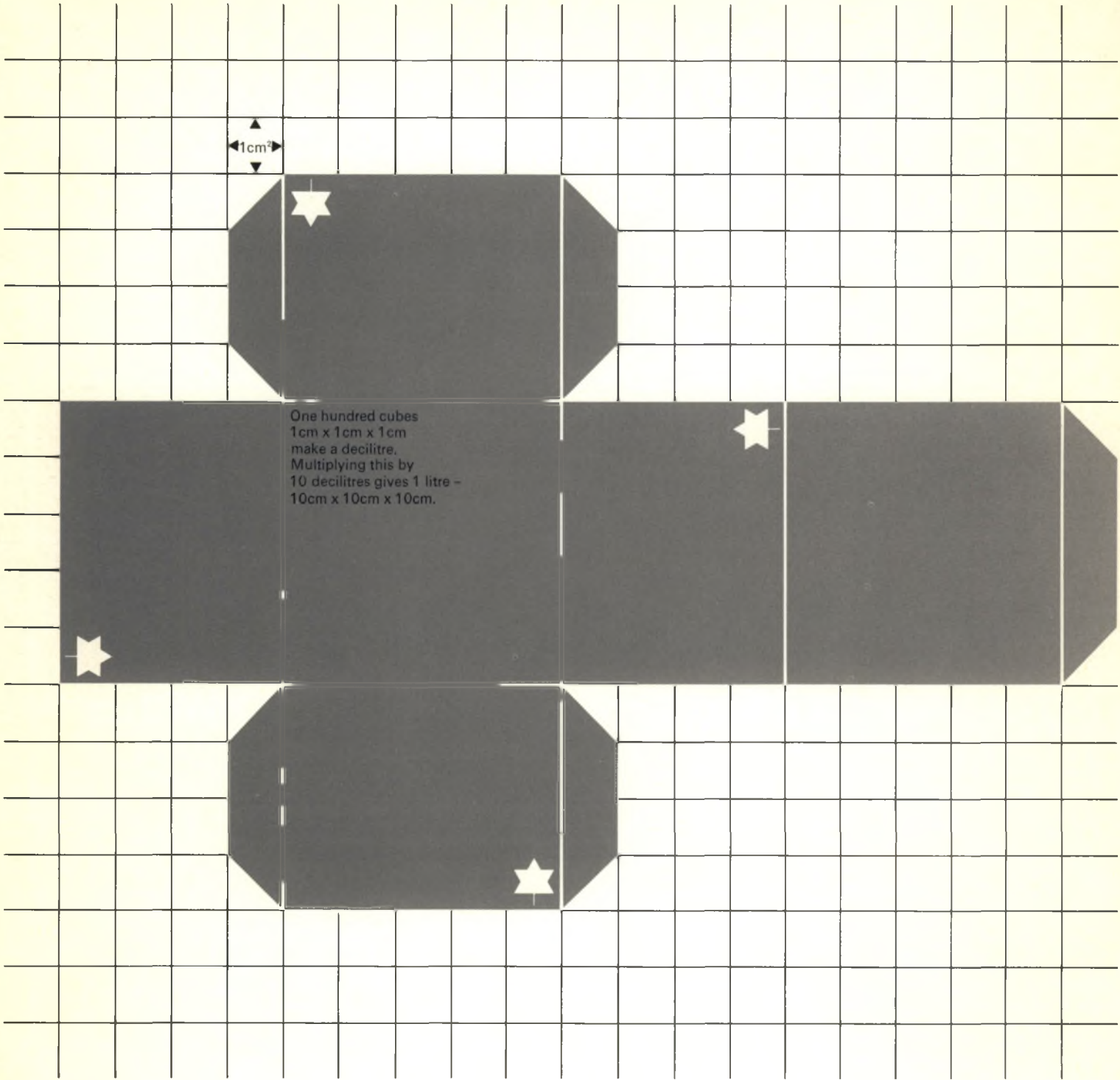
by Robert Hutcheson

Britain is committed to end its deeply-rooted Imperial system of weights and measures and adopt the metric system. While the change should foster the growth of exports to other metric countries, her engineering companies naturally want to maintain, and preferably increase, their exports to "inch-using" countries. This trade has been developed over the years and much goodwill has been built up.

To the question, "Will overseas users be able to continue to buy inch spares for their existing machines, such as drills, taps and reamers?" the answer is "yes." For British engineering concerns, apart from their duty to their overseas customers, must keep the plants of their customers at home running efficiently.

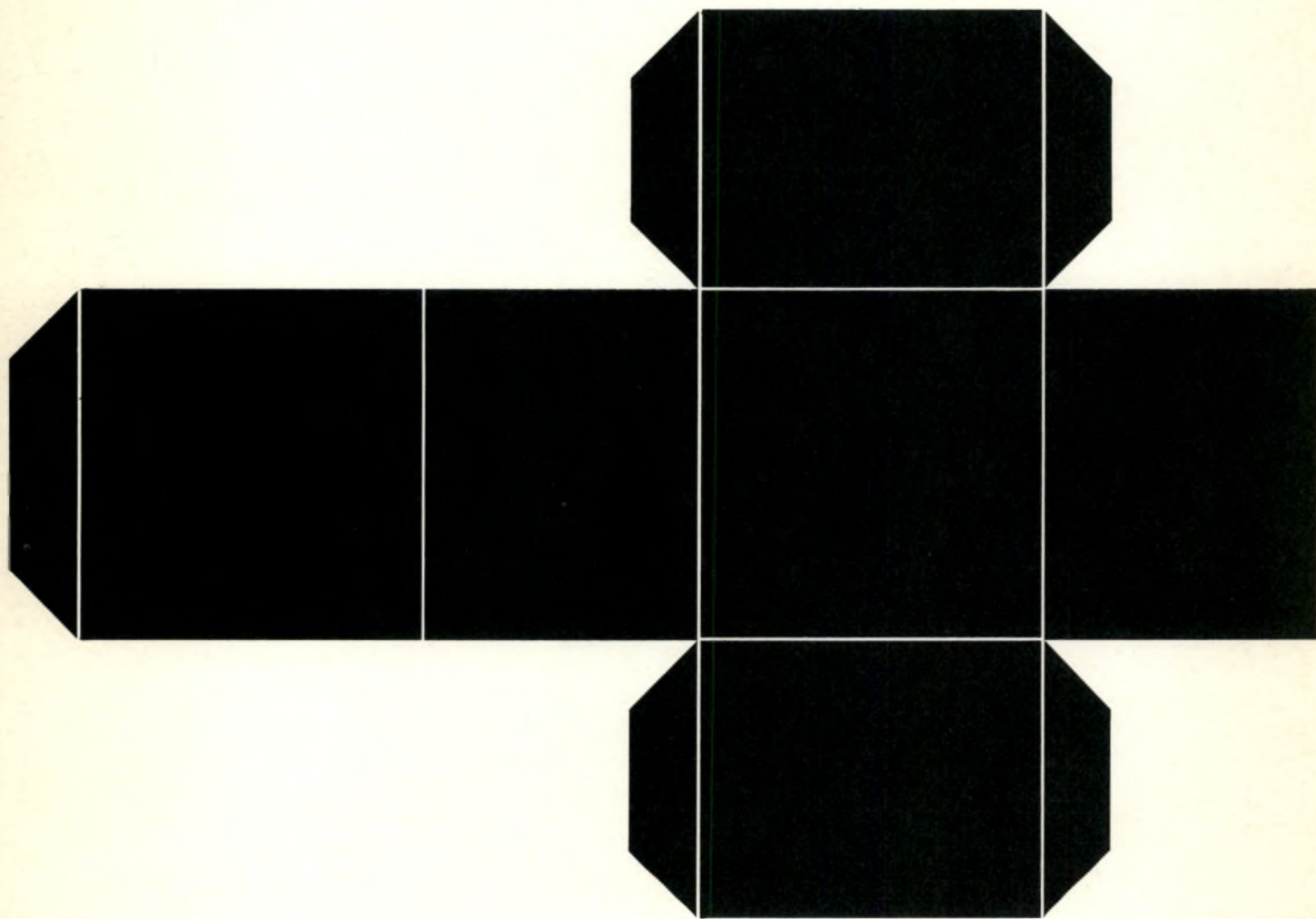
60cm

Make 1/10 of a litre - a decilitre



One hundred cubes
1cm x 1cm x 1cm
make a decilitre.
Multiplying this by
10 decilitres gives 1 litre -
10cm x 10cm x 10cm.

80cm



On August 3, Corporate and Consumer Affairs Minister Ron Basford announced a new and simplified system for sizing toothpaste tubes. He drew attention to the fact that the new sizes will be marked entirely in the metric system, with the volume given in millilitres—25ml, 50ml, 75ml, 100ml, 125ml and 150ml. "This is a step towards eventual metrication of all measurements, and I hope that other product manufacturers will follow this lead as they standardize their containers," the Minister said.

As far as existing designs are concerned, **machine tool** builders will certainly continue to supply machines to inch standards. Immediate new designs in many instances are being made available in both inch and metric versions, but eventually all new designs will be available as standard only as metric models. Inch versions will then be built only as specials. By this time, it is likely that most countries now using the Imperial system will be in their change-over period to metric.

Any country with equipment to Imperial dimensions – and this will apply to Britain for many years after metrication – must have certain **cutting tools** in Imperial sizes. These have been made in Britain for many years to B.S., DIN, ISO and other recognised standard specifications. Engineers' cutting tools are not "spares" but they are essential to the working of machine tools.

For much of the **electrical equipment** made in the U.K., it is the practice to make certain spare parts at the time of manufacturing the equipment; the quantity of spares made being related to the expected life of the equipment. In the case of heavy plant, the procedure for spares is settled with the initial contract. It is agreed between supplier and customer whether spares should be made with the original plant or as required.

All types of equipment contain **ready-made components**, such as screws and other fasteners and ball and roller bearings. Makers of such parts expect to supply their products to Imperial dimensions as long as there is an economical demand for them and periods of 20 years or more have been forecast.

Talks with **management** in a variety of the engineering industries indicate

that when Britain goes metric it will be necessary to continue the supply of Imperial spares to machine users at home and overseas. In fact, for a considerable period some British engineering industries will continue to supply complete products to Imperial dimensions after they have officially gone metric.

It is evident that within a relatively short time, more countries will change over to the metric system. While official dates can be fixed for such a change, it is obvious that in practice there must be **periods of transition**. A country's engineering industry cannot stop overnight making parts to Imperial standards but must continue to do so, even if only to produce spares for existing machines.

To assist in this period of dual working, and also to familiarise workers with the metric system, use is being made of **dual-reading measuring equipment** and machine tool setting devices. On machine tools, for example, dials can be fitted to feed screws to read in both inch and metric units. Thus machine tool slides can be located and increments of cut set in inch or metric units at will.

It would seem that as **other countries** go metric they will be able to benefit from British experience. Far from overseas users of Imperial plant and equipment encountering difficulties as a result of Britain's change of system, they will have much to gain.



A l'ouest de Paris

Aménagement de la Région de la Défense

Depuis fort longtemps, comme en témoigne la carte des Chasses Royales du XVIII^e siècle, les architectes et urbanistes se sont préoccupés de l'aménagement de l'axe historique joignant le Palais du Louvre à la Place de la Concorde, aux Champs Élysées et au Pont de Neuilly et se dirigeant vers Saint-Germain.

L'Ouest de Paris est devenu, depuis le début du siècle, une région de tradition résidentielle (notamment à Saint-Germain, au Pecq, à Chatou, Rueil, Suresnes, Saint-Cloud et Versailles).

La création d'une zone d'emplois tertiaires dans l'Ouest de Paris permettait de raccourcir, pour toute cette population, le trajet résidence-travail.

La zone d'action de l'EPAD s'étend du Pont de Neuilly à l'Île de Chatou et couvre une superficie très importante.

Du point de vue des communications, elle bénéficie d'une situation privilégiée.

Des moyens de transport très divers sont en effet à la disposition des travailleurs:

- Cette zone sera traversée par le Réseau Express Régional, l'Autoroute A 14, l'Autoroute A 86, la ligne S.N.C.F. Paris-St-Lazare Versailles et St-Nom-La-Bretèche, la Gare centrale des autobus de la banlieue Ouest, un hélicoptère.

L'opération en elle-même se décompose en la création d'un Centre d'affaires et de commerce très puissant situé sur Puteaux et Courbevoie et d'autre part, en l'aménagement de la Plaine de Nanterre.

Mission de l'Établissement Public pour l'Aménagement de la Région de la Défense

1 L'E.P.A.D.

L'Établissement Public pour l'Aménagement de la Région de la Défense (E.P.A.D.) a été créé par le Gouvernement, aux termes du décret du 9 septembre 1958, pris en application des articles 78-1 et 81-2 du Code de l'Urbanisme et de l'Habitation.

Cet Organisme a reçu la mission très générale de procéder à toutes opérations de nature à faciliter la réalisation de l'aménagement de la région de la Défense.

L'administration de l'E.P.A.D. est confiée à un Conseil d'Administration dont la composition permet la représentation de l'État, du Département, des Communes et de certains Organismes publics.

Les 18 Membres de ce Conseil d'Administration se répartissent ainsi:

- Neuf Membres représentant les collectivités locales et établissements publics (représentants des communes de Courbevoie, Nanterre, Puteaux, de la Ville de Paris, du Conseil Général des Hauts-de-Seine, du Conseil d'Administration du District de la Région Parisienne, du Syndicat des Transports de la Région Parisienne, de la Chambre de Commerce de Paris).
- Neuf Membres représentant l'État: (représentants du Ministre de l'Équipement et du Logement, de l'Économie et des Finances, de l'Intérieur, de l'Industrie et du Commerce, des Affaires Culturelles, des Transports).
- L'actuel Président Directeur Général de l'E.P.A.D. est M. Millier, Ingénieur Général des Ponts et Chaussées. Il a pris ses fonctions en mai 1969.

