

Book Reviews

Gentlemen Emigrants: From the British Public Schools to the Canadian Frontier, by Patrick A. Dunae. Vancouver and Toronto: Douglas & McIntyre, 1981. Pp. 276; \$16.95.

Gentlemen Emigrants is an important book drawing attention to a significant aspect of Canadian history. "Gentlemen emigrants" were, as Patrick Dunae points out in his introduction, Canada's "well-born, well-educated British settlers." The term appeared in Britain in the 1870s in response to conditions in that country. The Industrial Revolution had resulted in a large increase in the number of families able to provide offspring with the education of a gentleman, but not in a socio-economic structure able to meet their expectations as adults. Acquisition of genteel status, it was generally agreed, began with attendance at an exclusive "public" school inculcating suitable habits of speech and dress, standards of behaviour, and the self-confidence that comes from occupying a superior position in the society. Suitable occupations for a gentleman were, however, limited. While the professions, finance, company management and agriculture were acceptable, a gentleman could not engage in trade or work with his hands, even in the skilled crafts. Therein lay the rub: as Dunae demonstrates, an insufficiency of employment existed in Britain itself to satisfy all those having been given, through a "public" education, the expectation of a genteel lifestyle.

Emigration in order to maintain status as a gentleman became increasingly common in the decades preceding the First World War. The number who came to Canada can be approximated from statistics alluded to by Dunae (p. 2). Between 1870 and 1914 over 150,000 adult males leaving Britain for British North America gave as their occupation "Commerce, Finance, Professional, Students," a category equated by Dunae with genteel status. While 15,000 to 25,000 such individuals came in each of the last three decades of the century, fully 90,000 arrived in the years of concerted Canadian immigration, 1900-14.

Gentlemen Emigrants provides a graphic introduction to this significant facet of Canadian socio-demographic history. Principally through vignettes of settlers with a good story to tell, Dunae traces both the experience of individuals and the larger phenomenon. The first two chapters, centring on the Moodie family (of Susanna fame) in Ontario in the 1830s and on the Cornwalls and their contemporaries in the British Columbia interior in the 1860s, set the scene for an incisive discussion of conditions in Britain promoting genteel emigration. Subsequent chapters describe the adventures of "public school" boys searching out suitable occupations in Canada in the 1870s and 1880s, of "high-class cowboys" in the Alberta foothills in the 1880s, and of genteel eccentrics and big game hunters in British Columbia in the 1890s.

The second half of Dunae's study focuses on limitations inherent in genteel emigration and on measures taken to mitigate their effect. Gentlemen emigrants were not only educated to believe in their superior position in society, but in many cases left Britain precisely in order to ensure preservation of that special status. Expectation and reality did not always coincide in Canada. The problems of adaptation faced by "public school" boys living on a regular "remittance" from home until settled in agriculture receive special attention from Dunae. He argues that by 1900 Canadian antagonisms to their often flamboyant lifestyle had become acute:

No longer were these gentlemen regarded as energetic, innovative pioneers; rather, they were viewed as disreputable, languid fops. In fact, attitudes had changed to such an extent that by 1900 the term "gentleman emigrant" had virtually disappeared and been replaced by a new, derogatory term — "remittance man." (p. 124)

Dunae examines three kinds of genteel response: group agricultural settlements created in 1882 at Cannington Manor, Saskatchewan, and in 1910 at Wallhachin, British Columbia; the scheme whereby British gentlemen farmers settled in Canada advertised in Britain their willingness to accept fellow immigrants as farm pupils, or "mud pups," for a fee; and initiatives by British public schools to create their own training farms in England and Alberta.

Unfortunately for historians of British Columbia, the strength of Dunae's analysis centres on the prairies. There his range of primary evidence is extensive, his perception of the changing nature of the host society acute. Dunae's attempt to encompass British Columbia within the same conceptual framework is, by contrast, disquieting. A primary concern with agriculture, valid from the prairie perspective, leads him to do

no more than acknowledge in passing the role of gentlemen emigrants in colonial Victoria while detailing the exploits of a handful in the interior. Dunae's second chapter on British Columbia is equally concerned with high adventure at the expense of the main chance: fruit farming, which provided the focus for very extensive genteel settlement, is dismissed in a page and a half, whereas seven are given the exploits of three big game hunters. More seriously, Dunae assumes that gentlemen emigrants lost their significance in British Columbia after 1900 simply because they apparently did so on the prairies. Amidst two dozen pages demonstrating his general contention are precisely two pieces of evidence referring to British Columbia: an 1890s ballad, published in 1962, lamenting the incompetence of a "young British rauncher," and two anecdotes, published only in 1933 and 1976, concerning an ignorant Englishman who sold liquor to an Indian in the Kootenays and another lost without a proper cup from which to drink (pp. 130 and 133).

