

on written sources which were produced by the assimilating community rather than by the immigrants. As a result, *Immigrants* views the immigrant community of Toronto primarily from the outside rather than from the inside.

Immigrants has both important strengths and serious limitations. It provides a vivid kaleidoscopic impression of immigrant life in Toronto in the early twentieth century. It is, however, an insufficiently structured impression. There is no differentiation between immigrant groups or between those immigrants who arrived in the 1890s and the new arrivals of the 1920s. Even more important, a standard of comparison is necessary before the significance of life in the immigrant community can be assessed. Without a comparison with the English-speaking community of Toronto, the observer of the 1970s has difficulty deciding whether foreign appearance arises from the passage of time or from the ethnic origin of the immigrants.

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GEORGE A. NADER. — *Cities of Canada*. Vol. I. *Theoretical, Historical and Planning Perspectives*. Toronto: Macmillan of Canada, 1975.

That a knowledge of the past is a necessary prerequisite to understanding the present is a fond assumption of many historians, but most social scientists tend to disregard this maxim, at least in practise. It is therefore with some pleasure that one finds an urban geographer providing a long historical section in a book basically concerned with urban theory and solutions to current urban problems. In *Cities in Canada*, three chapters out of nine are devoted to urban history, for Professor Nader claims that only by examining the past can "some of the apparently unrelated attributes of the present-day system be understood." Unfortunately, the reader's hopes for the usefulness of what purports to be the "most detailed account to date of Canadian urban history" are soon dashed, primarily because of the author's limited understanding of what constitutes urban history.

The first of the three historical chapters in an outline of some of the basic features of early Canadian economic history, reminiscent of the sort of thing one finds in the early Creighton and Lower works, but without their superior style. What the relationship of this might be to what follows is left to the reader's imagination. The survey of urban history in the next two chapters is confined to an emphasis on economic factors and population growth along the lines of Spelt's study of Southern Ontario. The graphs and charts are generally clear and will prove to be a useful reference tool for students. Some minor errors in the use of the census must be mentioned, however, particularly because they represent errors commonly made by those using the data on manufacturing in the 1901 census. In the footnote to the 1901 census tables, it is clearly stated that statistics for 1881 and 1891 represent *all* establishments regardless of size, but that data for 1901 represent only establishments with *five or more* employees. Thus, what appears to be a drop in the rate of growth of industrial production is not necessarily that at all, but some scholars write pages of nonsense to explain these non-existent trends of the 1890s. A list of other reservations about specific details and general interpretations could be a long one. Among those that stand out is the author's choice of 1867 as a division point in urban history; surely a three-way division, using 1851 and 1921, would have made more sense in terms of the stages of urban development. In discussing city growth and metropolitanism, the author emphasizes Montreal's problems in the 19th century; one would never realize from the material in this text that Montreal was in the process of becoming the national metropolis.

But the main problem with this survey of Canadian urban development stems from the author's narrow conception of what factors are significant in explaining the urban past. In the analysis of a particular city's growth or decline, the human factor is almost entirely ignored. For example, a discussion of Winnipeg's rise to metropolitan hegemony on the prairies does not take into account the aggressiveness of Winnipeg's commercial élite. Or in another case, the conservatism of the business leadership is not cited as a possible reason for the decline of the Atlantic cities in the late nineteenth century. Even more surprising, in view of what historical geographers and others are now doing, is the author's neglect of changing internal spatial relations and the nature of planning. Thus, changes in the location and function of the commercial and industrial districts, the development of residential segregation based on class and ethnicity, and the role of transportation in these broad changes in the social landscape of the city are simply passed over. These missing features are all the more damaging because of the author's aims of having the past throw some light on the present. The connection is simply not made, nor can it be if one ignores too many basic features of the past. As a result, the final portion of the book dealing with current problems is like most recent work in urban studies, completely uninformed and unaffected by the historical dimension.

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JAMES LORIMER and EVELYN ROSS, editors. — *The City Book: The Politics and Planning of Canada's Cities*. Toronto: James Lorimer and Company, 1976.

Regular readers of *City Magazine* will find this book of little interest, but those who are unfamiliar with the magazine will find it an excellent introduction to contemporary urban studies. The articles contained in *The City Book* all appeared originally in the pages of *City Magazine*, a periodical which began publication in 1974. The magazine was begun by a small group of people who shared an interest in developing a critical perspective on the work of urban professionals in Canada and on the urban policies and programs of the federal and provincial governments. The first few issues of the magazine were supported by a start-up grant from the Canadian Council on Urban and Regional Research but the periodical is now almost self-sustaining. The reasons for the success of *City Magazine* are revealed in the pages of *The City Book*.

This collection contains twenty-two articles covering a broad range of topics. The articles are organized into five sections: land, the experts, politics and politicians, case studies in urban development, and urban policy. Within these sections there are articles dealing with small, one-industry towns (Timmins), small cities faced with considerable growth pressures (St. Catherines, Lucerne), medium-sized cities with a wide range of problems (Halifax, Winnipeg, Saskatoon, Calgary and Edmonton), and Canada's three major cities (Montreal, Toronto, and Vancouver) where the most intense pressures for growth have produced the most vigorous politics and citizen opposition in the country. The articles in this collection also deal with virtually every major area of urban studies. There is a discussion of land ownership and the urban property industry. There are studies of several different kinds of city politics, including the traditional developer-oriented politics of Timmins and Nanaimo, an account of an unsuccessful attempt to mount a citizen-