M. Millier était précédemment Préfet, Chef du Service Régional de l'Équipement pour la Région Parisienne et Directeur Général de l'Institut d'Aménagement et d'Urbanisme de la Région Parisienne.

M. Jean Millier, qui est né à Paris en 1917, a servi en Côte d'Ivoire de 1946 à 1961 où il a fait partie pendant plus de trois ans du Gouvernement à titre de Ministre des Travaux Publics. Depuis 1961, il a été l'Adjoint de M. De-louvrier au District et à la Région, pour tous les problèmes concernant l'aménagement, les équipements et les transports.

Aire et Nature de l'activité de l'E.P.A.D.

Le champ d'action de l'E.P.A.D. couvre deux zones:

- La zone A qui s'étend, sur environ 160 hectares à l'Ouest du Pont de Neuilly, sur une partie des territoires des communes de Courbevoie et de Puteaux, se présentera vers 1975 comme un centre d'Affaires et de commerce très puissant.

L'aménagement de la Défense a été défini en fonction d'un plan général d'urbanisme:

1 Le plan de masse du 2 décembre 1964

1.1 Données architecturales

La région de la Défense bénéficie d'un emplacement remarquable puisqu'elle se situe presque exactement dans l'axe historique est-ouest de Paris, dans le prolongement des voies et des sommets les plus fameux:

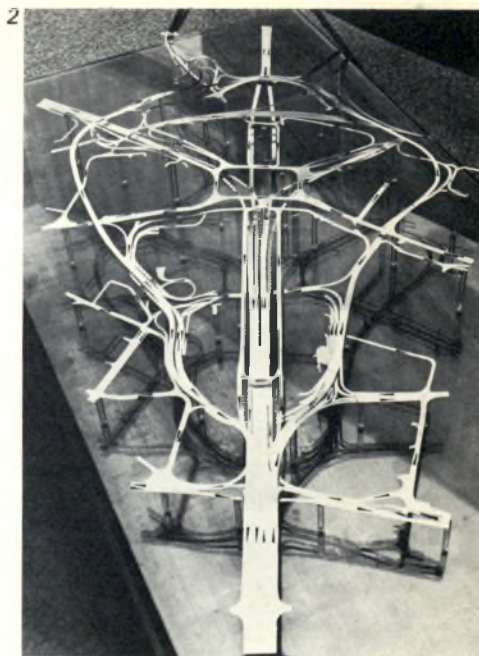
- Le Louvre
- Le Jardin des Tuileries
- La Place de la Concorde
- L'Avenue des Champs-Élysées
- La Place de l'Étoile
- L'Avenue de la Grande-Armée, prolongée hors Paris par l'Avenue de Neuilly.

L'architecture à réaliser devait à la fois constituer un témoignage de notre époque et s'intégrer dans l'harmonie que le passé a peu à peu réalisée tout au long de cet axe prestigieux.

La décision prise en 1953 de construire, au Rond-Point de la Défense même un vaste palais d'exposition était, dans l'esprit des pouvoirs publics, de nature à amorcer l'aménagement du secteur et à lui donner précisément le caractère d'un quartier d'affaires. Le Centre National des Industries et Techniques (C.N.I.T.) édifié de 1956 à 1958 le Palais que tout le monde connaît aujourd'hui; l'E.P.A.D. qui, lors de sa création, a trouvé cet élément d'équipement achevé, s'est toujours efforcé d'en tenir compte dans ses études et même d'en tirer parti comme un des principaux éléments d'animation.

1.2 Données techniques

La Zone "A" est coupée en deux par l'Avenue du Général de Gaulle (RN 13), qui fut longtemps la voie française où la circulation était la plus dense, autoroutes comprises, avec un trafic de l'ordre de 65,000 véhicules/jour. Il n'était guère possible de dévier ce flot ininterrompu de voitures et, pourtant, il importait de donner au quartier une unité sans laquelle il eût été impossible de réaliser un véritable centre d'affaires. La solution, un moment retenue, consistant à jeter des passerelles par-dessus l'avenue du Général de Gaulle, fut assez vite abandonnée car l'unité nécessaire n'était pas sauvegardée et, au surplus, le résultat eût été particulièrement inesthétique. La très forte dénivellation (22 mètres) existant entre le point haut de la zone, à son extrémité ouest, et le point bas, à l'est, constitué par le pont sur la Seine, donna l'idée aux architectes-urbanistes — l'équipe initiale était constituée de MM. Herbe, Auzelle, Came-



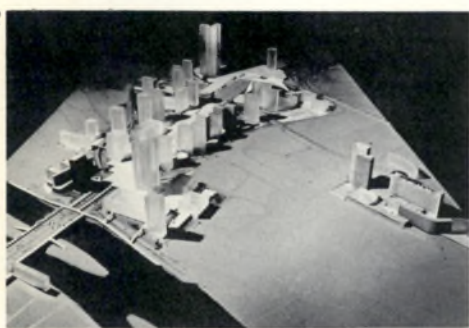
1 Façade de la tour Aurore

2 Maquette de la voie de desserte locale de la Zone "A"

1



2



1 Perspective partielle des travaux.

2 Le quartier d'affaires de la Défense se distingue par la vigilance avec laquelle on a préservé l'environnement naturel.

3 L'implantation d'un quartier d'affaires à la Défense.

Photos: E.P.A.D.—Yves Guillemaut

lot, De Mailly, Zehrfuss—d'utiliser ce creux naturel en le recouvrant d'un gigantesque plateau artificiel en pente douce de 1,200 m de longueur sur 200 m, de largeur en moyenne, soit sur une surface totale de l'ordre de 25 ha, qui deviendrait ainsi le sol de la ville, réservé aux piétons, tout ce qui est l'accessoire indispensable à la vie de la Cité (circulation, desserte, stationnement, réseaux divers) trouvant sa place dans le volume délimité entre cette plateforme et le sol naturel, où en particulier seront logées environ 20,000 places de stationnement.

1.3 Les circulations

Les transports en commun ont fait l'objet d'études attentives

Il importait en effet que tous ceux qui seront appelés à vivre ou à travailler dans le nouveau quartier puissent, le plus possible, s'affranchir des moyens de transports individuels. Le complexe des transports publics comprendra:

- Tout d'abord, le Réseau Express Régional (R.E.R.) qui, dans sa phase définitive, reliera la banlieue ouest (Saint-Germain) à la banlieue est (Boissy-Saint-Léger), avec une vitesse de pointe de 90 km/h et une capacité de transport de 40,000 voyageurs à l'heure dans chaque sens. (Le tronçon Etoile-Défense, d'une longueur de 4,8 km sans station intermédiaire, est en service depuis le mois de février 1970, mettant ainsi le cœur de la Zone A, avec le C.N.I.T. et les premières tours déjà habitées, à moins de 4 minutes de l'Etoile.)

L'an prochain, la mise en service du tronçon Etoile-Auber mettra la Défense à moins de 10 minutes de l'Opéra, avec une seule station intermédiaire à l'Etoile;)

- une nouvelle gare de la Société nationale des chemins de fer français, en service depuis la fin de l'année dernière, en communication directe avec la station Défense du R.E.R., permet aux voyageurs des lignes Saint-Lazare-Saint-Nom-La-Bretèche, d'accéder facilement à la Défense;

- une gare routière, enfin, en communication directe avec la station du R.E.R. est actuellement en construction.

Cette gare routière assurera le terminus d'une douzaine de lignes de la Régie Autonome des Transports Parisiens; elle sera également utilisée par les lignes d'autocars privés; d'ores et déjà, une station provisoire est en service depuis l'ouverture du R.E.R.

Tout a donc été mis en oeuvre pour faciliter l'accès de la Défense par les transports en commun, mais l'automobiliste n'a pas été négligé pour autant. La principale raison des difficultés actuelles de circulation sur l'avenue du Général de Gaulle et sur les RN 13 et 192 réside dans la coexistence sur une même artère des trafics à grande distance et des circulations régionales, voies purement locales. Il était impossible, dans le cadre de l'aménagement du quartier, de ne pas porter remède à cette situation et de laisser la circulation locale et régionale emprunter, sous la dalle, l'axe central. Aussi, ces dernières circulations ont-elles été rejetées à la périphérie de la zone. Une voie en sens unique de 4 km de longueur environ, avec 4 voies, ceinturera le futur quartier dans son ensemble, raccordée néanmoins par des échangeurs aux deux radiales; RN 192 et RN 13 qui partent du Rond-Point, l'un vers Pontoise, l'autre vers Saint-Germain. Ce boulevard circulaire permettra l'accès aux voies des autoparc situés sous les dalles. Enfin, deux bouclages intermédiaires permettront aux automobilistes de ne pas effectuer le tour complet du quartier.

Les trois grandes radiales du quartier seront réservées à la circulation à grande distance ou régionale:

- L'avenue du Général de Gaulle sera transformée en autoroute qui assurera la liaison de Paris à la Normandie;
- Les RN 13 et 192 assureront, à partir du centre de la Défense, le trafic vers Pontoise et Saint-Germain.

La jonction de ces trois artères sera assurée par un échangeur souterrain à 5 niveaux superposés, actuellement en cours de construction.

Enfin, une voie de desserte locale qui surplombera de chaque côté l'autoroute A 14, à la hauteur de l'étage supérieur du dernier niveau des autoparc, sera réservée aux autobus, aux taxis, ainsi qu'aux camions de livraison pour permettre, par les sous-sols, la desserte directe des immeubles.

De chaque côté de l'axe central, les volumes compris entre les dalles latérales et le sol naturel seront aménagés en partie en autoparc souterrains à plusieurs niveaux. Enfin, entre les dalles et le dernier niveau des autoparc, un niveau de grand gabarit (3,6 m), dit "entrepont", sera réservé à la desserte des immeubles et des sous-sols des commerces.

Partant du niveau le plus bas, on trouve:

- tout d'abord, le réseau express régional, dont la cote de niveau est commandée par la traversée de la Seine au Pont de Neuilly;
- puis, immédiatement au-dessus, la voie auto-routière qui se raccorde à l'autoroute de l'ouest, liée dans un tronc commun à la circulation nationale aussi bien en direction de Pontoise que de Rueil;
- ensuite, un niveau à grand gabarit, dit "entrepont", situé immédiatement sous la dalle-piétons, qui permet l'accès aux immeubles et aux commerces au moyen d'une voie de desserte intérieure;
- Enfin, les dalles-piétons qui comprennent la dalle centrale en pente continue au-dessus de l'actuelle avenue du Général de Gaulle, et les dalles latérales qui se raccordent à la première en différents points.

1.4 Les dalles

Au-dessus du niveau "entrepont", s'étend le sol artificiel. Il se décompose en trois parties :

- Le parvis, vaste esplanade horizontale d'une surface de 4 ha située au-dessus de la station du R.E.R., de l'échangeur routier et de la gare routière; c'est sur cette esplanade que débouchent les escaliers mécaniques des 4 sorties de la station du R.E.R.;
- La dalle centrale, en pente douce au-dessus de l'actuelle avenue du Général de Gaulle, sur une longueur de 1,000 m environ;
- Les dalles latérales s'étagant en gradins de part et d'autre de la dalle centrale.

Réservé uniquement à la circulation des piétons, ce sol artificiel, d'une surface totale de 25 ha environ, sera traité en espaces aménagés avec des cheminements vers les magasins, les immeubles d'habitation et les tours de bureaux.

1.5 Les immeubles

Le plan de masse de 1964 prévoyait trois ordres principaux d'architecture, correspondant aux trois catégories de bâtiments :

- Les bureaux (ordre haut)
- Les habitations (ordre moyen)
- Les commerces (ordre bas).

Comme il s'agit de créer un quartier d'affaires, il a paru important en effet d'y prévoir non seulement des commerces à l'usage des employés des bureaux, mais également un nombre suffisant d'habitations pour éviter la disparition complète de toute activité après la fermeture des bureaux.

Les immeubles de bureaux : une trentaine de tours de 25 à 30 niveaux et d'environ 30,000 m² de surface de planchers chacune, culminaient dans le plan de masse initial à une hauteur constante. Seule conception : une tour de plus de 200 m de hauteur et d'environ 150,000 m² de surface de planchers, située face au bâtiment bas que constitue le C.N.I.T. à l'extrémité ouest du quartier, devait rompre l'éventuelle monotonie de cette masse.

Les immeubles d'habitation : Le plan de masse initial prévoyait, en ce qui les concerne, deux caractéristiques principales—hauteur moyenne de 4 à 8 étages et plan rectangulaire entourant un jardin central, suivant un parti dit "Palais Royal". L'idée consistait à prévoir, à l'abri de l'animation du quartier d'affaires, de petites unités urbaines, îlots de calme et de verdure où l'intimité des habitants serait sauvegardée. Les 5,000 logements prévus correspondent à une très faible augmentation du nombre des foyers qui vivaient dans le secteur avant l'opération. Il convient de rappeler en effet que l'aménagement de cette zone a pour objet essentiel la création d'un quartier d'affaires et que, s'il était nécessaire d'y prévoir des habitations pour des raisons d'animation, la majeure partie des surfaces construites devait, de par le programme fixé, être réservée à la construction de bureaux et de commerces.

Les commerces : Au pied des immeubles de bureaux et d'habitations, sur un ou deux niveaux, des volumes, le plus souvent aménagés dans le recouvrement des dalles latérales en gradins, sont réservés aux commerces pour les besoins locaux.