Having demonstrated to his own satisfaction that the positive contribution of genteel emigration was over by 1900, Dunae largely ignores the events of the decade and a half preceding the First World War, when well over half the total number of gentlemen emigrants arriving between 1870 and 1914 came to Canada. It was in these years that attention in Britain turned from the prairies and Ontario to British Columbia as the most suitable destination for middle- and upper-class settlers. Between 1900 and 1914 the proportion of British born in British Columbia grew from a quarter to a third even as its overall white population tripled. The contribution of gentlemen emigrants in creating "the orchards of British Columbia" was certainly not, as Dunae suggests (p. 123), over by 1900. Moreover, genteel emigration into the province extended far beyond the "public school" boys and eccentrics on whom Dunae concentrates his attention. Many were middle-aged professionals whose first career had proven unsatisfactory, others young married men with a family to support. Emigration was, for such individuals, not taken lightly. If most did attempt to live in British Columbia much as they would have in Britain itself, to do so in a province with a very strong British heritage was not that idiosyncratic. Their lifestyles in British Columbia justify neither condemnation as primarily "exiles and ne'er do wells" (p. 130) nor their dismissal from historical consideration on the basis of attitudes expressed toward "public school" boys on the prairies.

To suggest that Dunae has minimized the role of gentlemen emigrants in British Columbia is not, however, to doubt his central thesis that they

made a far more significant contribution than hitherto appreciated in the development of Canadian society. Rather, by generalizing for the whole from only a part of the phenomenon, he simply understates his case.

University of British Columbia

JEAN BARMAN

British Columbia: Historical Readings, edited by W. Peter Ward and Robert A. J. McDonald. Vancouver: Douglas & McIntyre Ltd., 1981. Pp. xii, 692; no index.

Books of readings rarely stir the blood. They are usually printed by ambitious publishers to take advantage of a captive student market and reluctantly assigned by professors to prevent studies from ripping apart the journals in the library. Burdened by the necessity of being comprehensive, representative, balanced and packaged for tutorial use, readers tend to be overstuffed and often quite confusing. Made up for the most part from unedited academic articles, collections of this sort can be quite tedious, however excellent some of the individual pieces might be. The effect is that of reading the back issues of a journal all at one sitting.

Some editors are more ambitious and ingenious than others. The reader format has been used to stake out a new field, sum up research on a problem, demonstrate prevailing controversies, or focus on important issues in a field. In some readers the individual pieces form a coherent whole or illustrate different approaches to a central theme. Often an ideological harmony binds the essays together. Sometimes a brilliant editor imposes a new order on existing literature. Peter Ward and Robert McDonald's ambition, as stated in their all too brief preface, is more modest: "to provide college and university students with a textbook reflecting the interests of the province's most recent historians." They shrink from providing an interpretive framework of their own; they do not classify or count; nor do they hint at an emerging synthesis. Instead they merely select and sort, letting many authors and many voices speak for themselves.

Most of the essays included in this collection will be familiar to readers of this journal. Eleven of the thirty-one pieces were originally published in *BC Studies*. Eleven come from journals as diverse as *Explorations in Economic History*, the *Canadian Historical Review*, *Plan Canada* and

the *Canadian Review of Sociology and Anthropology*. Eight essays are taken from other anthologies. Only one, Jean Barman's paper on the Vernon Preparatory School, appears for the first time. Most of the articles reprinted here were published in the seventies; only one, a forty-year-old essay on the mining frontier, stretches the definition of recent work.

The editors group the essays in bunches under general headings: The Maritime Fur Trade, Indian-European Relations, Colonial Government and Society, Economic Development, Urban Growth, Industrial Conflict and the Labour Movement, Politics, Race and Ethnicity. Within each category one finds the expected landmark essays by Robin Fisher, Jean Usher, Keith Ralston, David Reid, Donald Paterson, Norbert MacDonald, David Bercuson, Stuart Jamieson, Margaret Ormsby, Peter Ward and Patricia Roy. Ward and McDonald turn up some unexpected surprises from widely scattered sources including Peter Cumming and Neil Mickenberg on native rights, James Gibson on Boston and Russian fur traders, Barry Gough on the nature of the British Columbia frontier, John Weaver on town planning in Vancouver, Jorgen Dahlie on Scandinavian immigrants, and Sanford Lyman on contrasts in the Japanese and Chinese communities. The emphasis is mainly upon social history with strong representation from both the old and the new economic history.

