
Virginia H. Aksan

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Ville. Les endroits mentionnés sont parfois difficiles à repérer sur une carte de synthèse qui résume l’état de la trame à la fin de la période étudiée. Toujours afin de faciliter la lecture, les plans sont parfois inversés pour tourner le nord n’est pas situé au haut d’une carte. Les exemples sont exceptionnels. Le lecteur en quête d’une information complète et précise aurait aussi aimé que l’auteure mette autant d’efforts pour situer sur une carte les lieux publics, tels que les églises des diverses congrégations, les synagogues, les écoles et les cimetières, qu’elle en a mis pour déterminer l’emplacement exact de chaque chantier naval. S’il est possible que les églises protestantes et les synagogues aient eu peu d’impact reçu par leurs habitants et interprété par contemporains ou- siders.” Thus, the bulk of the work speaks out of those sources, although Wheatley retained the right to add the “external, explanatory perspective of a twentieth-century urbanist” (xiii).

His introductory material includes a history of the beginnings of Islam in present-day Saudi Arabia, the constitutive efforts of the community at Medina (chap. 1), and an attempt to isolate the factors contributing to the shaping of the cities that emerged with the expansion of Islam from 700–1000 (chap. 2). Chapter 3 centers on a discussion of the concept of the urban system drawn from the introductory material of Maqdisî himself, as filtered and reconfigured by Wheatley. Each chapter thereafter is one of Maqdisî’s systems, which embraces the Islamic world of the tenth century, with the exception of al-Sind, which al-Maqdisî described but did not himself visit.

The urban system of Iraq (chap. 4) can serve as an example. The urbanized areas themselves are divided into four categories: the metropolis (or misr, [dot under the s] such as Baghdad), those with a cathedral mosque and a permanent market; capitals (qasabât, [dot under the s] such as Basra); dis- trict capitals (mudun), and a fourth level of diverse localities. Based on the Maqdisî template, Wheatley divided each category into four functions; marketing and service, transportation, industrial and craft centers, and religious centers, as part of “the sacral hierarchy”. It is the latter that this reviewer found most interesting. The sacral hierarchy was determined not just by a cathedral (or congregational mosque), as the placing of those was determined by law, but also on the presence of shrines and the sacral economy, for example, of cities like Medina, Jerusalem, Damascus and Karbala.

Claude Bergeron
Université Laval

Wheatley’s chapter 17, called the “Urban Fabric”, itself an encyclopedia of medieval Muslim history, traces in detail the thinking about the congregational mosque as the center of the Muslim community and all its activities, and how that was gradually diversified as different urban settings were encountered and assimilated into the new religious system. Throughout, Wheatley emphasizes that he has not discerned any “built environment that was paradigmatically Arabian. What was transmitted from al-Madinah was a style of government and a schedule of responsibilities.” The majority of pre-Muslim cities encountered, perhaps 1200–1500 with “pretensions to urban status” (“Epilogue”, p. 327), by the tenth century “...had generated a spectrum of urban morphologies the diversity of which subverts easy generalizations” (335). “By the ninth or tenth century, ...religion had come to contextualize virtually all perceptions and expectations of urban life, past, present and future” (p. 337).

This is by no means an easy book. Wheatley’s insistence on the use of transliterated Arabic forms of place names and terms, necessary to a textual analysis such as he has furnished us here, does make for a formidable barrier even for someone knowledgeable about the debates concerning urban patterns in Muslim history. What he has achieved is the recreation of an atmosphere and environment of a world at a certain moment in its history, without essentializing it, insisting, in fact, on the diversity represented by the huge piece of the globe tackled by Maqdisî. Wheatley enriches the Maqdisî descriptions by drawing on anthropological, geopolitical, and ecological observations about the region available to a twentieth-century urban scholar. In sum, Wheatley has developed a monumental urban typology of an under-represented part of the world, a fitting testament to a scholar who spent his life on the social relations and ecology of Asia’s cities.

Virginia H. Aksan
Department of History
McMaster University


Le Fantasme métropolitain: l’architecture de Ross et Macdonald examines the impact of “economic rationalism” on the evolution of large buildings during the first four decades of the 20th century, and concurrently, determines how this architecture transformed the cores of Canadian cities. Author Jacques Lachapelle, a professor of architecture history and design at the Université de Montréal, illustrates his inquiry with a selection of buildings produced by Montreal-based architects Ross & Macdonald.

The Metropolitan Fantasy in the book’s title refers to ideas of modernity that were linked to urban growth in North America prior to World War II. The Introduction explains how the conception of the city as a dynamic and progressive entity arose with accelerated industrial capitalism based on mass production and consumption. Endorsing the vision of the modern metropolis, business leaders promoted buildings of ever-increasing scale, eventually engendering architectural commercial gigantism. It is Lachapelle’s contention that these buildings were proto-modern, in that they laid the foundations for certain aspects of post-war modern architecture and urban planning.

Ross & Macdonald’s extensive output of large, Beaux-arts inspired buildings provided ample material for the book’s themes. Founded as Ross & MacFarlane in 1905 by George Allan Ross (1879–1946) and David H. MacFarlane (1875–1950), the firm changed its name in 1913 when Robert Henry Macdonald (1875–1942) replaced MacFarlane as partner. Modeled after highly productive New York offices such as Carrière & Hastings, with whom Ross had apprenticed, and George B. Post & Sons, with whom Macdonald had previously been employed, Ross & Macdonald prospered as one of the largest firms in Canada by the late 1920s. Their ability to execute huge projects with pragmatic efficiency greatly appealed to business contemporaries.

The sections in the first chapter on The Transformation of the City, the Fear of the Skyscraper, and the Compromise of Zoning outline the initial historical context. The synopsis recounts how in the early 1900s the civic-minded, but prohibitively costly, ideals of urban reformists and the City Beautiful Movement were deemed unattainable. To control explosive urban growth and curb skyscraper construction (because of economic and health concerns), municipalities like Montreal followed the lead of New York City and enacted restrictive height and zoning regulations. However, the legislation did not discourage the proliferation of “block buildings” — large commercial structures that occupied multiple smaller city lots in broadening business districts.

The book’s following three chapters trace the development of block building through Ross & Macdonald’s office buildings and art deco skyscrapers, department stores, and hotels, respectively. Each section proceeds chronologically, analyzing the crucial developments in the plans and forms of specific buildings.

In the chapter on office buildings, the Transportation Building (by Carrière & Hastings with Ross & MacFarlane as associates, demolished) is pinpointed as the prototype Montreal block building. Constructed between 1909–12, it was important for a number of features, including its unprecedented size, integration of office space with commercial outlets, and accommodation of public spaces that were accessible by several street entrances. Capitalizing on these elements, however, took a while as Ross & Macdonald’s office buildings of the twenties focused on minimalist, standardized designs determined primarily by economic efficiency tempered by Beaux-arts aesthetics. The potential of the Transportation Building was finally realized in the imposing Dominion Square Building (1928–40) in Montreal. This office-commercial complex, containing underground parking and an elegant two-level shopping concourse, is credited with paving the way for later large-scale, mixed-use projects.

Lachapelle’s study of the department stores and grand hotels corresponds to the trends evident in office block buildings, with additional features designed to cater to a burgeoning consumer-