- La Zone B d'une superficie de 600 hectares a déjà été occupée en partie par des opérations publiques lancées par l'Etat (construction en 1957 de 2,500 logements H.L.M.—construction du complexe universitaire de Nanterre—réalisation de la Préfecture des Hauts-de-Seine—équipements intéressants la ville de Nanterre : lycée, piscine, centre administratif).

3



L'aménagement à entreprendre par l'E.P.A.D. ne porte donc en réalité que sur 400 hectares. Ce travail portera sur l'environnement de deux stations du R.E.R. pour le moment intitulées "M" et "P".

- La station "M" desservira la Préfecture des Hauts-de-Seine. Ce quartier doit devenir un centre urbain capable de supporter les fonctions de Chef-Lieu d'un des départements français les plus peuplés. Desservi par le R.E.R., ce secteur sera en 1972 à quelque 6 minutes de l'Etoile et 9 minutes de l'Opéra. Il a déjà provoqué l'intérêt du Ministère de l'Education Nationale et d'importants groupes privés.

Dans cet ensemble s'intégreront l'Ecole des Arts Décoratifs et son Musée, une Ecole d'Architecture, le Conservatoire National de Musique, à la limite d'un parc public de 24 ha.

- La station "P" : Ce secteur, dont l'aménagement n'est prévu qu'au delà de 1975, sera exceptionnellement bien desservi.

Situé au croisement des Autoroutes A 86 (rocade interurbaine) et A 14 (Paris-Normandie), à l'intersection de deux lignes du R.E.R. (Défense-Pontoise et Saint-Germain-Boissy St-Léger), il sera aussi desservi par une gare S.N.C.F. sur la ligne Le Havre-Paris-St-Lazare.

2 La Mission de L'E.P.A.D.

Elle consiste à mettre au point les plans d'aménagement de ces deux zones avec une priorité toute particulière pour la zone A. L'E.P.A.D. définit dans cette dernière zone les volumes et les implantations des différentes tours de bureaux à construire par les promoteurs privés.

Leur environnement a été, jusqu'ici, réalisé entièrement par l'E.P.A.D. (autoparc, voirie de desserte, galerie d'amenée des réseaux divers d'eau, d'électricité, etc. . .).

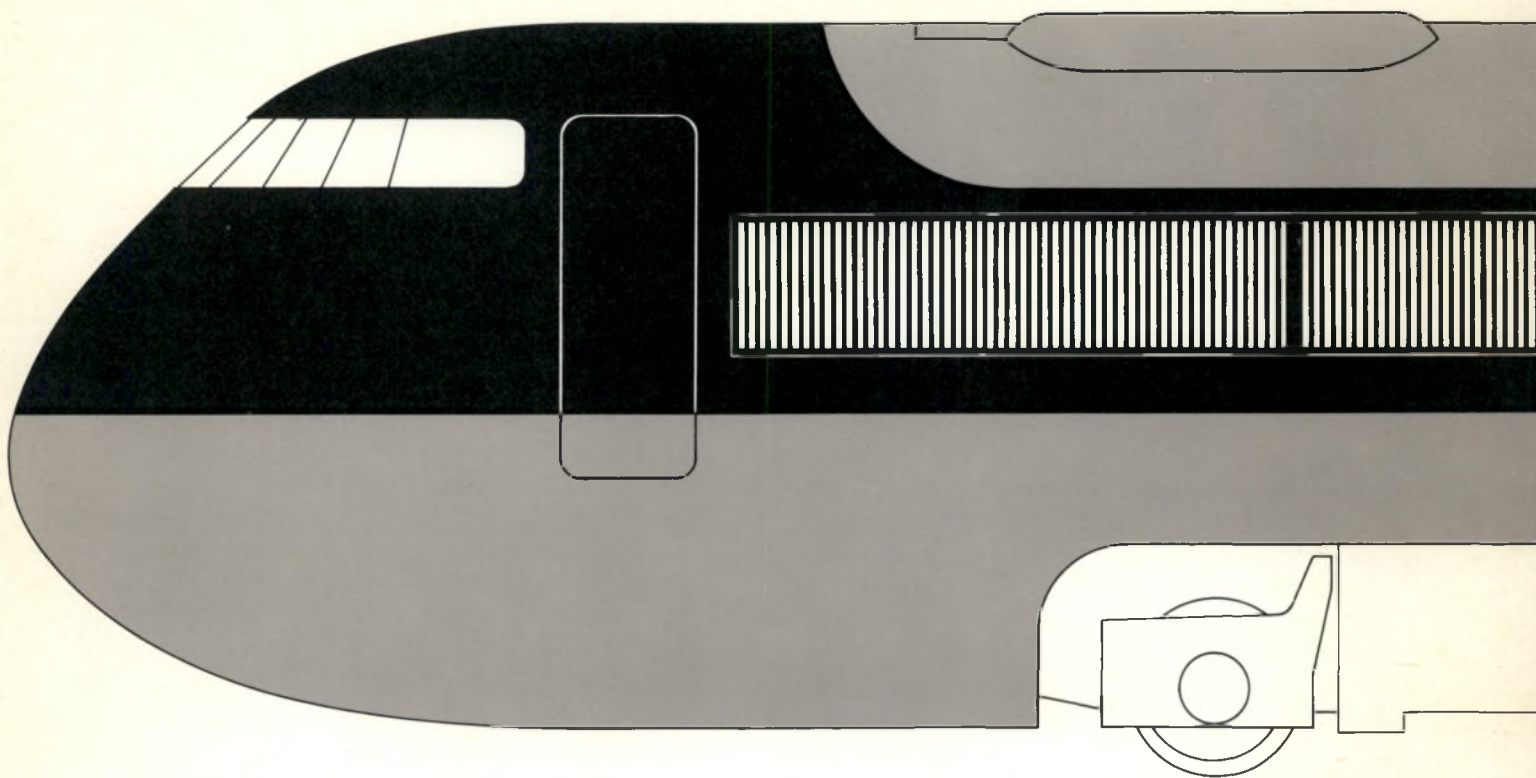
Il détermine les implantations des commerces et des logements, ces derniers construits par les organismes correspondants (Offices Publics d'H.L.M., Sociétés coopératives d'H.L.M., promoteurs privés).

L'E.P.A.D. agit également, la plupart du temps, en ce qui concerne les équipements publics, en qualité de mandataire des collectivités (Etat, communes, R.A.T.P., Office d'H.L.M., etc. . .) pour les acquisitions foncières—il intervient également parfois en cette même qualité de mandataire pour les travaux, par exemple pour les autoroutes et voies rapides à réaliser pour le compte du Ministère de l'Equipeement et du Logement.

3 Les Ressources de l'E.P.A.D.

Elles proviennent de ses ressources propres (droits de construire cédés aux promoteurs de bureaux, de commerces ou d'habitations) ou de fonds versés par les collectivités dont l'E.P.A.D. est le mandataire. Les moyens de trésorerie nécessaires dans l'attente de la perception des droits de construire sont assurés par des emprunts, réalisés auprès de la Caisse des Dépôts et Consignations.

En 1975 on ne comptera en effet dans ce quartier, pas moins de 1,400,000 m² de planchers de bureaux, 300,000 m² de surfaces réservées au commerce dont un Centre Commercial régional de 150,000 m², 6,000 logements et 25,000 places de stationnement.



by B. T. Price The problems facing transport planners everywhere are severe, and there is no reason for believing that they will become simpler with the passage of time. The one resource which most countries have so far failed to use fully in tackling these problems is modern technology. But the lesson has now been learned, and many advanced countries, are actively engaged in a programme of research and development which will create a whole range of new transport devices during the 1970s. The 1980s should see many of these devices entering full public service.

Apart from such factors as intrinsically better performance, comfort and noise levels some of the new systems will offer—at least in principle—a possible line of escape, through automation, from the labour intensity and sensitivity to wage inflation which has plagued public transport in many countries up to the present and made its economics so questionable.

Motor Vehicle Dominance

The dominant feature of the inland transport scene is, and is likely to remain, the motor vehicle. By 1989, most advanced countries will have complete networks of intercity motorways, and a few urban motorways. The total demand for travel will continue to mount roughly in proportion to the number of motor vehicles.

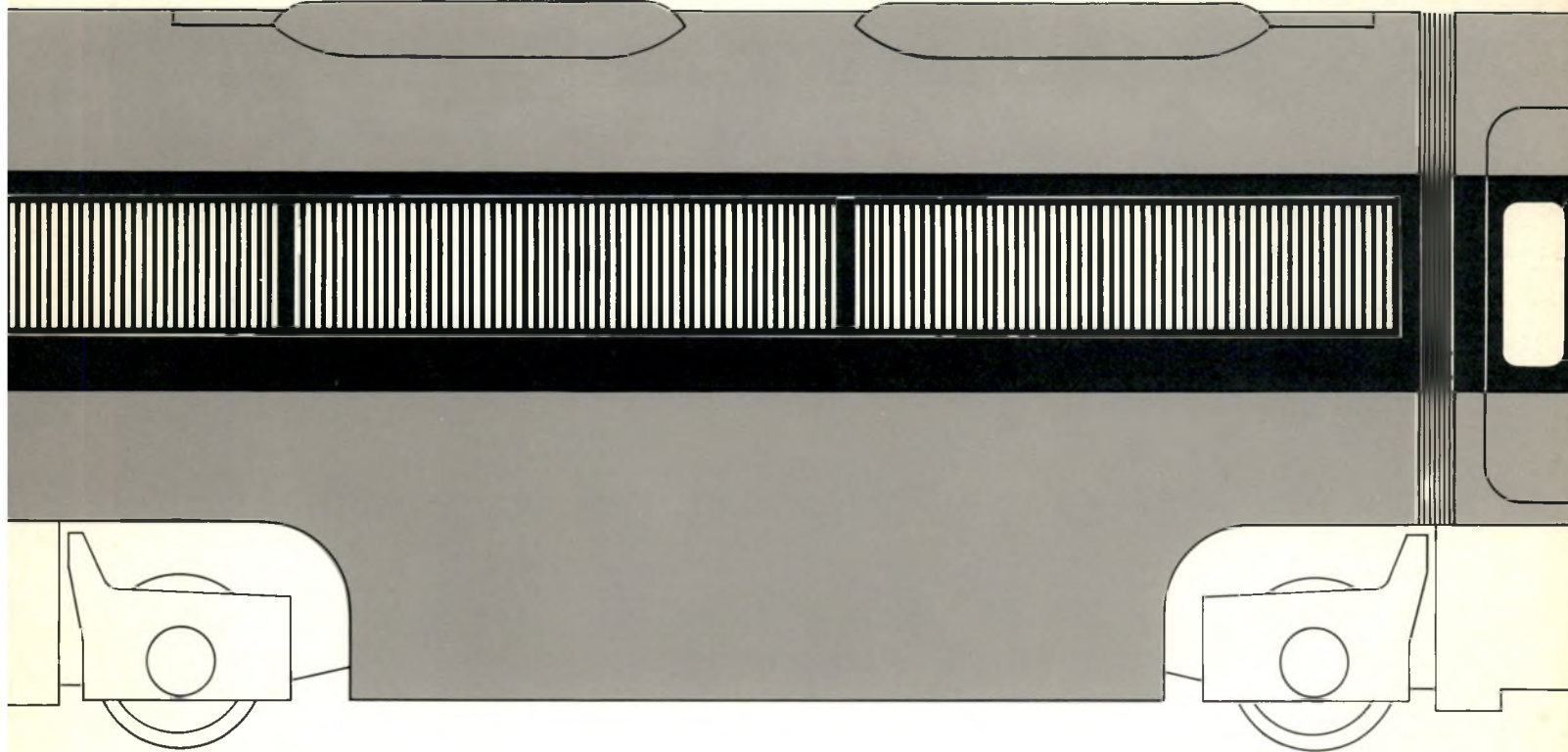
The challenge to the railways will become more severe, both for passenger journeys of a kind which can more easily be done by road, and for

freight. The railways will, however, still form the mainstay of the commuting network of the largest cities, and will also be able to offer such a substantial improvement in intercity passenger services—through for instance, British Rail's Advanced Passenger Train (APT)—as to be able to hold their own with short-haul air services, certainly at distances of 300 miles (483 km) and possible even out to 400 miles (650 km). By the end of the 1980s, cruise speeds up to 150 m.p.h. (240 k.p.h.) will be commonplace and Bristol in the west of England will be within 70 minutes of London—a distance of 116 miles (187 km).

These fast timings will have a noticeable effect on the profitability of air services, which will naturally react by trying to improve connections, wherever possible, with city centres. Increasing public attention to noise problems and considerations of safety and operating economics will, however, exercise a restraint on direct Vertical/Short Take-Off and Landing (v/stol) operation from city centres. So will the size of the investment in conventional airports and the possibility of providing faster links from city centres at comparable cost. On the other hand, the problems of operating aircraft close to conurbations should be assisted by the likely reduction in aircraft noise levels over the next 20 years by as much as 20 decibels (db)—roughly equivalent to a fourfold reduction in subjective noise levels.

A cruise speed of 150 m.p.h. (240 k.p.h.) certainly does not represent the ultimate poten-

How we could travel in the 1980^s



tiality of rail transport. In fact, it is difficult to see just where the technical limit would lie, provided money is available to adopt new track arrangements, probably with a broader gauge. For economic reasons, however, it is unlikely that such an additional step forward can be expected before the 1990s.

