

**Wolforth, John R. *Residential Location and Place of Work*. B.C. Geographical series number 4, 89 pages. Vancouver, Tantalus Research Limited, 1965**

**Leigh, Roger. *Specialty-Retailing : A Geographical Analysis*. B.C. Geographical series, number 6, 121 pages. Vancouver, Tantalus Research Limited, 1965.**

**J. Spelt**

---

Volume 11, Number 22, 1967

URI: <https://id.erudit.org/iderudit/020718ar>

DOI: <https://doi.org/10.7202/020718ar>

[See table of contents](#)

---

Publisher(s)

Département de géographie de l'Université Laval

ISSN

0007-9766 (print)

1708-8968 (digital)

[Explore this journal](#)

---

Cite this review

Spelt, J. (1967). Review of [Wolforth, John R. *Residential Location and Place of Work*. B.C. Geographical series number 4, 89 pages. Vancouver, Tantalus Research Limited, 1965 / Leigh, Roger. *Specialty-Retailing : A Geographical Analysis*. B.C. Geographical series, number 6, 121 pages. Vancouver, Tantalus Research Limited, 1965.] *Cahiers de géographie du Québec*, 11(22), 160–161. <https://doi.org/10.7202/020718ar>

## TOURISME

DACHARRY, Monique. **Tourisme et transport en Méditerranée occidentale. Îles Baléares — Corse — Sardaigne.** Paris, Presses Universitaires de France, 1964, 146 pages and bibliography.

Monique Dacharry of the Geography Department of Université de Sorbonne has compiled this informative book on the gradual incorporation of the islands in the sun in the western Mediterranean into the holiday grounds of millions of Europeans during the last decade or so.

The author looks at the integration of these islands into the rhythm of vacation Europe from a transport point of view, a field which the author has pursued in previous works.

The book is divided into three main portions. The first covers general economic geographic aspects of the individual islands and an inventory of the present tourist situation. Section two covers the development of air transport and the existing transport pattern, the transport structure and the fluctuations for the various islands and airports. Large scale maps demonstrate the airport sites and presumably their capacity to take bigger aircraft; a large number of graphs illustrate the more detailed characteristics in the transport flows. The third section gives the gradual shift from water transport to popular priced regular and charter flight air travelling, intensified in the late 1950's.

The book is full of interesting data, not necessarily of transport type. One gets interesting observations on the various government promotion policies; the list of different airline companies flying to the islands is fascinating, the many graphs of tourist visitors demonstrate the importance these islands have for north latitude Europeans.

However, one is astounded by the carelessness of the author in using a good documentation. The many graphs are almost impossible to compare. There are no logarithmic constructed graphs, by which comparative trends could be analyzed. The author does not relate in a comparative way the interesting location relationship: airport — hotel locations, which definitely exist on the two larger islands. This aspect could have been included under the existing title of the work. As of now, the study is a macrostudy dealing solely with tourist passenger transport. What about tourist influenced transports, such as island transport network, commodity imports caused by tourism demands? These aspects have always been neglected in tourist studies. There are costs involved in running the industry too.

Sometimes one gets the feeling the author would have liked to make a more microgeographic study. And that would have been very enlightening in the case of the larger islands under study.

The final chapter points out the well known fact in tourist studies, namely the inadequate statistical documentation. The scientist has to work with immigration cards, hotel registers, etc. It is the same situation in Canada. I find it about time geographers should try to influence D. B. S. census policies, that so far only give tourist data on national and provincial levels.

Miss Dacharry's study is very interesting from a fact finding point of view, has a good bibliography but does not penetrate deeply into methodology.

J. LUNDGREN,  
McGill University.

## GÉOGRAPHIE URBAINE

WOLFORTH, John R. **Residential Location and Place of Work.** *B. C. Geographical series* number 4, 89 pages. Vancouver, Tantalus Research Limited, 1965.

LEIGH, Roger. **Specialty-Retailing : A Geographical Analysis.** *B. C. Geographical series*, number 6, 121 pages. Vancouver, Tantalus Research Limited, 1965.

These studies dealing with aspects of the urban geography of Vancouver are the result of a research project directed by Dr. W. Hardwick, of the Department of Geography at U. B. C. Both studies merit close attention.

After a clear review of the literature and concepts concerning the journey to work, Wolforth analyses the commuting pattern in the Vancouver conurbation. The concern is exclusively with the intra-urban situation. The basic aim is to assess the relative importance of the cost of housing and the cost of the journey to work. The data source is a sample taken from the Vancouver City Directory. It provides information on occupation, sex and marital status, and address of both home and place of work. Additional information was obtained from a downtown parking survey undertaken by the city. The author added data obtained from the personnel files of five major companies.

The research leads to the conclusion that the cost of residential accommodation is the single most important factor in the selection of a residential location. In other words, contrary to the concepts formulated by Liepman, Carrol, and others, the Vancouver experience shows that distance from work has little effect on the selection of a residential location. The journey to work is the result rather than the cause of the urban spatial structure. There are a few categories of workers for whom distance appears to play a part. These are females employed in clerical occupations downtown, married women, and persons employed in work places in peripheral locations. In the case of married women, it is not so much the selection of residential location as much as a place of work close to home. Clustering around peripheral places of work is possible, because here one finds extensive districts with uniform, rather low-cost housing. This does not necessarily mean, however, that distance does not play a part at all for workers in this category. The reviewer found that in Toronto, during the post-war period, workers left the older parts of the city to take up residence in suburban locations. However, they tended to go to the suburbs closest to their downtown place of work. When the place of work abandoned its downtown location it generally moved to the suburban section where most of its workers had moved.

The second study, mentioned above, deals with the location of high-order stores in the Vancouver area. Leigh shows that high-order services which generally are assumed to be the domain of the C. B. D. occur also outside the core. These services, in this instance specific types of furniture stores, gifts, jewellery, apparel and other stores, do not cater to a city-wide or regional clientele. They serve only a specific income group or social class which lives in only certain parts of the built-up area. The hinterlands of these stores are selective, not city-wide. A downtown location may therefore quite well not be the most strategic location at all. Also the high-order stores downtown tend to have selective hinterlands, or a selective clientele.

The specialized retail stores compete monopolistically, i. e. through product differentiation and image projection. Consequently in geographical terms, these stores have considerable locational flexibility, they are able to ignore spatial competition. The choice of location is often determined by the characteristics of the owners and not of the goods being sold. Distant customers are attracted by means of special retailing techniques. The eccentric location of high-order stores in Vancouver is a rather recent development, largely since 1952. It coincides with the greatly increased mobility of the shopping public. Many areas are now as easily accessible as the C. B. D. and moreover, they enjoy the advantage of lower site rental.

Theories based on the concept of spatial competition are inadequate to explain the location and hinterlands of the high-order stores. Equally, central place notions must be reconsidered, since high-order stores can quite successfully locate in lower order centres. According to Leigh high-order stores must not be viewed in the light of «central location» and «city wide» market orientation, but as «locational flexibility» and «selective market orientation». This is a most interesting study of great relevance to anyone interested in theories of urban commercial structure.

J. SPELT,  
*University of Toronto.*

### CARTOGRAPHIE

LIBAULT, André. **La cartographie.** Collection *Que sais-je ?*, n° 937, Presses universitaires de France, Paris, 2<sup>e</sup> édition revue et mise à jour, 1966. 128 pages, 19 planches.

Les ouvrages généraux de cartographie en langue française sont plutôt rares, et l'aspect austère de la matière les rend généralement peu accessibles au public. Pourtant, A. Libault s'est