One of the advantages of this approach adopted by the editors is that it helps identify gaps in current research. Surprisingly, the resource industries have been little studied, and provincial political history has been positively neglected. Is it true that there has been nothing worth reprinting written on Social Credit? Are there no general interpretations of provincial politics to provide context for the three quite specific essays on the Tolmie and Pattullo administrations and the origins of the CCF? Why has what might be called the "left" tradition in B.C. historiography been ignored? Work by Paul Phillips and Martin Robin, for example, has not been included. Is this because their notions of class clash with that of the editors? Did they refuse permission? Certainly their unexplained absence helps preserve the illusion that B.C. historians scarcely, if ever, disagree.

In a splendid survey of the writing of British Columbia history, used here as an introduction, Allan Smith argues that the best historians never lost sight of the province's relationship with the world around it. He concludes: "The result was a body of writing which in its attempts to grapple with problems of context, orientation and social dynamic at all

times showed its authors anxious . . . to situate British Columbia in an appropriately comprehensive framework of analysis and discussion." At its best, provincial history is not parochial. For the most part the essays gathered in this collection live up to that standard. Certainly the list of those that do not is much shorter than the list of those that do. This reader stands as a challenge to British Columbia historians to complete the analysis and description of the province's social evolution in its Canadian context.

Harvard University

H. V. NELLES

Clifford Sifton. Volume One: The Young Napoleon, 1861-1900, by David J. Hall. Vancouver and London: University of British Columbia Press, 1981. Pp. 361; *illus.*; index, \$27.50.

David Hall has been on the trail of Clifford Sifton for a dozen years. He has left no stone unturned — nor whatever dwelt underneath — in his patient and enormously thorough search. The result is this densely packed account of Sifton's career to the mid-point of his tenure as Minister of the Interior in Laurier's government. Sifton's progress to this point is summed up in the sobriquet which is the subtitle of this volume, *The Young Napoleon*, and which, the author might have told us, was applied to the aggressive minister by the opposition derisively.

This first volume divides naturally into Sifton's years in the Greenway government of Manitoba and his federal career. What links the two is the remarkable degree of flexibility of principles exhibited by Sifton. Almost every issue that he stoutly opposed as a member of the Manitoba cabinet — tariff, CPR, concessions to the Catholic minority, etc. — he found himself able to support vigorously in Ottawa. Does that make him a pragmatist, as Professor Hall suggests, or simply a trimmer?

The detail in the book is, at times, somewhat daunting; but the prodigious research has turned up many nuggets. Hall presents the first plausible explanation of the Logan case (Sifton instigated it), which has never made much sense. He closely analyzes the Manitoba Grain Act, hailed as a prairie Magna Carta, and exposes its fatal weaknesses. There are many other examples which could be cited.

But there is some dross as well. Least satisfactory is the section dealing

with Sifton and the Yukon. Perhaps the evidence simply does not exist, but one is left with the impression that there is much more to Sifton's involvement than is presented here. There is little comment on the minister's activities in the granting of timber berths, despite continued questioning in the House. T. A. Burrows, Sifton's brother-in-law, seldom failed to be successful in his bids. It is not that the author is overcautious; when he has the evidence, he does not hesitate.

These lacunae should not detract from a very impressive piece of research; and one hopes for the second volume soon. Sifton was not a likeable man, but he has been fairly served by Professor Hall. It is also pleasant to conclude by remarking that the early high standards of U.B.C. Press are being well maintained.

University of Manitoba

J. E. REA

Distant Dominion: Britain and the Northwest Coast of North America, 1579-1809, by Barry Gough. Vancouver: University of British Columbia Press, 1981.

This is a book which one does not hesitate to recommend, especially to British Columbians.

The period it spans is determined by the facts that 1579 is the year in which Francis Drake started on the first voyage an Englishman made to America's west coast and that 1810 is the opening date of another of Mr. Gough's books, *The Royal Navy and the Northwest Coast of North America, 1810-1914*.