Before then, speeds well above 150 m.p.h. (240 k.p.h.) will have become possible with tracked hovercraft which, when propelled by a linear induction motor, could well provide a silent and comfortable means of travel. The tracked hovercraft's economics will inevitably suffer in comparison with those of the 150 m.p.h. (240 k.p.h.) advanced passenger train, which can make use of existing track and infrastructure. Nevertheless, the possibility of being able to attain speeds of 250 to 300 m.p.h. (400 to 480 k.p.h.) is likely to ensure that some advanced countries will adopt this form of travel for at least a few high-intensity links, probably during the next 20 years.

The urban field is dominated by the car, by the congestion it causes, by its encouragement of the steadily increasing dispersal of cities, and by the consequent inability of public transport services, particularly buses, to pay their way. New technology, improved methods of organisation, and pressure on motorists to reduce congestion will all be needed if public transport in cities is not to decline still further.

New technological possibilities will include belts, moving at speeds up to 15 m.p.h. (24 k.p.h.)

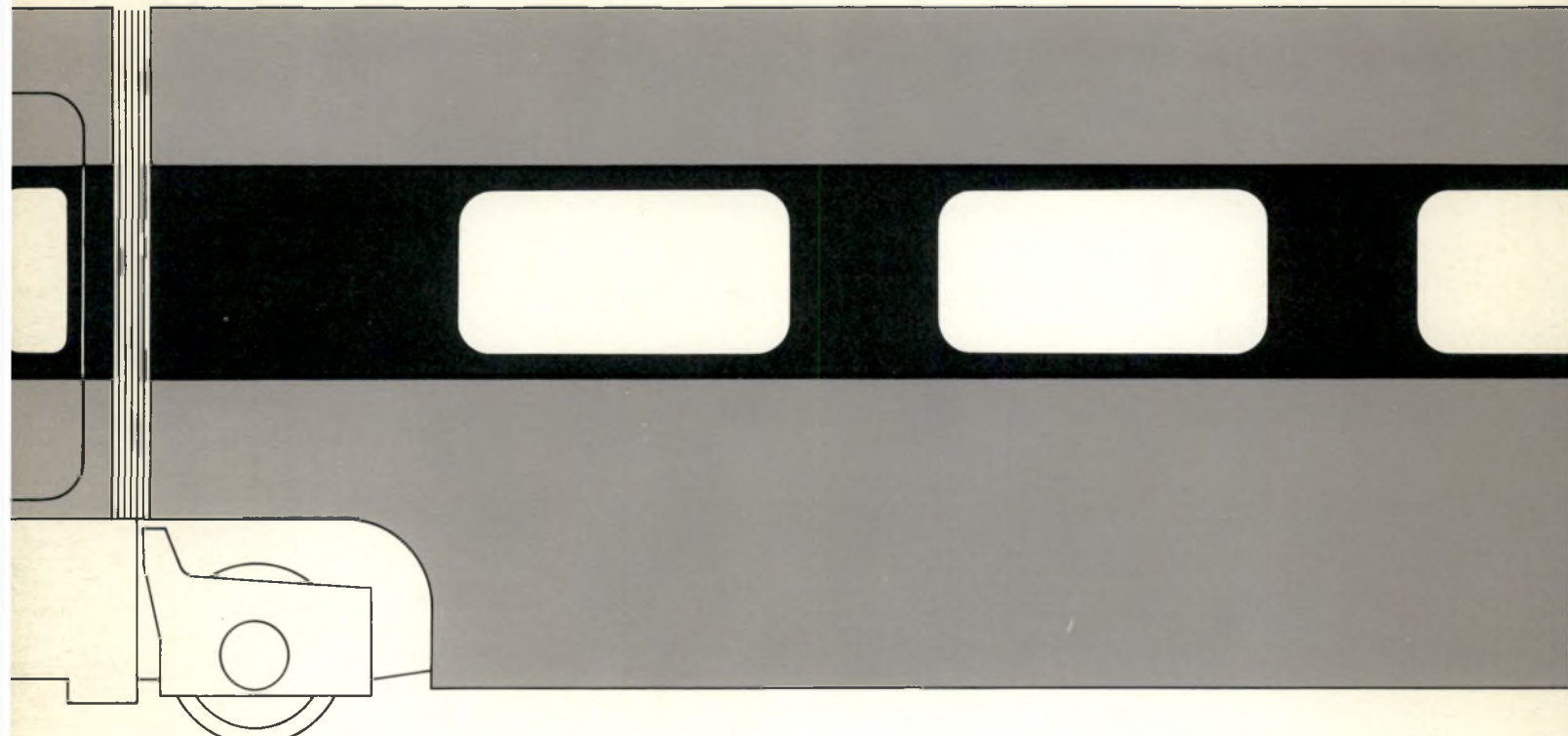
to carry pedestrians, and small tracked cabs, which can automatically find their way to a chosen destination along a network of fixed tracks. Technology can also be used to provide electronic methods of road pricing (as a means of combating congestion) and in providing new ways of freight distribution within cities.

Bus operations can be assisted by centralised control with automatic reporting of vehicle position, traffic lights actuated by approaching buses, dial-a-bus systems for calling up buses by individual customers, as well as by special busways, with or without automatic guidance. But the bus, being wholly or partly untracked, and therefore needing a driver, cannot be protected even by advanced technology from the problem of labour intensity.

Tracked systems can avoid this problem if made fully automatic, though they cannot deal with dispersed suburban areas. There will be a great renewal of interest in urban railway construction, and greatly improved systems will be built in substantial numbers all over the world. Better interchanges and stored fare ticketing arrangements will add to their appeal.

Reducing Railway Cost

Cheaper tunnelling methods will gradually become available during the next 20 years, and this will reduce the cost of constructing urban railways, and will eventually—at least very near to city centres—bring the cost of underground mo-



Very high speed, great comfort and downtown-to-downtown convenience are predicted when Britain's APT-1 is put into regular service. The train will have a speed of over 150 mph (240 kph). Like the proposed Canadian LCR (and also CN's Turbo-train) the APT-1 has a lightweight aluminum skin: it is powered by gas turbine engines. Both the British and Canadian trains have a considerable advantage over their French and Japanese 'competitors' in being designed to run within the operating capability of present systems and over existing tracks. The ability to run at these very high speeds on to-day's tracks is made possible, in part, by a novel suspension system which, in the case of APT-1, is still secret. A model of the Canadian system is shown opposite. Both these arrangements allow individual carriages to bank independently either way by as much as ten degrees.

The APT-1 will use a great deal of advanced technology not yet used in other high-speed systems. For example, a hydronic primary braking system is incorporated after which disc brakes will take over. Like the LCR, it too, has a sensing unit which will read the train speed and track curvature so the hydraulic vehicle-tilting mechanism of the carriage can adjust for the very high speed.

Transport in Canada—Now and the Future

In a recent monograph published by CMHC* its author, D. J. Reynolds, forecasts a population increase to between 30 to 40 million by the year 2000. This will be in the nine largest cities of: Montreal, Toronto, Vancouver, Ottawa, Winnipeg, Edmonton, Calgary, Hamilton and Quebec City who, in turn, can expect to have the most serious transport problems.

Furthermore some 46 other cities might exceed a population of 50,000 by end-century, much of this population increase being concentrated between Quebec City and Windsor. In addition, increased car ownership per head can be expected to double urban traffic volumes by the end of the century, most of the increase (60%) taking place between 1970 and 1980. However, the demand for inter-city rail passenger services would decline and future demand for urban bus services would be uncertain.

Most forms of transport should be able to respond to increased demand without increases in real costs (in constant \$) the major exception being urban bus services. With some diversion of road investment from rural to urban, the supply of highways should be adequate to meet demand. There seemed little prospect of new and substantial technological advance in urban transport systems, although several of the major cities at present without them might be able to successfully install mass transit systems by end-century.

The plans of the major cities were mainly concerned with the expansions of freeway systems, al-

though the course of events since they were drawn up may have radically modified their intentions.

Concerning the pricing of urban transport systems there seemed little doubt, that under congested conditions the private car was not paying its full social costs. The major difficulty was to devise practical, efficient and equitable systems of road pricing with increased parking charges probably being the best compromise.

As an alternative to taxing car use under congested urban conditions, there was a case in principle for free transit systems which would lead to small but significant diversions from car to transit, but the subsidies required (probably best raised by increased gas taxation) would be so massive that further analysis and limited experiments would be necessary before such a radical proposal could be assessed.

Assessing the impact of urban transport on the environment, it seemed that the most important and critical effect was that on air pollution to which the automobile appeared to be the major contributor. But because of our low overall population density, air pollution in Canada was at much less than in the U.S.A. and improvement to existing vehicles should be able to off-set the effects of growth in vehicles and secure a reduction in urban vehicle pollution by the year 2000.

Including the more subjective effects of road vehicles on the environment — noise, visual effects and impedance to pedestrians — these could be reduced either at source, by

increasing distances between source and sufferer, or by introducing barriers to sight and sound such as walls, hedges and trees. The ideal from the environmental point of view would probably be freeways with low speed limits such as the parkways of Ottawa.

The author concludes by saying there are no easy answers to the urban transport problems in Canada or elsewhere. In particular the fundamental problem of the car/transit balance remains unresolved. He says, however, that it would be quite wrong to be pessimistic about the future of urban transport, particularly in Canada, for unlike most other countries of the world the problem is of manageable proportions and resources should be adequate to meet demand. The major problems will be tackled by the major highway authorities, and in reality people and their cities can adjust on many margins and thus avoid serious breakdown. There remains a great need for general Canadian research on this problem as part of a horizontal study of the economic, physical and social forces and stresses of urbanization in Canada.

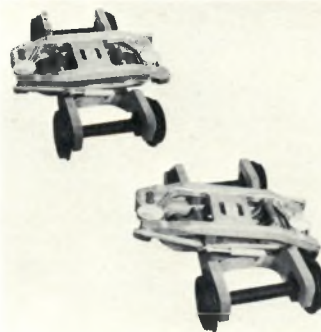
* *Urban Canada: Problems and Prospects. Research Monograph 3 The Urban Transport Problem in Canada, 1970-2000 by D. J. Reynolds. CMHC, Ottawa 105 p.p., \$2.00 (available only from Information Canada offices)*

torway construction close to the combined land acquisition costs of above-ground urban motorways, so opening up a new option in urban transport planning.

More widespread multi-level solutions to the problem of urban mobility will be slow to develop, because of the high cost. But movement in that direction will be steady particularly if, as in Montreal, the cost of the development can be largely recouped out of the improvement in land and business values which it brings about.

The present pressures to avoid any further deterioration of the environment should result in a gradual reduction in vehicle noise levels though, as radical re-designs will be needed in many cases, it will take at least a decade for the full effects to be felt. Tire noise is likely to remain a difficult problem, though one which could be overcome (at a price) by noise barriers on urban motorways. Much quieter forms of propulsion could be brought to the state of general use—electric drive with improved batteries, steam, and possibly fly-wheel energy storage using super flywheels built from materials such as carbon fibre.

It is by no means certain that all the possibilities listed above can be brought into service while retaining present levels of cost to the traveller. The ultimate level and sophistication of the technology built into public transport and traffic management systems will inevitably reflect the judgment of the public on how much it is prepared to pay for an improved level of service.



At the beginning of October the prototype of a Canadian entry into the field of high-speed, inter-urban passenger transportation was shown in Ottawa by its developers, a consortium of Alcan Canada Products, Dominion Foundries and Steel Ltd., and MLW-Industries. (Some 50% of the estimated development cost of \$2.5 million is being provided by the Federal Department of Industry, Trade and Commerce.) The train, designated LCR (Lightweight, Rapid, Comfortable/Léger, Rapide, Comfortable) will be able to travel at 120 mph and complete the Montreal-Toronto run in 3 hours and 20 minutes. Lightness, a low centre of gravity and a suspension system that uses electronic sensors and hydraulic cylinders to bank the coaches on curves for maximum passenger comfort, are the basics of the new train's design. The unit is powered by a diesel electric engine and designed to operate on push-pull basis with twelve coaches and a locomotive at each end; its stressed skin coach bodies are made of aluminum alloy. The unusual suspension system allows it to go round curves, without loss of passenger comfort, about 35-40% faster than would be otherwise possible. The whole system is designed to operate over existing North American tracks. Shown here is the interior of a prototype coach.

These are wooden models of the suspension system showing it in two modes—horizontal (top) and powered banking (below).

Taking stock of our old buildings

(Part I)

by Vivian Astroff

It's cheaper and simpler to throw out the past, say many advocates of urban redevelopment. And on the grounds of sheer economic efficiency handsome old structures are demolished to make way for parking lots and snack shacks. In the words of architectural critic Ada Louise Huxtable, "Pow! It's good-bye history, hello hamburger." Then we spend our holidays in Europe gawking at 400-year-old wonders like Anne Hathaway's cottage. Our landscape may be comparatively skimpy of national architectural shrines of Old World scale, but we do have a heritage of many fine old buildings that are worth saving.

This past summer was the first birthday of an exciting Federally sponsored program designed to help us recognize the breadth of our architectural heritage. The Canadian Inventory of Historic Building, conceived and nurtured by the National Historic Sites Service of the Department of Indian Affairs and Northern Development, is surveying, analysing and categorizing over 200 years of Canadian building. Over the next several years the inventory will pinpoint some 100,000 old but solid, often attractive, usable buildings in our urban and rural areas.

Since it was launched in June, 1970, the first targets for survey have been the threatened buildings, some standing just in the shadow of the wrecking ball. In many such cases our record will be one for archival use only. However, the *raison d'être* for the inventory is to provide the Historic Sites and Monuments Board of Canada with comparative data on historically or architecturally significant buildings. The information provided by the inventory will make it far easier for the Board to select for recommendation to the Minister those buildings definitely meriting national commemoration. (The HSMBC acts as an advisory body to the Minister of Indian Affairs and Northern Development who is responsible for national historic parks and sites.)

