

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-

oriented reform group in Winnipeg, and descriptions of the background and politics of municipal affairs in Toronto and Vancouver where moderate "reform" politicians have replaced the "old-guard" friends of the developers. There is a discussion of the role of planners, architects and other "experts" in policy-making and implementation, critical examinations of the work of Arthur Erickson and three urban planners, and a highly critical discussion of the Canadian planning profession. *The City Book* also includes three case studies of urban development projects, including downtown urban renewal, residential high-rise development, and a civic works project. Finally, there is a selected bibliography on sources for Canadian urban studies.

*The City Book* is the latest in a series of urban studies books published in recent years as a by-product of a contemporary urban reform movement. Supported by members of citizens' groups and a few academics, this current reform movement began in the mid-1960s to oppose the policies of city halls in a number of Canadian cities. The people involved in these groups found that there was very little literature that they could turn to where they could find their experiences of city politicians and city policies reflected and discussed in print. The few existing books on urban development in Canada had little to offer and the literature on the United States, Britain and other countries did not speak directly to their circumstances. Thus the members of the reform movement began to produce an analysis of urban Canada which they felt made sense of their circumstances and experience. This analysis included such books as J. Lorimer's, *The Real World of City Politics* (1970) and *Citizen's Guide to City Politics* (1972), J. Caufield, *The Tiny Perfect Mayor* (1973), G. Barker, J. Penny and W. Seccombe, *Highrise and Superprofits* (1973), Vancouver Urban Research Group, *Forever Deceiving You* (1972), and D. Gustein, *Vancouver, Ltd.* (1975).

For the historian, the development of this movement and the publications it has produced has obvious interest and it will not be long before the profession will be writing scholarly articles about it. More important, however, are the questions this book raises about the role of the historical dimension in reaching an understanding of contemporary urban problems. It is a fond assumption of historians that a knowledge of the past is a necessary prerequisite to understanding the present. In fact, there is some danger in isolating questions for immediate and intensive research simply to meet urgent contemporary needs since there is no reason to believe that panic history will be any more satisfying than panic policy making. This is revealed again in *The City Book* for with a few obvious exceptions, most articles in the collection devote no space to placing contemporary problems in a historical framework. The result is that many of the writers are overwhelmed by "discoveries" of trends and problems that have manifested themselves time and time again upon the urban scene. If the "reformers" and other writers dealing with contemporary urban Canada are really intent on solving the problem of making Canadian cities more humane, they must recognize that history can be a useful and powerful tool. The historical dimension can make citizen's aware of the continuity of urban life and events and affirm their identity as members of communities that extend long back in time. More important, a sense of history will provide the means to choose the targets which must be confronted.

At one time, the omission of the historical dimension in a book like *The City Book* would have been understandable. In the last decade, however, urban historians in Canada have filled many of the voids — though by no means all — that existed in our knowledge of the urban past. Until the "reformers" and other go to the trouble of reading this material, their understanding of urban development will remain limited. Despite this major problem, the articles contained in *The City*

*Book* represent the best work on contemporary urban Canada completed to date and deserve a wide audience.

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TOM NAYLOR. — *The History of Canadian Business, 1867-1914*. Volume I, *The Banks and Finance Capital*; Volume II, *Industrial Development*. Toronto: James Lorimer & Company, 1975.

The central argument of these remarkable volumes is that Canada remained an economic colony from 1867 to 1914 because concentration on the production and movement of staple products diverted capital away from industrial development. Such manufacturing as developed was largely foreign-owned. The country's financial institutions and commercially-oriented businessmen were primarily responsible for this state of affairs.

Assume for a moment that Naylor makes his case. He does not explain why it happened. There are only two possible explanations: businessmen were investing capital "rationally" (i.e. to maximize their return) or they were not. Occasionally Naylor implies the former: "In 1876, the Bank of Montreal proved its loyalty to the Crown by purchasing American government and Cincinatti [*sic*] gold bonds" (II, 243). No one moderately familiar with economics should find it worth mentioning that businessmen base investment decisions on rates of return rather than national loyalties. Nor would most students of Canadian economic history quarrel with the proposition that manufacturing activities probably offered a lower rate of return than other kinds of business. If Naylor's books demonstrate this they are a rather long restatement of the conventional wisdom.

More often, Naylor seems to want us to believe that patterns of Canadian investment were irrational, that there was a "twisting of the capital market" (II, 282) caused by a colonial situation which created a social and economic structure biased towards commercial and staple enterprises. Canadian businessmen did not perceive their own best interests, and did not maximize their real opportunities.

No explanation is offered about why this should have taken place. By definition the explanation would have to involve a failure of entrepreneurship (i.e. a failure to perceive the best money-making opportunities). Naylor is not sure whether or not he wants to maintain this, perhaps in part because another major thesis of his study is that Canadian businessmen were constantly being driven by their lust for profits into bursting all sorts of institutional and legal barriers. Perhaps they were greedy in breaking the law so often, but stupid in not realizing that honest manufacturing offered a better living.

This discussion is academic, however, because Naylor does not prove his case. Although it is asserted often enough, no evidence is presented to establish that the main problem with Canadian manufacturing was a shortage of capital. The one table on business failures due to "Lack of Capital" (I, 85) is meaningless for several reasons, the most obvious being that it includes mercantile failures. The apparent fact that banks and other financial intermediaries did not put their capital into indigenous manufacturing cannot in logic lead to the conclusion that manufacturing would have been profitable if they had. There might simply have been more bank failures. As well, Naylor's discussion of municipal bonusing as a means of creating industrial capital seems to contradict the shortage hypothesis, especially when he repeatedly states that there was more bonusing than necessary.