A chapter to which I would very particularly call readers' attention is Mr. Gough's first — on the "Tyranny of Distance." This is something it takes an effort to understand in these days when we can arrive at Heathrow a mere dozen hours after taking off from Vancouver airport. Before the coming of the steamboat (in its infancy in 1809) the speed of travel at sea was determined by the natural forces of winds and currents; and it was low. Captain Bligh's *Bounty* averaged 108 miles per day over the 27,086 miles he sailed between England and Tahiti. Better speeds might indeed be made on short voyages favoured by good winds, or worse against headwinds, but 100 miles a day was a good average for a long voyage. Add that wooden ships were frail as well as slow. The eighteenth century was three-quarters gone before men learned the value of copper

sheathing to protect their hulls against shipworm and barnacles. Their oak timbers were subject to dry-rot; wear and tear took its toll of their pine masts and spars, their hempen rigging and canvas sails; and explorers particularly might spend years at sea before they saw their home ports again. Salt meats and lack of green vegetables invited scurvy, for which no really practical preventative was found until the great siege of Gibraltar (1779-83), when General Elliott's experiments showed how orange juice could be preserved by mixing it with brandy. Perhaps the best asset of the ships was that they were small enough to be careened on a sheltered beach when their hulls needed repair. The pioneers who sailed them, of course, did so with no charts to aid them in locating reefs and shoals, for sheer lack of predecessors to make the charts!

These were the conditions under which the men, whose work Mr. Gough describes, sailed the northwest coasts of America. The greatest of them are easily James Cook and George Vancouver; "dedicated scientists" one must call them for the meticulous care they took in charting, for the benefit of others, the unknown seas through which they sailed. Cook also discovered a new source of wealth, which led lesser men to follow him. This was the famous sea otter, whose wonderful pelt was worth a fortune in Canton; and that accounts for the importance which the now obscure anchorage of Nootka Sound on the west side of Vancouver Island (you cannot reach it by car today) enjoyed in Mr. Gough's period. It was the centre of the sea otter trade where John Meares built the fort which brought Britain and Spain to the brink of war in 1790 after the Spaniards had seized it; and what Canada now possesses on the west coast she owes to the stiffness with which the younger Pitt's government prepared for a war from which the Spanish flinched. There were also, of course, the Russians as well as the Spaniards to consider; but more important than either were the Chinese.

I liked the way Mr. Gough discussed the China trade. It is well known that there was a war over it in 1840-41, and "holier-than thou" westerners have built up the legend that it was "an opium war" forced on the innocent Chinese by greedy merchants seeking profit in the drug traffic. That legend is born of ignorance which Mr. Gough does much to correct. The fact is that the Chinese, who would accept opium, wanted almost nothing else from traders whom they despised as "foreign devils" and treated abominably. While the sea otters lasted, the fur trade to Canton was indeed profitable, but the result was the near extinction of the unfortunate otters. Here Mr. Gough gives figures that will interest

naturalists; in 1817 the Nor-Westerners sold 98,240 sea otter pelts at Canton, but in 1820 only 21,826. One had not realized how soon and how seriously the decline started.

Victoria

RICHARD GLOVER

Russia in Pacific Waters: A Survey of the Origins of Russia's Naval Presence in the North and South Pacific, by Glynn Barratt. Vancouver: University of British Columbia Press, 1981.

Mr. Barratt's purpose in this book is to describe Russia's naval ventures in northeast Asia and western America. His starting date is 1715, when a Russian party launched their first vessel — an open boat named *Okhota*, at Okhotsk — and he ends with the collapse of hopes for Russian naval hegemony in the North Pacific Ocean in 1824-25. He covers the early explorations of Bering, fur-trading, contact with Spaniards, British and Americans, and the difficulties the Russians faced.

He is to be congratulated on having done his research very thoroughly and has much information to offer. Unfortunately, however, his material too often deserves better presentation than it gets. For example, on page 237 he writes that in 1810 Simon McGillivray "failed totally to rouse Lord Wellesley to action" over "Gray's River." Here he does indeed identify McGillivray as a "Nor-Wester"; but how many will recognize "Gray's River" as the Columbia? And who was Wellesley? Plenty will recognize the family name of the Duke of Wellington — and may be misled as a result; but one questions how many students of northwestern history will recall that in 1809-12 Wellington's eldest brother, Richard, Lord Wellesley, was Britain's foreign minister; or that not the least of his problems in that position was keeping peace, as long as he could, with his country's principal rival on the Columbia — the U.S.A. — at a time when every nation in Europe outside Sicily and the Spanish peninsula was at war against Britain. Here one should add that no reader can afford to overlook Mr. Barratt's collection of "Preliminary Notes," for these explain Russian words and spellings that may otherwise baffle him (they occur on p. xvi, not p. xiv, as the table of contents states).

Of Russia's interests in Pacific waters one must say, first, that they were not managed well; second, that in general they were far from easy to manage at all; but third, in some ways at least they could surely have been managed much better.

