

Gertler, L.O., and Crowley, R.W. *Changing Canadian Cities: The Next Twenty-Five Years*. Toronto: McClelland and Stewart, 1976. Pp. 474

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The articles in this book were written against a background of a considerable degree of failure by urban reformers involved in the continuing battle over planning and power at city halls across Canada. The goal of the book is to provide a tougher analysis of city politics and urban development which, it is hoped, will lead "to strategies which will make it possible for reform politicians to organize politically and take control of city governments from property industry majorities that have it now" (p. 6).

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Gertler, L.O., and Crowley, R.W. Changing Canadian Cities: The Next Twenty-Five Years. Toronto: McClelland and Stewart, 1976. Pp. 474.

This comprehensive volume represents an important milestone on the winding path of research sponsored by the Ministry of State for Urban Affairs. It was early in 1970 when N.H. Lithwick's urban Canada volume appeared that portrayed the "state of the art" in reference to urban problems and prospects and established a baseline for the Ministry's research programme. The Gertler and Crowley book is a broader and more carefully executed successor that indicates what great strides have been taken in the 1970s in probing the urban scene and understanding the complexities of Canadian cities.

The book project was supported by a Ministry grant and the valuable input of Ministry personnel is acknowledged. A number of other researchers made significant contributions, especially those at the University of Waterloo where Leonard Gertler is a professor in the School of Urban and Regional Planning. Ronald Crowley is the former Director-General of Policy and Research, Ministry of State for Urban Affairs and presently is Director-General, Central Analytical Services, Canada Department of Labour.

The book tries to be many things to many people. In the Introduction the authors indicate that, "... different styles and modes of presentation are employed in the book. Statistics are marshalled, scenarios drawn, subjective impressions offered, models described, figures projected and literary interpretations presented." They considered that the complex subject could not be fully grasped if the manner of analysis were unidimensional and they wanted to reach a wide and diverse audience, ranging from professionals and politicians to students and the general public. These aims are not entirely achieved. Parts of the book would be pretty heavy going for many laymen, while other parts might not appeal to professional urbanologists. The writing style certainly is informal, clear and concise and the book presents many complex topics in an interesting and simplified fashion, but it leans more toward the academic than the popular. It is a scholarly presentation, with liberal documentation in the form of statistics and footnotes. It would provide an admirable, cross-disciplinary textbook for a university course on Canadian cities and constitutes a worthwhile survey of Canadian cities and urban problems for any serious reader interested in the subject.

The book is carefully organized and properly introduced with brief summaries of what each chapter contains and what its goals are. The demographic characteristics of urban Canada is the subject of the first chapter which leads to a consideration in Chapter 2 of future prospects, in the light of projected population growth. A number of specific problems are introduced, such as the need for agricultural land preservation. Attention is turned toward growth forces in Chapter 3 where the emphasis is placed on economic factors and the regional diversity that has evolved. These are the foundation chapters that lay the groundwork of generalization on which the authors build the following discussions of regional examples and particular elements of cities, as well as settlement forms and policy questions.

The style of presentation changes in Chapter 4, with the introduction of three rather different alternative urban patterns and policies: the Vancouver, Saint John and Peace River areas. These are effectively presented and some useful generalizations are drawn. An excellent short section on policy approaches appears at the end of

Chapter 4 and in each of the succeeding chapters. Chapter 5 addresses a difficult topic, the quality of urban environments. The topic needs more elaboration to be fully effective, but a valiant attempt to convey the great diversity of cities and their special problems has been made. The technique used in the first part is to present brief sketches of eight urban areas selected to represent the various regions of Canada and a variety of characteristics. Generalization of metropolitan environments based on social indicators is the approach in the second part, but the interpretation seems weak and incomplete. Most effective is the third part on resource towns where the generalization approach is used. The ink sketch birdseye views of the cities described are effective illustrations, though the ones of Sudbury and Hamilton are not as good as the others. The urban surroundings form the subject of Chapter 6 where problems of land use in the fringe, shadow and urban field are pinpointed.

In Chapter 7 on the Urban Human Condition four different views of the city are presented, one based on perception, the result of a student survey of city preferences, a second that is philosophical, a third that is literary, based on excerpts from poetry and prose, and the last based on policy research. It is an especially varied and appealing chapter in which an innovative approach has been used successfully. Urban form and the open city ideal are dealt with in Chapter 8 from a general systems approach, with the use, again, of the eight city examples. Many of the themes developed earlier are drawn together in this wide ranging discussion that points to an ideal form to be aspired to, a city open to the countryside, rich in opportunities, democratic and flexible in administration, and tolerant of lifestyle, ethnic, social and design differences. The treatment of the eight examples suffers from such brevity that it becomes simplistic. It is a method that vividly illustrates the points made, but it has the unfortunate side effects of exaggerating the uniqueness of each city, because each is called upon to exemplify a particular characteristic. The ink sketches accompanying the city examples probably are less effective in portraying the differences than photographs would be because they have a sameness about them and are all printed in an unappealing dark gray tone that reinforces the impression of uniformity.

The concluding chapter is a systematic and logical summation and policy statement. It brings the book to a close in a satisfying manner, but does not purport to be a detailed blueprint for the future. Rather, the authors indicate policy directions that should be followed in order to achieve a better urban Canada and leave the details of implementation as challenges to the three levels of government.

It is a good book well worth reading and digesting, and stands as a worthy and sophisticated successor to Lithwick's exploratory document of 1970.

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Dawley, Alan. Class and Community: The Industrial Revolution in Lynn. Cambridge: Harvard University Press, 1976.

Class and Community is about the shoemakers of Lynn, Massachusetts, a slow-paced, agricultural village on the New England coast that became a leading center for the manufacture of ladies footwear. The book poses a very large question about the Industrial Revolution in the United States. Who owned or controlled the means of production? What was the distribution of income and property? What were the links between economic, political, and social power?

Alan Dawley is not the first historian to be interested in such matters, but Class and Community is not an ordinary book. Acknowledging explicitly his debt to Marx, the author uses the concept of class as the analytical framework for his study. As might be expected, the result is not a celebration of the American dream. There was poverty and exploitation in Lynn, not a new industrial order where factory workers could enjoy the benefits of a middle class life. As large amounts of capital and machinery transformed the artisan occupation of shoemaking into an impersonal, large-scale enterprise, Dawley finds