A secondary benefit, which may in fact prove far more important in impact, is that the inventory will provide urban planners, municipal governments and local citizens' groups with a body of basic facts about our usable old and historic buildings; a tool with which to rationally approach the problem of building preservation in our city centers.

From Monument Preservation To Area Conservation

Traditionally the term preservation has been used in the pantry sense. Preserving a building meant a sort of architectural pickling as it were. Over the past decade, however, the museum approach to preserving a few historically or architecturally important buildings as isolated landmarks has gradually broadened to an attempt at "area" conservation. And hence preservationists have come to realize that "history" and "heritage" can be made meaningful as a functioning part of the community. With a little ingenuity and fresh paint many old city buildings can offer more solid, humane housing and commercial space than the slick monotony of the high-rise. Such conservation of streetscapes would preserve the sense of community and belonging felt by residents of an area — one they are used to and like.

But in order to save the worthwhile buildings, we must first find them. The old divining rods used in the United States and Central Europe presupposed a climate of slow urban change and (expensive) professional expertise to carefully, decade by decade, locate and record thousands of buildings. But the burgeoning growth of Canadian cities denies us the luxury of time, while the absence of heritage foundations on the scale of Ford or Rockefeller denies us the luxury of money. And so the felicitous birth of the Canadian Inventory of Historic Building.





The stonework of this Indian Head, Saskatchewan house, built about 1900, is distinctive to the Canadian prairies.

Le revêtement de pierre de cette maison d'Indian Head, Saskatchewan, bâtie aux alentours de 1900, est particulier aux provinces des Prairies.

L'inventaire de nos vieux bâtiments

Notre pays possède relativement peu de reliques architecturales comparables à celles du vieux monde, mais il compte de très beaux bâtiments anciens qui méritent d'être préservés.

L'été de 1971 marque le premier anniversaire d'un programme fédéral conçu pour nous aider à reconnaître l'étendue de ce patrimoine. L'*Inventaire des bâtiments historiques du Canada*, imaginé et élaboré par le Service des lieux historiques nationaux du ministère des Affaires indiennes et du Nord canadien, vise à dénombrer, analyser et classer des ouvrages représentant plus de 200 ans d'architecture canadienne. D'ici 1980, on localisera avec précision plus de 100,000 bâtiments anciens encore solides et utilisables.

Depuis juin 1970, l'*Inventaire* a surtout porté sur des édifices menacés de démolition. Mais sa raison d'être est de fournir à la Commission des lieux et monuments historiques du Canada des données comparatives sur l'importance historique et architecturale des bâtiments pour qu'elle sache lesquels méritent d'être déclarés lieux historiques nationaux et que soient utilisés au mieux les fonds fédéraux affectés à la conservation. Avantage



1 Built about 1911, the design of Winnipeg's Crown Trust Building will be recognized by architecture students as an example of the Chicago School – a new North American style dependent on steel and modern technology. The historic motifs are machine-made, the regular multi-storey frame is constructed of steel, and the building's height coincides with the use of elevators.

Le Crown Trust Building construit à Winnipeg en 1911, est un exemple de l'architecture développée par l'école de Chicago – un nouveau style nord-américain basé sur l'usage de l'acier et de la technologie moderne. Les motifs historiques sont façonnés à la machine, la charpente de l'édifice à plusieurs étages est fait d'acier et sa hauteur coïncide avec l'usage des ascenseurs.

2 The anatomy of this late 19th-century Vancouver house is typical of balloon-frame structures in that city.

L'anatomie de cette demeure de la fin du 19^e siècle représente de façon typique les charpentes pourvues d'une ossature à claire-voie que l'on remarque dans la ville de Vancouver.

3 A doorway in Saint John, New Brunswick is decorated with intricate wooden figureheads carved in the maritime tradition. Built in the 1890s, this frame house faces an uncertain future.

Deux figures de proue habilement sculptées dans le bois selon la tradition maritime ornent cette entrée, à St. John's, Nouveau-Brunswick. L'avenir de cette maison de bois, qui date des années 1860, demeure incertain.

4 Philomene Terrace in Ottawa's historic Sandy Hill area was built in the 1870s. The simple conservative stonework is an interesting contrast to the elaborate Victorian fretwork of the porch.

La Terrasse Philomène, située dans l'historique Sandy Hill d'Ottawa, fut construite dans les années 1870. La maçonnerie simple et conservatrice fait contraste avec le style victorien du porche aux découpures élaborées.



The Miracle is in the Method

Really a child of this age, the Canadian inventory is at heart a computer-based system. The architectural essence of each building is reduced to that object so beloved by modern technocrats – the coded form. In this way expertise is most fruitfully (and economically) employed in planning the survey and analysing the results – the actual footwork of the survey can and, indeed has, been successfully carried out by non-professionals. The method is quick, economical, and accurate since it eliminates written reports. Since one man's neoclassical may be another man's Victorian, the miracle of the inventory is in the method. The coded form lists objective criteria for classifying any particular building.

The recording "form" is in fact a ten-page list of structural features. The information is broken down into 70 categories to answer the question "what kind of?" Categories range from "historical significance" and "present use" (the latter listing no fewer than 90 descriptions from which the surveyor may choose), to exterior architectural features. In turn, these categories list the characteristics typical of Canadian architecture. Simple descriptive drawings show the exact form of building detail, varieties of structural plan, and method of

secondaire, dont les effets pourront s'avérer beaucoup plus importants: l'Inventaire fournira aux urbanistes, aux gouvernements municipaux et aux associations intéressées un ensemble de faits sur les bâtiments historiques utilisables.

Depuis dix ans, l'attitude selon laquelle on préservait quelques constructions isolées s'est graduellement transformée en tentative de conservation de toute une zone, ce qui maintient chez les résidents un sens de la communauté et un sentiment d'appartenance. Mais pour les sauvegarder, il faut commencer par les repérer. La prolifération des villes canadiennes nous privant de l'élément temps et l'absence de fondations comme celles de Ford ou de Rockefeller nous privant de l'élément



construction. The section on wall material and construction method lists the gamut of wood, earth, brick, stone, iron, steel, and concrete building techniques.

Further, the system is open-ended so that new information can be added at any point as additional categories or characteristics. The recorder simply checks off the appropriate description of any given structural feature, or, if in doubt, "other." The data recorded on the forms combined with photographs of the exterior of each building provide a complete and objective picture of a building's architectural character.

The Canadian inventory draws from American experience with inventory, and from the groundwork laid by the systematic study of the English vernacular carried out

argent, la création de l'Inventaire a été accueillie avec joie.

L'Inventaire utilise un système fondé sur l'informatique. L'essence architecturale de chaque bâtiment est réduite à la forme codée, qui donne une liste de critères objectifs. La formule comprend une liste de dix pages de caractéristiques structurales et le travail sur place peut donc être exécuté par des non-professionnels. Jointes aux photographies d'extérieur de chaque bâtiment, les données enregistrées sur la formule fournissent une description complète de son architecture.

L'Inventaire canadien s'inspire de l'expérience américaine et de l'ouvrage fondamental du professeur R. W. Brunskill, de l'Université de Manchester. Conçu à l'échelle nationale, notre Inventaire a cependant une portée plus large et son plus grand mérite est de fournir facilement et rapidement les renseignements voulus. Toutes les données codées concernant n'importe quel bâtiment peuvent être imprimées sur une seule ligne horizontale continue, de sorte qu'une personne familiarisée avec le système peut "lire" le bâtiment.

L'objectif de l'Inventaire est surtout d'examiner des secteurs jugés représentatifs de l'architecture du Canada. Le programme comporte trois phases: 1 - consigner en cinq ans



by Professor R. W. Brunskill of Manchester University. But the latter two, like many other county and municipal surveys carried out in the United States and Europe, have been limited in scope and area. The Canadian survey is national in scope, with the objective of gathering detailed standard information on some 100,000 old buildings. And most important of all, the information can be retrieved easily and quickly. With tens of thousands of buildings to handle, and some 78 categories of variation (exclusive of multiple choice questions), the data bank will contain over seven million items.

les détails extérieurs de 100,000 bâtiments; 2 - décrire en détail l'intérieur et les caractéristiques architecturales de 10,000 bâtiments choisis d'après les résultats de la première phase; 3 - filtrer les résultats de la deuxième phase touchant les quelques centaines d'immeubles d'une grande importance historique et architecturale. L'Inventaire remontera jusqu'à 1880 pour les provinces de l'Est sauf le nord de l'Ontario, et à 1914 pour le nord de l'Ontario, l'Ouest et le Nord du Canada. D'ici l'automne 1971, on compte achever l'enregistrement de 40,000 bâtiments.

Le programme a reçu l'appui de divers paliers de l'administration gouvernementale et de groupes de citoyens. Certaines villes et provinces ont consacré des subventions spéciales à l'embauchage d'enquêteurs locaux.

Banque de renseignements pour les urbanistes et les hauts fonctionnaires des gouvernements, l'Inventaire fournira une occasion exceptionnelle d'affecter à une fin commune les ressources publiques et privées.

par Vivian Astroff

Provision for instant recall of information is indeed the pitfall of past inventories and surveys. Detailed descriptions, drawings and photographs of the buildings have to be ferreted out by dedicated scholars from the dusty files of planning and real estate offices, private surveys and local libraries. In this computerized inventory information comes from the field in digital form, and is thus fed to the mechanical recording and retrieval system.

In digested state the discrete bits of data are retrievable as a catalogue of computer print-outs showing the characteristics of each building in each area surveyed in a particular province. And the coded data for any one structure can be printed out in one continuous horizontal line. By scanning



1 A fine example of late 18th-century rural Quebec architecture this farmhouse has thick rubble masonry walls, flared bell-cast roof, and corner chimneys like those of medieval France.
C'est un bel exemple d'architecture québécoise rurale de la fin du XVIII^e siècle que cette ferme aux murs en moellons, au toit en forme de cloche évasée et aux cheminées d'angle qui rappellent celles de la France du Moyen Âge.

2 The elegant West House was built in 1863 on fashionable Brunswick Street, Halifax. Carved stone windowheads, delicate ironwork, and mansard roof are patterned after the 18th-century French mansion.
L'élégante West House a été construite en 1863, dans le quartier chic d'Halifax, rue Brunswick. Ses traverses supérieures de fenêtres en pierre sculptée, sa délicate ferronnerie d'art et son toit mansardé sont inspirés de la demeure française du XVIII^e siècle.

3 Located in Winnipeg, this large turn-of-the-century house is typical of its time. Not threatened by demolition or deterioration, it is classified by the Inventory as "urban, part of a compatible group".
Cette grande maison fin de siècle située à Winnipeg est représentative de cette époque. Elle n'est menacée ni de démolition ni de détérioration et l'Inventaire la décrit comme "urbaine et faisant partie d'un groupe harmonieux".

Photos by Department of Indian Affairs and Northern Development

across the horizontal line (after first becoming familiar with the code system) one can "read" the building. Further, the data for all buildings in a particular area are grouped together in a print-out index. By reading down one column, say the building "plan" category for example, one can read the architectural profile of a whole street or group of structures. For easy reference, the coded index sheet for each area will be accompanied by an analytical written report, map, and photographs of the buildings and streetscapes concerned.



Measuring Our Architectural Breadth
Initially the inventory is surveying vast representative urban and rural areas across the country. Immediate subjects for the recording teams are the buildings known to be the oldest in a given area, especially those deteriorating through neglect or abandonment, or standing in danger of demolition. Ultimately, however, data on all structures which qualify by their age will be recorded. (The present historical boundary for the survey is 1880 for the eastern provinces except northern Ontario, and 1914 for northern Ontario, the west and north.)

The program has been planned as three telescoping phases. The first phase, under way since last summer, consists of recording the exteriors of some 100,000 buildings over a five-year period to produce a broad view of our architectural heritage. We will learn, in specific terms, what sort of old buildings we have and where they are located. Phase two, to be initiated in a pilot study this autumn, will detail the interior architectural features of a select 10,000 buildings. A third

phase, intended primarily as a reference source for the Historic Sites and Monuments Board of Canada, will screen phase two results for the few hundred architecturally and historically outstanding buildings in Canada. These will be described in measured drawings and detailed structural and historical reports.

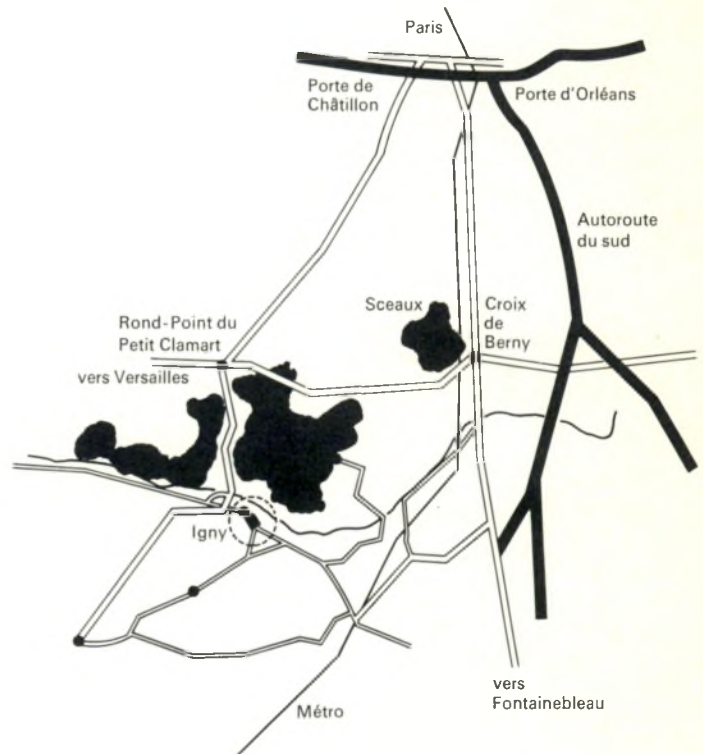
During three months in the summer of '70, a field staff of 40 recorded some 11,000 buildings. This field staff of students, divided into teams (each headed by a captain trained by the Ottawa staff of architectural historians), surveyed about two dozen pre-selected urban and rural areas from Dawson City to St. John's. Between last September and May 1971, some 7,000 additional buildings were surveyed. By autumn, 1971 it is expected that a total of 40,000 buildings will have been recorded across Canada.