The first and most obvious difficulty is summed up by "remoteness," for the Pacific was very far from Russia's capital. In 1785-86 it took Lt. Sarychev "from the middle of September" until March (p. 77) to reach Okhotsk from St. Petersburg — that is, six months of travel at the very time of the year when travelling should have been easiest, with rivers bridged by ice most of the time and plenty of snow to smooth the way for sleds, dog teams and skis; and it means, obviously, a wait of at least a year before the answer to a letter could arrive. Also, the government responsible for Russia's affairs in the northeast was simultaneously facing plenty of problems nearer to home; and the nearer problems were vastly bigger — for instance, such matters as wars with Poles and Prussians, with Persians and Turks, with Pugachev's rebellious peasants and, not least, with Bonaparte. Meanwhile Alaska had little to offer except furs, of which Siberia was also producing an abundance. (One wishes Mr. Barratt had had more to say on these topics, for they would help to put his subject in focus.)

Then there was the question of methods. How was Alaska to be managed — by private enterprise? Or by the government through its navy? The clash between these two was not easily resolved; and, if the Russian navy generally comes rather well out of Mr. Barratt's narrative, it is because the fundamental need was to employ first-rate men to tackle very real difficulties. The naval officers were usually Germans from Russia's Baltic provinces, so they brought German efficiency to their job, but Russia's farthest east had few attractions for most civilians who could do well elsewhere.

The most astonishing weakness displayed by the Russians, naval and civilian alike, was surely their failure "to provision the Pacific settlements reliably and economically," as Mr. Barrett writes (p. 236). It is true that they had no such resource as the great buffalo herds of our prairies, which until the mid-1880s provided the Canadian fur traders with pemmican, but there was an abundance of other things — notably salmon — which swarmed in the rivers of Alaska and Kamchatka and could be preserved by drying, salting, kippering, or (after ca. 1810) by canning. Also more species of wild geese either breed in or migrate through Alaska and Kamchatka than occur in Hudson Bay, where they were annually shot and salted by thousands to feed the fur traders. Reindeer (*alias* caribou) were abundant on both sides of Bering Strait, and pemmican can be made of their meat too. Yet in over a century the Russians never solved their supply problems satisfactorily.

The pains which Mr. Barratt has taken with his index are admirable but, at least in some degree, unfortunate. He has made, in effect, three indices — one for names of people, one for names of places and one for names of ships. Handy as this is, it denies him the opportunity to index other things — even such a thing as that most important of Pacific furs, the sea otter.

Mr. Barratt ends his book with a long and useful bibliography.

Victoria

RICHARD GLOVER

Maps and Dreams, by Hugh Brody. Vancouver: Douglas and McIntyre, 1981.

We often think of the Indian people as a curiosity, of their reserves as squalid, of the life that many of them lead on urban skid roads as deplorable. These are the remnants of a culture well and truly past; only crafts, carvings and totem poles survive the wreckage.

It is true that Indian culture has been under attack ever since the first Europeans set foot in the New World. The Indians have been taught to believe that their religion, their languages, their ways of rearing children and, indeed, their whole way of life had to be discarded. Their enforced retreat has resulted in many casualties, but they have refused to assimilate or to give up their identity altogether. This new book, *Maps and Dreams*, reveals the capacity of the Indian people to endure.

Hugh Brody's book is about the hunting society of the Beaver Indians of northeastern B.C. He tells of their life on the reserve and in the forest as hunters. We are familiar with the demoralization that afflicts Indians on the reserves, but very few of us have seen the transformation that occurs in the bush. There the Indian becomes a hunter — resourceful, alert, tireless. In the bush he is himself again. Brody takes us into the bush with these hunters of the boreal forest.

The maps in Brody's book are those that the Indians discover in dreams — maps that lead them to their kills in the bush. The dreams are the dreams of white men — dreams of vanquishing the wilderness in the name of industry and progress. The white men have their maps too: maps that show rivers dammed, coal fields developed, and pipelines arcing across the ancient hunting grounds of the Indians.

Although, as Brody says, these hunting societies have been condemned by industrial man, the remarkable thing is that many of them, in defi-

ance of history, are still surviving — even thriving. Brody has documented the extent of the Indian economy. The Indians still take bear, beaver, muskrat, moose, deer, rabbit and grouse, providing between one and two pounds of meat a day for each man, woman and child. “Fresh meat,” as Brody says, “is the primary strength and most important item of the hunting economy.” When the Indian economy is seen as equivalent to a source of income it is possible to understand the alarm with which Indian communities greet industrial projects which may threaten their hunting grounds.

Brody’s book is beautifully written. Some of the vignettes of Indian life describing the hunt and life on the reserve will become classics. His description of a quiet day spent with the Indians mending fences around a graveyard is particularly good. Then there are the episodes revealing the cultural abyss that often separates white society from Indian society: Brody arrived at the reserve in a pick-up truck to do his research, and as a result was sent on countless errands by the Indians. It was not until he left the pick-up behind in Fort St. John and returned to the reserve on foot that he could begin to know the Indians.

Brody gives an account of the hearing held to discuss the impact of the Alaska Highway gas pipeline. He describes graphically the unease and discomfiture expressed by the government and industry representatives when the Indians got out their dream maps. The officials could not wait to escape the reserve, relieved that the hearing was over and happy to be returning to the world of air-conditioned hotel rooms.

Brody’s book compels us to ask if there is any future for these hunters or for hunting societies anywhere in the world. Granted we have just seen a guarantee, though a qualified one, of aboriginal rights restored to the constitution. But what are aboriginal rights? That is a question that cannot easily be answered. For the hunters of northeastern British Columbia, aboriginal rights mean the right to continue to hunt. For Indians in other places and in other circumstances they may mean the right to their own schools, an expanded land and resource base, or control of the delivery of health services and social services. For all of them they mean the right to be themselves.

Canada is not the only country that must face the challenge of the presence of native peoples with their own languages and culture. Many other countries of the Western Hemisphere have indigenous minorities — peoples who will not be assimilated and whose fierce wish to retain their own culture intensifies as industry, technology and communications forge a larger and larger mass culture, excluding diversity.

The continued survival of a communal society that rejects the acquisitive norms of our own culture forces us to question assumptions about our own way of life. It is, in fact, in our relations with the peoples from whom we took this land that we can discover the truth about ourselves and the society we have built. We may recoil from native society, expressing a strong belief that it should become like our own; or we may see that we can learn from it. This is what the great anthropologist, Claude Lévi-Strauss, believes. In *Tristes Tropiques* he discusses "the confrontation between the Old World and the New":

Enthusiastic partisans of the idea of progress are in danger of failing to recognize — because they set so little store by them — the immense riches accumulated by the human race on either side of the narrow furrow on which they keep their eyes fixed; by underrating the achievements of the past they devalue all those which still remain to be accomplished.

Hugh Brody's book enables us to lift our eyes for a moment from that narrow furrow.

Vancouver

T. R. BERGER

Log of the Union, John Boit's Remarkable Voyage to the Northwest Coast and Around the World 1794-1796, edited by Edmund Hayes. Portland, Oregon: Oregon Historical Society, 1981. Pp. 112; *illus.*

In the penultimate decade of the twentieth century much is made of what is called "youth culture." To an older generation it seems as if "the young" have taken over the world without any real sense of obligation or responsibility. Moreover, those who hold this view assume that it is only now that the young play such an obvious role in society. Actually, as any knowledgeable historian may easily demonstrate, such an attitude is wrong. Indeed, in the late eighteenth century many entrepreneurial activities were conducted by individuals who were not even legally of age, and this was particularly evident in maritime trade. Consider, for example, William Sturgis, who was second officer in the *Ulysses* at 17, or John Boit, who was master on the *Eliza* at 19 — two years previous he had been a junior officer on the *Columbia* and while on that voyage wrote the splendid journal which later served to provide much significant information on the Pacific northwest coast.

In the summer of 1794 John Boit, aged 20, took command of the *Union*, a small sloop of some ninety-four tons, and began another voyage

from New England to the northwest coast. It is the account of this expedition, as told in the ship's log, which is the text of this volume. It must be recognized from the start that this is a log and not a journal; therefore there is little sustained narrative and a relative paucity of commentary about people and events. The reader must glean from the text what is the essential story and what is interesting purely to the maritime enthusiast. Throughout the text Boit periodically does depart from the brevity of his commentary to give a more full account of his feelings and sentiments. It is clear that Boit is not naive in his expectations of the behaviour of the native peoples. He recognizes the differing cultural values and he is aware that given proper circumstances, a modicum of real trust could be established, but he is realistic enough to know that the Indian was perfectly prepared to take advantage of the situation should the white man be off-guard. The Indians had plenty of experience in dealing with "King George's Men" or "Boston Men" and were not as unsophisticated as they liked to appear.

The most extended narrative account deals with Boit's sojourn in the Hawaiian Islands (pages 70 to 79). His perspicacity is never more fully revealed, and his shrewdness and professionalism are ever apparent. The Sandwich Islanders may have had charms for some, but they were untrustworthy — *pace* Captain Cook.