Happily, the program has received encouragement and support from various levels of government as well as citizen groups. Special grants, used to hire local recording staff, were made by some cities and provinces. In Ottawa's Sandy Hill area and Toronto's Annex, local volunteer groups did the recording. Results from the Sandy Hill survey are already being used as a reference source by regional government planners while plotting the widening of Ottawa's King Edward Road. In the Gaspé area, surveyed this spring, several architecturally significant old buildings within the boundaries of the new Forillon National Park are being considered for possible rehabilitation as park administrative buildings. In this role as an information bank, accessible to urban planners and officials at all levels of government, the inventory will provide a unique opportunity for public and private resources to be pooled for a common purpose. And hopefully, as the song goes, this could be the start of something big.

Le Parc des Erables La technique canadienne à l'assaut du marché européen

C'est à la mi-juin 1970 qu'avait lieu dans la banlieue parisienne l'inauguration officielle du premier grand lotissement canadien et, à la lueur d'une expérience maintenant vieille de plus de deux ans, il semble intéressant de faire le point d'une tentative qui ne vise rien moins qu'à l'implantation outre-Atlantique d'une technique typiquement nationale.

L'origine du Parc des Erables maintenant implanté à Igny, localité située au Sud de la capitale française, remonte à 1967, année au cours de laquelle une mission composée de représentants de divers organismes officiels français de la construction et du logement s'était rendue au Canada afin d'y étudier la technique de cons-



par Michel Oger

truction de maisons individuelles à ossature de bois et ses possibilités d'adaptation en France. Dans son rapport final, cette mission insistait sur l'aspect confortable et spacieux des maisons canadiennes et suggérait que de tels types d'habitations familiales seraient de nature à intéresser la population d'un pays qui, pour construire annuellement ses quelque 427,000 maisons, ne fait presque uniquement appel qu'à la brique et au béton.

Après de nouvelles études approfondies, et notamment la visite en France d'une mission canadienne du logement en 1968, ainsi qu'une série de consultations entre la SCHL et la Canadian Association of Home Builders, le ministère de l'Industrie et du Commerce décida d'entreprendre des négociations avec le gouvernement français et d'apporter son aide à un projet qui se concrétisait rapidement.

Le Centre scientifique et technique du bâtiment, organisme français responsable de la recherche et de l'approbation des matériaux et des techniques de cons-

truction, approuva le système décrit dans les Normes résidentielles du Code national du bâtiment canadien, statut d'une "méthode traditionnelle de construction". Les responsables français approuvèrent donc les normes canadiennes fixées pour les matériaux, la construction, la conception et les méthodes, sans avoir à entreprendre les longues formalités habituellement nécessaires en France. Il convient de noter que certains pays voisins observaient avec intérêt les pourparlers entrepris entre nations, pourparlers qui allaient aboutir à la création d'un consortium franco-canadien formé par la Campeau Corporation d'Ottawa et la Société Dumez, entreprise française de construction générale.



◀ La maison Beauport à mi-étages en voie de construction. Les panneaux-murs et autres éléments constitutifs ont été fabriqués à l'usine de Dumez-Campeau à Monsoult, au nord de Paris.

▶ La maison jumelée, modèle *Saint-Laurent*, a quatre chambres et une aire de parquet d'environ 195 m². Ses lignes allongées, ses ouvertures harmonieusement disposées, sa symétrie "reposante"... tout a été conçu pour offrir tout le confort désirable. Le grand sous-sol est aménageable en salle de jeu ou deuxième séjour tandis que le rez-de-chaussée est consacré au vaste séjour double sur jardin et à la cuisine-repas. Le garage et le cellier communiquent de plain-pied avec la cuisine. Le parement extérieur Colorlok est de la CIP Panelboards Limited.

L'expérience acquise grâce au "projet Harlow", qui a introduit l'ossature de bois en Grande-Bretagne, avait en effet démontré la nécessité d'établir un consortium avec un entrepreneur du pays en cause.

En alliant aux connaissances spécialisées du Canada en matière d'habitation l'expérience française de la construction et des affaires de la Société Dumez, on a obtenu un agent très souple et très compétent pour initier le client français aux méthodes utilisées lorsqu'il s'agit de recourir à la charpente de bois.

Le projet dit du Parc des Erables—hommage des constructeurs à l'emblème national du Canada—se concrétisa sous la forme de 114 maisons, dont six habitations modèles ouvertes au grand public qui, dans les semaines suivant l'inauguration, témoignèrent son enthousiasme en procédant à l'achat de plus du tiers des prototypes canadiens...

L'une des maisons modèles est une habitation jumelée à une autre où l'on expose la structure interne des

éléments de la construction, des panneaux coupés en biais révélant la charpente des planchers, murs et toit.

La présentation d'une maison à mi-étages, le modèle "Beauport", a constitué une expérience suivie de près, car elle illustre un concept de logement inconnu en France. L'accueil qui lui a été réservé a dépassé les espérances des promoteurs du lotissement et le public, pour sa part, n'a pas ménagé ses éloges; la salle de jeu du sous-sol, de style canadien et munie d'un bar a particulièrement attiré l'attention...

Plus de 80 pour cent des maisons vendues possèdent un sous-sol, bien qu'il s'agisse d'un élément que l'on ne trouve habituellement pas dans le logement traditionnel

français, du moins en ce qui concerne les grosses agglomérations. Le fait que l'acheteur français considère maintenant le sous-sol comme une pièce servant à d'autres fins que l'entreposage des vins laisse à penser qu'il adoptera d'autres caractéristiques des maisons canadiennes et notamment le chauffage à air pulsé. Bon nombre d'autres articles canadiens, tels les volets, le parement et le mobilier, ont été très appréciés des visiteurs et il semble bien que les goûts du banlieusard parisien soient très proches de ceux manifestés par son homologue canadien.

Les visiteurs européens (plusieurs pays voisins de la France ayant envoyé des spécialistes examiner le projet



canadien) ont donc découvert que la technique de construction à ossature de bois permet d'édifier des maisons en quelques semaines en procédant à de réelles économies de temps, de main-d'œuvre et de prix. Leur confort est une autre caractéristique car leur coefficient d'isolation thermique très élevé les garde chaudes en hiver, fraîches en été et à l'abri de l'humidité en toutes saisons.

La construction d'une maison de ce genre revient à presque 50 pour cent de plus que ce qu'elle coûterait au Canada: une maison de \$30,000 construite à Ottawa serait payée près de \$50,000 en France, car le terrain coûte très cher et la population de la région parisienne est extrêmement dense.

► A droite, la maison modèle la plus grande, la *Beauport*. Elle compte, en effet, sept pièces sur sous-sol, dont quatre chambres et deux salles de bain. Elle offre l'attrait d'une habitation où l'indépendance de chacun est parfaitement préservée. Au niveau inférieur: un grand sous-sol, le garage et le "coin des enfants" (salle de jeu, chambre et douche). Surface utile: 230 m² environ. A droite, la maison modèle la plus petite, la *Vaudreuil I*, cinq pièces sur vide sanitaire. Tout de plain-pied, elle comporte cinq pièces principales bien distribuées en L autour d'une vaste entrée, dont trois chambres, une salle de bain et une douche séparée. Aire de parquet: 126 m². Le parement Colorlok a été fourni par CIP Panelboards Limited, de Gatineau (Québec).

Les photographies illustrant cet article ont été gracieusement fournies par le ministère de l'Industrie et du Commerce, par la firme Campeau Corporation Limitée, et par le studio Jean Rabier, de Puteaux.



Il n'est pas inutile de souligner que, parmi les particularités les plus appréciées des visiteurs, on relève: l'isolation thermique à faible coût, les parements extérieurs d'aluminium, l'apparence générale des habitations, les constructions à mi-étages, les fenêtres coulissantes (à peu près inconnues en France dans les maisons privées), le fait que le système électrique, la plomberie et le chauffage soient dissimulés aux regards bien que très accessibles, la facilité et la rapidité de la construction avec un nombre limité d'ouvriers, la très belle qualité des planchers et, d'une façon plus générale, l'élégante simplicité de la technique utilisée.

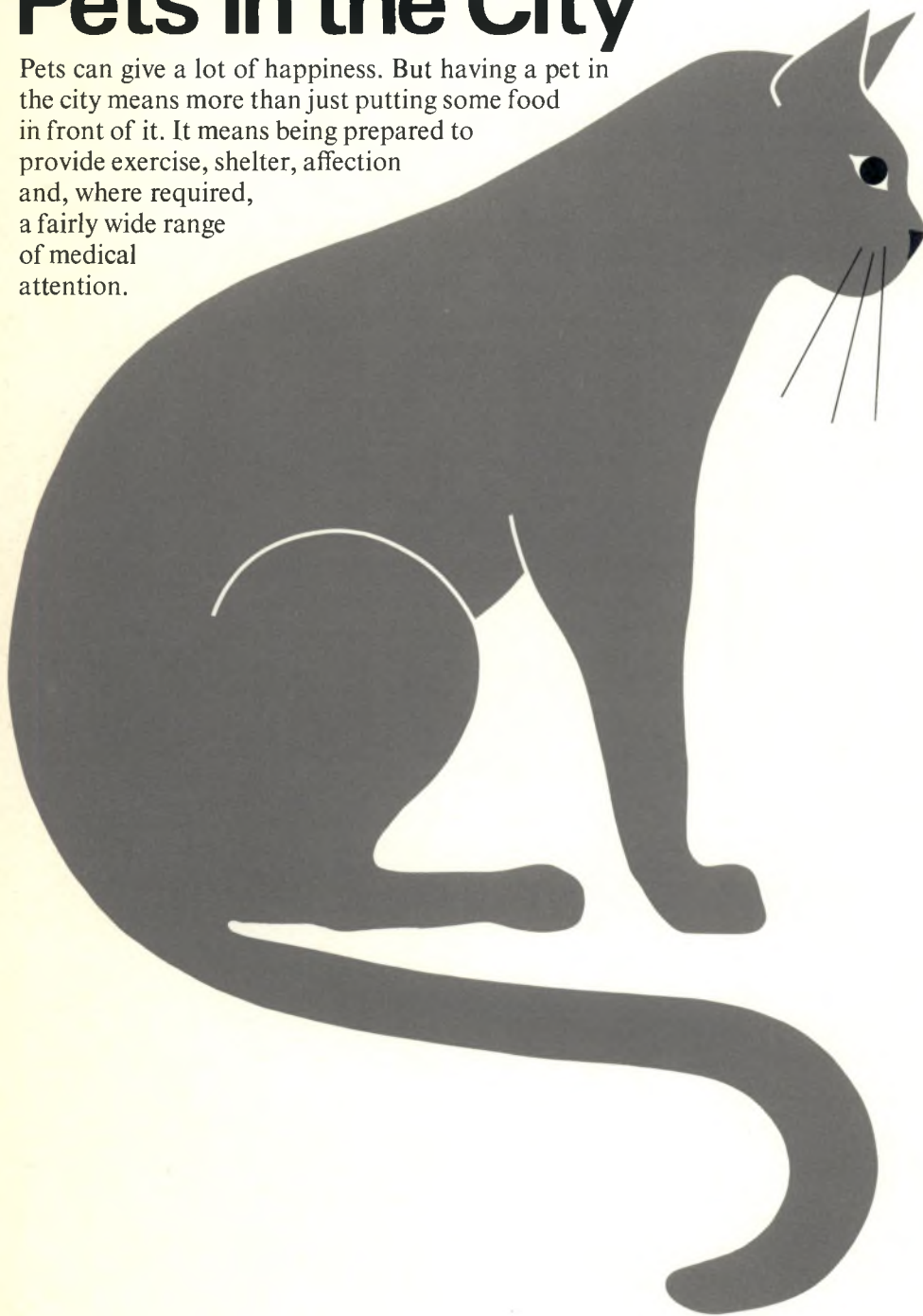
Parmi les réserves enregistrées—la critique est souvent constructive—on peut mentionner: la crainte d'incendies dans une maison où le bois et ses dérivés dominent, le manque d'insonorisation des planchers, notamment dans les maisons à deux étages, les seuils des salles de bain et toilettes et, d'un point de vue plus général, le fait que les fluctuations du prix du bois et du

dollar canadiens rendent difficile l'établissement précis d'un dévis quelques mois à l'avance.

Mais il semble en définitive bien acquis que le Canada, par le truchement du Parc des Erables, ait ouvert la porte du marché européen à sa technique et à ses matériaux, avec toutes les perspectives que cela comporte des deux côtés de l'Atlantique.