Boit had left Newport, Rhode Island on 1 July 1794 — his log notes "Adieu to the pretty girls of Newport," a nice touch — and returned to Boston on 8 July 1796 — "At noon anchor'd abreast the town. Saluted the town was return'd with their welcome huzza." The expedition had been a great success, if not quite as lucrative as had been hoped, and Boit continued to prosper, becoming a significant figure of the Massachusetts mercantile community.

While the log itself is interesting, the editorial role of Edmund Hayes is particularly noteworthy, and he has been ably assisted by Hewitt Jackson, who has produced some splendid schematic drawings of the *Union* — many technical aspects of the vessel are beautifully portrayed. In addition, the text is well supplied with detailed maps which are extremely useful. The result is a highly informative piece of work on the maritime fur trade.

It should also be noted that this is one of the most handsome books that has appeared in recent years. Everything about it shows a real sense of artistry: the paper upon which it is printed is of the best quality, the elegance of the typeface is obvious, and the attractiveness of the maps, drawings and other illustrative material is uniformly excellent. The Ore-

gon Historical Society is to be congratulated for the choice not only of editor and illustrator, but of those involved in every facet of production. Moreover, at the price which this volume is offered for sale it is one of the bargains of the decade.

University of Victoria

S. W. JACKMAN

The Egg Marketing Board: A Case Study of Monopoly and its Social Costs. Vancouver: Fraser Institute.

This book is one in a series of studies sponsored by the Fraser Institute on the effect of government regulation on the Canadian economy.

The B.C. Egg Marketing Board, and its national counterpart the Canadian Egg Marketing Agency, possess supply management powers — powers to restrict supply and set farmgate prices. According to Dr. Borcharding, the egg agencies maintain prices above free market levels by restricting supply through a quota system. To produce and sell table eggs in British Columbia a farmer has to hold a quota, issued originally by the marketing board, which entitles him to produce and sell a specified number of eggs. The author calculates that because of this supply management system B.C. consumers paid 11¢ more per dozen eggs in 1975 and 21¢ in 1980 than they would have under free market conditions.

The positive dollar value for quota is accepted by the author as proof that excess profits are to be earned by getting into the egg business. According to his logic, potential producers would not be willing to purchase quota and join the cartel unless there were benefits to be derived.

Based on the existence of monopoly power and a resulting “excess profit” in the production of eggs, the author proceeds to calculate a variety of associated “social costs” that would not exist in a system of perfect competition. As pointed out in the introduction, the nature of social cost measurements requires use of the economist’s more technical tools. The “unanointed” are reassured that skipping over the measurements — the $W_T = \frac{1}{2} \left(\frac{n}{n/\sigma' - 1} \right) \left(\frac{\bar{P}}{P_M} \right)^2 E$, for instance — does not leave one incapable of appreciating the argument.

In spite of his conclusions that higher prices and inefficiencies result from supply management, the author is reluctant to call for the disbanding of the egg marketing system. He acknowledges that there may be

values which cannot be assessed using the economist's cost/benefit analysis.

The writer, one of the unanointed, found it impossible to follow the specific calculations, but remained uncomfortable with them. An evaluation of the quantitative analysis by interested economists, preferably of a different school of thought from the one the Fraser Institute is associated with, would be helpful.

The egg marketing system under a supply management scheme with price setting and quota allocation powers is less than a free market. The question is why the Fraser Institute has chosen to focus on the farm sector, the egg marketing board in this study and the milk board in another. What about the farmer's suppliers, and his customers?

As early as 1939 a Royal Commission on Price Spreads concluded farmers were being exploited because of the corporate concentration in the secondary sector of the food industry. There are less than a dozen corporate giants which effectively control processing, distribution and retailing in Canada's food industry. Marketing boards represent farmers' efforts to add a certain amount of balance to the less than perfectly competitive market they must operate in. Without marketing boards — and this is where the "all other things being equal" logic of the economist's perfect competition model has to be seriously questioned — there is no reason to assume, as the author does, that a more efficient seventy egg producers would exist in the province. Without political sanctions why should we not expect consolidation to occur until the structure of the farm sector matches that of the secondary? The author applauds Britain as a case where an egg marketing board was disbanded because of consumer pressures. He fails to explain to the reader that 15,000 British producers were forced out of business, a few giants became larger, and the price of eggs did not fall.

Perhaps the most serious question raised by this work is a broader one than whether marketing boards are good or bad. The Fraser Institute is a self-proclaimed member of a particular school of economic thought, that of Milton Friedman. The study does not purport to be an unopinionated, value-free piece of social science. However, the Fraser Institute claims to have published it in the interests of public education. According to the author, once consumers appreciate the costs of marketing boards they will be in a better position to decide whether they are willing to continue to pay these costs. Before a consumer is asked to make a decision, however, it is only fair that he or she be made aware of the benefits of marketing boards. This dilemma is not the worry of the social scientist

who has long been concerned with the philosophical problem of whether or not a study can be value-free. It is a concern about the harm that can be caused if countervailing studies adopting various value perspectives on regulation in a mixed economy are not completed and given the publicity in the popular press this one was.

B.C. Federation of Agriculture

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Canada's Urban Past: A Bibliography to 1980 and Guide to Canadian Urban Studies, edited by Alan F. J. Artibise and Gilbert A. Stelter. Vancouver and London: University of British Columbia Press, 1981. Pp. xxxii, 396; \$42.00.

The 1970s were a decade of experimentation, innovation and diversification in the field of Canadian history. Previously concerned about political and constitutional issues, scholars in the past decade redirected historical inquiry into long-ignored areas of Canadian life. Subjects such as the working class, Indian-European relations, women and the structure of rural society pushed traditional themes from the centre of Canadian historical interest. So did urban history, an area of Canadian studies whose solid beginnings date from the emergence of the *Urban History Review* as a newsletter early in 1972. Enthusiasm for urban history was in full bloom by mid-decade, marked by the recruitment of a solid core of urban-minded historians into Canadian history departments across the country. A broad range of new work relating to Canadian cities followed, shifting the field far from its traditional focus on urban biographies and local histories. *Canada's Urban Past: A Bibliography to 1980* provides a fitting celebration of Canadian urban history's first decade as a recognized field of study.

Edited by two of Canada's most energetic urban historians, this mammoth bibliography incorporates over 7,000 entries. The interdisciplinary nature of urban history has led the University of Victoria's Alan Artibise and Guelph University's Gilbert Stelter to bring together a wide range of urban and urban-related materials. Rather than just an historical bibliography, *Canada's Urban Past* is thus a reference guide to the many areas that constitute Canadian urban studies: history, economics, planning, political science, geography, architecture, sociology and public administration. Entries are divided first into an introductory section organized by themes such as Population, Urban Environment, and Muni-

cial Government; references divided by province and community comprise the remainder of the book. A Table of Contents lists almost two hundred categories and subcategories, and three comprehensive indexes record entries by author, subject and place. A fifty-page guide to available urban studies materials describes a wide variety of journals, archives, and organizations and directs readers to publications or agencies that can provide more detailed data on related subjects.

Several questions about layout and scope modify the reader's otherwise highly favourable impression of this bibliography. The editors have not divided contemporary from retrospective works; thus citations from policy-oriented publications or early-century journals are mixed with recent analytical studies. While this may be of less concern to social scientists, historians in particular would appreciate the separation of primary from secondary works. One of the book's strengths is the inclusion of references to some of the best non-Canadian material; should these not, however, have been listed in separate subcategories since they do not, strictly speaking, discuss Canada's urban past? In addition, while the connection between general literature listed in the first section and the place-specific works in the rest of the book is fully explained in the introductory "Directions for Users," thematic works are not as easy to identify as they could have been. For example, Ed Rea's essay, "Politics of Class: Winnipeg City Council, 1919-1945," tells as much about class divisions as any of the more general works listed in the introductory "Occupation and Class" section, yet Rea's article, recorded under "Winnipeg," is not referred to in the Subject Index at the back of the book under either "Occupation" or "Class." Cross-reference citations for relevant place-specific works located at the end of the appropriate introductory thematic sections would have made more accessible to users literature of general significance written about specific cities.

A more fundamental problem stems from the nature of urban studies, for, as the editors themselves note, urban history is not clearly defined (p. xvi). Understandably, then, Artibise and Stelter have been unable to delineate sharply the outer limits of the urban studies field. For example, some historical studies on the working class are included and some are not. Urban fiction also proved difficult for the editors, whose response appears to have been the rather unsystematic inclusion of only a sample of the relevant literature. Thus, John Marlyn's *Under the Ribs of Death*, an excellent novel about immigrant life in North End Winnipeg, is listed while Gabrielle Roy's *The Tin Flute*, an equally insightful study of poverty and working class life in Montreal, is overlooked.

But to pursue such criticisms would be to quibble with what is on the whole a superbly edited, well-organized and very comprehensive bibliography. As such, *Canada's Urban Past* will be embraced enthusiastically by students and scholars from the several disciplines which share in common an interest in Canada's urban heritage. One can only hope that this excellent work will help to sustain the high level of interest that marked Canadian urban studies during the 1970s. More than twenty pages of references to literature on every major urban centre in British Columbia should also stimulate heightened interest in the province's long neglected urban past.

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