Pets in the City

Pets can give a lot of happiness. But having a pet in the city means more than just putting some food in front of it. It means being prepared to provide exercise, shelter, affection and, where required, a fairly wide range of medical attention.







by K. G. Switzer







A cat will adapt itself to a happy life in any kind of house or apartment. It will even live happily in a barn, a store or a warehouse. But a cat should not be expected to live outdoors or spend its nights in a damp, musty cellar. A cat put out of the house at night is almost certain to be a nuisance to neighbours; it is likely to contract infectious diseases and to be injured; it will be a menace to sleeping birds and in any event it will be a less satisfying companion than if it stays home at night.

It is up to the owner to keep his pet out of trouble. "No trespassing" signs mean nothing to animals. Some owners turn their animals out in the morning and rarely see them the rest of the day. Meanwhile, animals in all innocence, become a public nuisance by knocking over garbage cans, digging in the neighbours' shrubbery, soiling lawns or chasing cars. This leads to hard feelings and it prejudices people against animals.

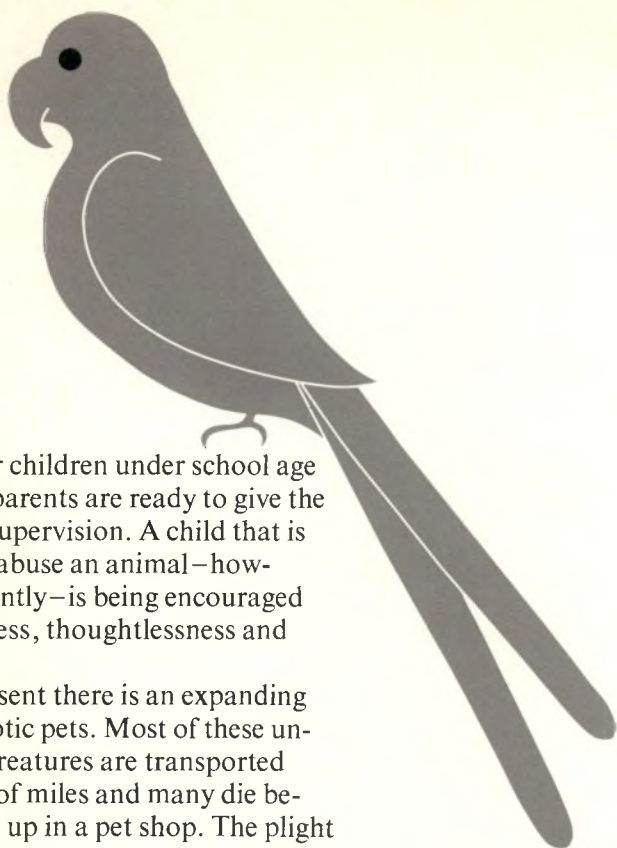
And having a new pet, as every owner knows, soon brings up the problem of breeding. There are many more puppies and kittens being born every year than are wanted, or needed. Humane societies recommend the spaying of the family pet. Neutered cats often make better pets. Males lose their otherwise strong odour and spayed females do not cause trouble to their owners or neighbours with heat periods.

Children like pets such as hamsters, mice, turtles, fish, canaries and budgies for they are interesting and these little creatures are easily cared for. However, they cannot cry out for their needs, with the result that they can be neglected. Pets should never be considered toys and are not recom-

	 <p>Dogs</p>	 <p>Cats</p>	 <p>Horses and Ponies</p>	 <p>Rats & Mice</p>
Feeding	<p>Wean at 6 wks. Puppies – 4 meals per day – pabulum, milk, meat. 2-4 mos. – 3 meals per day. 4 mos. to maturity – 2 meals per day. Full-grown – 1 meal plus snack – meat, fat, kibbled biscuit – no pork. Fresh, cool water always available.</p>	<p>Wean 6-8 wks. Kittens – 6 meals – meat, milk-egg. Full-grown – 2 meals meat, fat. Fresh, cool water always available.</p>	<p>Regular schedule. Amount according to work. Natural feed is good pasture grass. Work horses require supplemental grain rations. Don't over-feed. Change feeds gradually.</p>	<p>Specially prepared kibbled food is available. Bits of cereal and vegetable leftovers from table water at all times.</p>
Shelter	<p>Clean bed away from drafts out of traffic areas.</p>	<p>Up to 6 wks. – well-padded box or pile of soft blankets. Will adapt in any kind of house or apt. Keep in at night.</p>	<p>Clean, dry straw or sawdust for bedding. Ventilation but not drafty. When tying allow sufficient rope but not enough to allow a foot over. Never tie slip knot around neck. Stalls cleaned daily – control flies.</p>	<p>Cage (Mice) 2' long 1' wide & high. Cage (rats) size of orange crate. Covered sleeping & nesting box in cage. Regular cleaning. Sawdust, wood shavings torn newspaper in cage. Ordinary house temp.</p>
Health	<p>Have dog inoculated for distemper and rabies. Periodical check-up. Let veterinarian diagnose sickness. Check for fleas, lice, ticks.</p>	<p>Have immunized for feline enteritis (highly infectious and can kill cat very quickly). Should be inoculated for rabies. Have veterinarian diagnose sickness. Other ailments: diarrhea, constipation, vomiting, fleas, lice, ticks, ear mites.</p>	<p>Check general condition daily. Call veterinarian – lack of energy or appetite, dull coat, coughing or rubbing of tail, overweight, lameness.</p>	<p>Disease not often a problem with pet mice or rats. May catch cold – warmth and rest.</p>
Grooming	<p>Brushing stimulates skin, conditions coat. Long-haired need daily grooming bath – twice yearly too often removes natural oils but there are a few breeds such as the Scottish Terrier in which regular (monthly) bathing is helpful in preventing some types of skin trouble. Clip nails, clean ears, scrape tartar off teeth.</p>	<p>Cats are clean – rarely need bath. Brushing and combing keeps coat and skin healthy.</p>	<p>Wash lower limbs and around nose and mouth with warm water and mild soap. Curry combing and brushing stimulates natural oils. Check shoes every 6-8 wks. Shoing done professionally.</p>	<p>Groom themselves</p>
Breeding	<p>Don't More than enough already.</p>	<p>Don't More than enough already.</p>		<p>Breeding one litter can be educational. More not recommended – excess animals should be humanely killed.</p>
Handling and Training	<p>To pick up – one hand between front legs, one behind back legs. Don't exhaust puppies – need lots of rest and sleep. Train with kindness not punishment praise and treat for good conduct use low but demanding tone.</p> <p>For further information consult your local Veterinarian or Humane Society.</p>	<p>To pick up – one hand under front of body, other under hind feet. Punishment has almost no effect on cats. "Obedience" is not in their vocabulary. Pan of sand, sawdust, earth, kitty litter is best toilet facility in the house.</p> <p>The kind assistance of Dr. Harry C. Rowsell, University of Ottawa, Permanent Secretary of the Canadian Council on Animal Care, is acknowledged in the preparation of this chart.</p>	<p>Don't use spurs. Make sure bridles and saddles fit properly. Walk horse first, alternate walking and trotting. Don't gallop on hard surfaces. When ride is over, walk horse for 10 min. Never feed or water when horse is hot.</p>	<p>Handling must be gentle and daily handling is recommended.</p>

Hamsters		Guinea Pigs		Rabbits		Wild Animals		Wild Birds		Exotic Animals	
1 oz. food twice a day. Poultry breeding pellet, hamster pellets, milk, green veg. carrots, occasional drop of cod liver oil. Water in special bottle fastened to outside of cage.		Vegetable eaters. Rabbit or guinea pig pellets. Food and water available always.		Rabbit pellets supplement with lettuce, carrots, turnip, grass, hay. Let rabbit have as much as it will eat during night.		Should be similar to type the animal would eat if it were in the wild. Provide wide variety so animal may have its choice. No cooked food. Clean, cool, fresh water in shallow dish always available.		Feed frequently and regularly. Food eaten is determined by kind of beak. Prepared bird food may be purchased for birds particularly for extreme winter weather. Should be placed in area protected from cats.		These animals should be left in their native country and in their natural environment. Some of them are already in danger of extinction.	
Cage at least 24" long, 12" high and wide. Bedding arrangements similar to mice. Temp. 70 degrees.		Wooden box - 18" high, 2' wide, 3-6' long. Very active - need room for exercise. Allow out of box to play. Change bedding at least twice a week. Temp. 70 degrees.		Hutch - 2' deep & wide, 4-6' long. Removable metal tray on bottom. Cover with sawdust or shavings. Sleeping box with hay.		Box with plenty clean, soft, dry material. Keep warm.		If nest destroyed put in box with substitute nest.			
Diseases few. Treat colds with warmth and rest. Anything more serious - see veterinarian.		Diarrhea - reduce green foods. Too few greens may induce scurvy. Serious illness - see veterinarian. Small amounts of hay help diarrhea.		Susceptible to "snuffles" treat with warmth and rest. Veterinarian can give injection of an antibiotic.		Constipation caused by improper diet - gently massage stomach - if continues, call veterinarian.		N/A			
Groom themselves		Groom themselves		Groom themselves				N/A			
Breed very quickly. Breeding should be kept under control. Females about to deliver young should be in separate cage.		Do not breed as prolifically as mice and hamsters		Not recommended		N/A		N/A			
Require wheel for exercise. Difficult to handle - tend to bite.		Lift with 2 hands - one on shoulder, one at rear end. They like gentle handling		Never lift a rabbit by its ears. Likes to be held securely.		N/A Raccoons and skunks may become ill-tempered as they become older.		N/A			

Buy only from reliable sources - beware of bargains.



mended for children under school age unless the parents are ready to give the necessary supervision. A child that is allowed to abuse an animal—however innocently—is being encouraged in callousness, thoughtlessness and selfishness.

At present there is an expanding trade in exotic pets. Most of these unfortunate creatures are transported thousands of miles and many die before ending up in a pet shop. The plight of these creatures is a sad one at best. Most of them are subjected to an improper diet, exposure to an abnormal environment and inadequate facilities for their care and housing. In fact, a number of species are in danger of extinction and the United States has already passed a law to protect the endangered species. The importation of exotic animals should be disallowed except for zoos.

Who looks after animals that become unwanted, diseased, disabled, aged or otherwise unfit? Many animals have kind owners that care for them in the proper way. But Humane Societies in many cities can attest to the constant need to provide for animal welfare.

To many, animal welfare means a moral obligation that all animals, whether domesticated or wild, be protected from cruelty on the part of Man; that all domestic and captive animals ought to have decent conditions of life, work, housing, food and rest; that domestic animals should never be abandoned but given suitable veterinary treatment or put painlessly to death; that animals transported by road, rail, sea and air should always be handled carefully, and be provided with adequate space, food and water; that the claims and interests of science,

sport, entertainment and the production of food, do not exempt men from the obligation to eliminate cruelty and avoid suffering.

But to many others it means the animal shelters where thousands visit, perhaps just to fondle the animals they are not allowed to have at home or to give a home to a stray.

Hundreds of groups such as School Classes, Cubs, Brownies, Guides or Scouts visit the humane societies to hear about the work, see films and caress the animals. Special groups of blind and deaf young people have visited shelters to discover animals.

Those who build large apartments or low-cost housing should think well before they sentence their occupants to a petless life often with no right of appeal.

But, the trouble, the extra work, the inconveniences and the expense of keeping pets are small compared to the enjoyment, the companionship, and the devotion that is returned many times over. The distress shown when they are lost, the pleasure displayed when they are found, the sorrow when the day of parting comes, all are portrayed many thousands of times each year in humane shelters across Canada.

While it is impossible to set a non-controversial date as the beginning of the humane movement, (there have always been a few people who sought to alleviate suffering), organized humane work could be said to have started in 1822. In that year Richard Martin, M.P. in the British House of Commons for Galway, Ireland, was successful in having passed the first anti-cruelty law.

The first Society for the Prevention of Cruelty to Animals was organized on June 16, 1824, by the Rev. Arthur Broome, a Church of England clergyman, and Lewis Gompertz, a Jew. Martin had much to do with the first meeting (Martin incidentally, was a Roman Catholic) where he said the Society's purpose should be first of all educational in nature, and added "Even if animals have no rights, still cruelty should be suppressed as it tends to corrupt the morals and endanger the good order of society."

In North America organizations carrying on the work of animal welfare are charitable institutions calling themselves S.P.C.A.'s, Humane Societies or similar names. Many of them, in the beginning, dealt with people and animals; this was before Children's Aid Societies were formed.

Humanity has been defined as: "Justice for the Helpless, Consideration for the Weak, Compassion for the Unfortunate, Succor for the Suffering, and Kindness as the cornerstone of Character."

BOOKS

Studies in Urban History I
General Editor: H. J. Dyos

The Autumn of Central Paris

The defeat of town planning
1850–1970

Anthony Sutcliffe

McGill – Queen's University Press,
Montreal, 1971 372 pages, \$18.00

Urbanization, or the trend towards greater concentration of populations in large and fewer urban centres, is world-wide. Although this phenomenon was already established since the nineteenth century in industrial Britain, it is only within recent times that historians have applied themselves directly to the study of the city. This book is the first in a series of "Studies in Urban History". The Editor of the series, Mr. H. J. Dyos, states in the foreword that "The present mood of urban history is therefore experimental and exploratory". Choosing Paris for his study, Dr. Anthony Sutcliffe explores the following questions: "Why has the fabric of the historic centre of Paris remained almost unchanged since the middle of the nineteenth century, while the centres of most other big cities have been almost completely rebuilt? . . . The French would have us believe that the charm of central Paris reflects their aesthetic genius. But does it? And what squalor and unhappiness lie behind those picturesque façades? Is the survival of old Paris a triumph for enlightened conservation, or a defeat for material progress?" The central area chosen for exploration is composed of the "arrondissements I-IV", usually referred to as the "centre rive droite".

What Anthony Sutcliffe calls the Grand Design, whose chief architect was Haussman, commenced about the 1850's. The Grand Design was backed by Louis Napoleon and was largely in response to his autocratic rule. Marked by a pre-occupation with street improvement, it was not town planning in the modern sense, which did not develop in Paris until after the First World War. The book is a detailed account of the efforts to implement the Grand Design, its abandonment after 1915, and the eventual victory for architectural and historic preservation in opposition to redevelopment.

The renewal of the central area of the city (or the CBD as it is called in North America) poses many difficult problems for the town planner. How to cope with traffic congestion and best move large numbers of people into and out of the CBD? What is the appropriate function of the CBD relative to the urban region? How to revitalize its obsolescent parts? The renewal of the central area calls also for a nice adjustment between public and private interests. Controls applied in the public interest must not be so restrictive as to inhibit the private developer. These and other problems find their antecedents in Paris long before they were to plague the much younger North American city. How Paris dealt with traffic congestion, overcrowding, underground transit, acquisition and compensation, architectural control, historic preservation, and finances are covered in detail for the period 1850–1970, and are of great interest to all concerned with these problems.

It is in the field of preservation that the central area experience of Paris most differs from that of the North American CBD. The preservation of Paris' historic past was a constant and powerful factor working against change. In the central areas of the North American city, historic preservation does not present a similar formidable obstacle to change for the simple reason that there is so little of history to preserve. But North America also is becoming interested in preservation of its past, comparatively recent though it may be. Preservationists would find much of interest in Sutcliffe's book. The arguments for and against preservation, the various compromise solutions offered, and the practical techniques in effecting it are all fully documented.

The author is a scholar and historian. His study developed from a three year piece of research submitted in 1966 for the degree of "Docteur de l'Université de Paris." The subject then is developed more by historical narration of events than by the sort of analysis in which a town planner today would be most interested. What analysis there is tends to be all too brief and scattered here and there within a lengthy discourse of copious detail and documentation. The study is scholarly: easy reading it isn't.

The series of events and factors which Dr. Sutcliffe presents in such detail answers the first question he posed. His last is not really answered. It is left open as a value question at the book's conclusion. "Whether or not this can be regarded as a satisfactory state of affairs depends on whether one can reconcile the survival of one of the oldest and most fascinating centres in Europe with the tribulations of many of those who have to live and work there."

E. W. Halfhide

BOOKS

Violence in the Streets.

Edited and with an introduction by
Shalom Endleman.

Quadrangle Books Chicago 471 pp.
\$3.95

A recent survey of American males reported some interesting findings about violence. Representatives of all economic and social classes, and all races and religions were among the 1,374 men (ages 18 to 54) who were interviewed. Looting a store, for instance, was deemed a "violent act" by 85% of those questioned, while only 35% considered violent the police shooting of the looter. This survey, conducted by the University of Michigan Institute for Social Research, also found that most of the men think burglary, burning draft cards, and denial of civil rights are violent acts; but police stop-and-frisk, sit-ins, and student protests are non-violent. In other words, you pays your money and you takes your choice; "violence" is in the eye of the beholder.

Social science loves surveys, samples, and studies. Many of the products sound like the Revelation at Sinai. But they are, of course, all limited. As is the one just cited. How useful are such conclusions in pragmatic terms? While interesting, what can be done with this kind of report? In fact, is a conclusive analysis of something as complicated as violence even possible?

Mr. Shalom Endleman's book does not pretend to be conclusive. Some of the essays in it – full of surveys, samples and studies – are of as vague utility as the one from Michigan. He hopes that some "pertinent questions" will be clarified for the reader of his "anthology," as he calls it. (How unfortunate: "anthos" is Greek for flower. So this is a "collection of Flowers" of violence?! What could the weeds possibly be?)

Violence in the Streets is an ambitious collection. Most of the contribu-

tions have already been published in diverse places by quite diverse writers, and are now brought together by editor Endleman. As the product of his humanitarian concern with a major plague of sad America, it is honest and well-intentioned. To a certain degree some "pertinent questions" are clarified.

The book consists of five sections: I – Origins – begins with Bruno Bettelheim's delving into Biblical and Attic sources, and Freud, to demonstrate that violence is an integral part of human nature. Then some academic esoteria – no doubt profound for the pros – by Lewis Coser and others; followed by Norman Mailer's literate but not too illuminating speculations; ending with something from Current History, which to this reader, is many words saying nothing.

Section II – Communicating an Idea – or how-good-and/or-bad-the-mass-media-are-vis-à-vis-violence-in-America. We learn here that the media didn't invent violence but rather, clever fellows, realized its marketability; that "a good deal of human imitative learning can occur without any reinforcers delivered either to the model or to the observer"; whatever that means. There is a fascinating excerpt from *The Immediate Experience* by Robert Warshaw about gangster movies in American culture:

"(For the gangster),...the quality of irrational brutality and the quality of rational enterprise become one. Since we do not see the rational and routine aspects of the gangster's behavior, the practice of brutality becomes the totality of his career. At the same time, we are always conscious that the whole meaning of this career is a drive for success: the typical gangster film presents a steady upward progress followed by a very precipitate fall. Thus brutality itself becomes at once the means to success and the content of success – a success that is defined in its most general terms, not as accomplishment or specific gain, but simply as the unlimited possibility of aggression..."

From this point of view, the initial contact between the film and its audience is an agreed conception of human life; that man is a being with the possibilities of success or failure. This principle, too, belongs to the city; one must emerge from the crowd or else one is nothing."

I think this is the most important essay in the book for it deals with some basic American truths.

Section III – Crime – some punchy sarcasm by William Buckley Jr. about

what a mess New York is since he wasn't elected mayor. Jane Jacobs' overstatement about the efficacy of street watchers as police surrogates to guarantee street safety, and some evidence about how crime statistics often vary according to the reporting system or the definitions (confirming my general skepticism about statistics). There are also some bizarre reports about various kinds of criminals and criminality.

The last two sections deal with race conflict and the police – two major aspects of American violence. In section IV there are perceptive and intelligent comments by black and white authorities, activist and academic, and descriptions of riots from both sides of the barricades.

There is some analysis of the problems, but no really persuasive direction for either action or for the research to be undertaken next to find solutions.

As for the police, well, they do get their innings but they get struck out much more. Despite the scientific and professional analysis, which leaves much to be desired, the book could have included a more cogent explanation of police behaviour than it has. Consider:

The policeman believes in law and order in a curiously innocent way. He believes in it more than does the public he serves. . . And yet there is always the smoldering resentment against the public he serves. They are at the same time his ward and his prey. As wards they are ungrateful, abusive and demanding. As prey they are slippery and dangerous, full of guile. As soon as one is in the policeman's clutches the mechanism of the society the policeman defends marshals all its resources to cheat him of his prize. The fix is put in by politicians. Judges give lenient suspended sentences to the worst hoodlums. Governors of the States and the President of the United States himself give full pardons, assuming that respected lawyers have not already won his acquittal. After a time the cop learns. Why should he not collect the fees these hoodlums are paying? He needs it more. His children, why should they not go to college? Why shouldn't his wife shop in more expensive places? Why shouldn't he himself get the sun with a winter vacation in Florida? After all he risks his life and that is no joke."

And this comes from the Godfather, a popular best seller of all things!

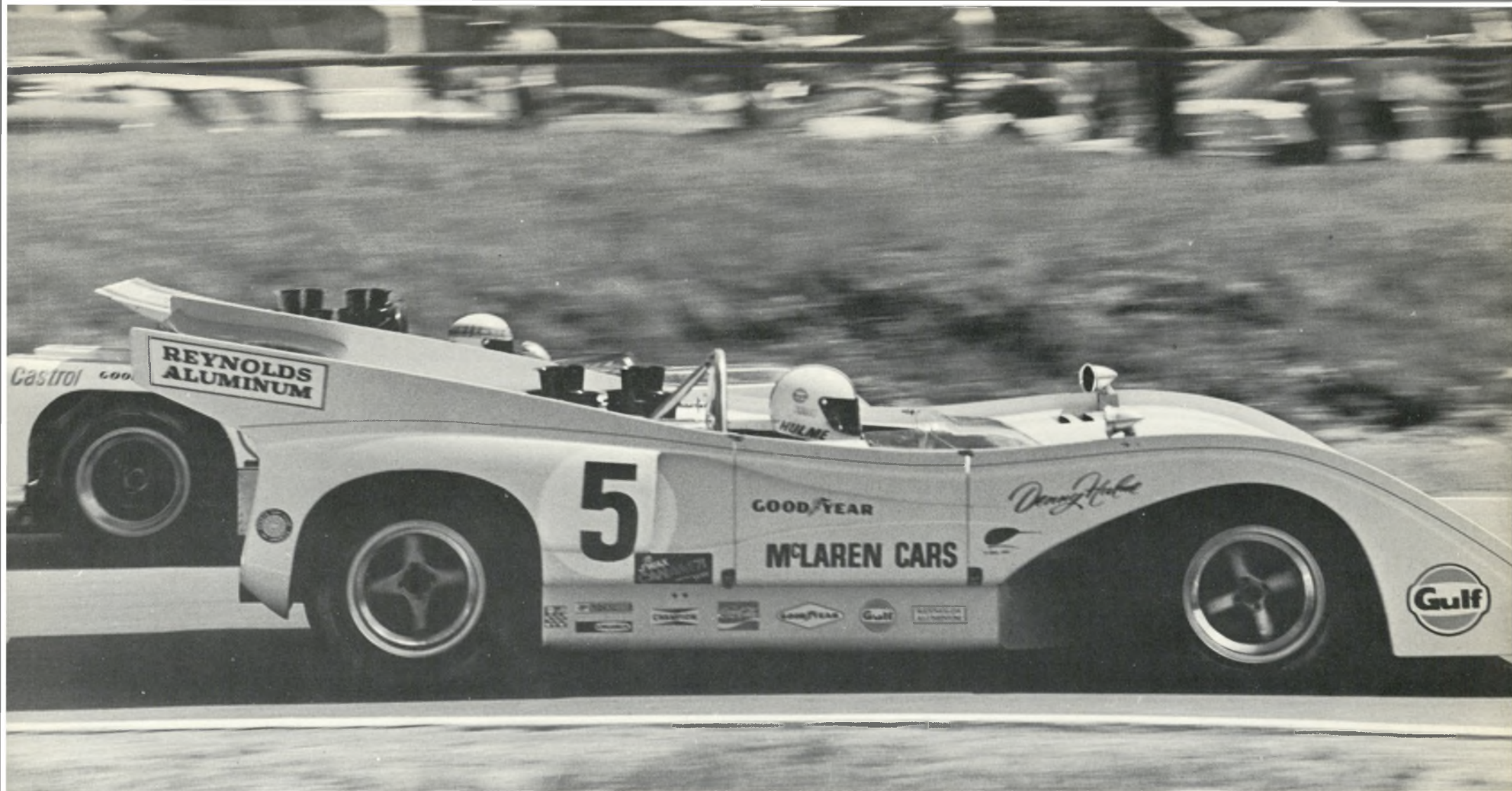
A writer like Mario Puzo, while perhaps lacking academic respectability, might have helped Endleman reach both the "general public and the scholarly community" as he intends, but it just doesn't happen. How can a layman follow the abstruse jargon of someone like Coser, e.g., "Although it would be hazardous to make dogmatic statements about the differences in the internalization of norms in the various strata of the

population during this period it seems probable that the guiding norms and values were most imperfectly internalized in the lower class which was in significant ways excluded from the moral community of the nation." Wow!

There is, however, some writing that is comprehensible to everyone, (just why many of these essays – like much social science literature – have to be so tedious really escapes me.) And some pithy ideas emerge, important even out of context. From Bettelheim's brilliant essay for instance: "Violence is, of course, a short cut toward gaining an objective." Or, from Roy G. Francis, "the themes which characterize the American culture scene include force, speed, and violence. These themes appear in virtually every aspect of public life." And Arthur Miller (the best writer of them all; how refreshing – a real writer!) tells us that boredom is the problem underneath delinquency. One might argue; but at least they are stimulating.

What a pity that this commendable attempt to assemble research on the elusive nature of violence is such a mishmash. Perhaps we should pick the flowers out of the collection. For both style and content, some could then select an approach like Mailer's "social suffocations of the twentieth century"; others could cull from Endleman's "Etiology of the Race Riot" in which "the conflict is seen as a direct assault by the subordinate group on the existing accommodative structure, coupled with a defence of this structure by the dominant group." They are both aiming at the same thing, more or less. But what a difference. This seems to be a reasonable way to view this book.

Aryeh Cooperstock



About the Authors/Les auteurs

Robert F. Legget was Director, Division of Building Research from 1947-1969; and Chairman, Associate Committee on the National Building Code from 1948-1970; both of the National Research Council, Ottawa.

Robert Hutcheson is a London, England, Machine Tool Consultant.

B.T. Price is Chief Scientific Adviser, Ministry of Transport, London, England.

Vivian Astroff is an Information Officer with the Conservation Group, Department of Indian Affairs and Northern Development, Ottawa.

Vivian Astroff est agent d'information au ministère du Nord et des Affaires indiennes à Ottawa.

Michel Oger est directeur adjoint des services rédactionnels, Division de l'Information, au Siège de la Société centrale d'hypothèques et de logement.

K. G. Switzer is Managing Director of the Ottawa Humane Society.

Central Mortgage and Housing Corporation Ottawa
The Honourable Robert Andras
Minister of State for Urban Affairs

Société centrale d'hypothèques et de logement Ottawa
L'honorable Robert Andras,
ministre d'Etat chargé des Affaires urbaines

Printing/Impression: Imprimerie Gauvin Limitée, Hull.

