

the question and simplifies a very complex issue. It is true that as a group the Japanese did not make any concerted effort to resist, but a lack of resistance does not imply acceptance. The fact was that there were divisions within the Japanese community about how to react to the evacuation, a complicating factor Nicol chose to ignore. These kinds of superficial statements are common in *Vancouver* and must make any reader wary of virtually all the author's assertions.

It is one thing to write humour, something Eric Nicol does well. It is quite another to attempt to disguise humour as history. *Vancouver* is a parochial and rambling book. It is not history, even of the rudimentary sort. There are no themes, no connecting threads, no analyses, no grappling with complex questions. Instead there is one anecdote after another, some in good taste, several in poor taste. If you read the book in 1970, don't look for this edition. If you didn't read it then don't bother now. There are many superior studies available that deserve attention.

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Victoria, Then and Now, by Roland Morgan and Emily Disher. Vancouver, B.C.: Bodiman Publications, 1977. Pp. 127; *illus.*

Old Wooden Buildings, by Donovan Clemson. Saanichton, B.C.: Hancock House, 1978. Pp. 96; *illus.*

The present interest in Canadian studies and in local history has seen a veritable spate of books in the last half dozen years. The majority are designed for the general public and make no pretence to being works of scholarship. This is not to say that these books are incompetent but rather they do not place undue emphasis on the trappings so beloved of academia. Popular history serves a useful function — too little of it has been done in Canada previously — and, while it may not necessarily confront the substantive questions posed by historians, it does present aspects of the cultural ethos that otherwise get neglected in the tons of literature imported from elsewhere.

Victoria, Then and Now is a pictorial history of the provincial capital from late in the nineteenth century until the present day. For each scene illustrating life in the past its modern counterpart is given for comparison. The photographs showing Victoria in earlier decades are well selected.

It is interesting to observe the changes — or in some instances the lack of them. “Douglas Street Looking North East C. 1925” and the same view today are remarkably similar; on the other hand the views of the Crystal Gardens in its heyday and the present ruinous — but soon, it is announced, to be restored — condition of the building cannot but make me feel sad. The outlying and semirural areas are the most altered. The two photographs showing the “Panorama North East from Mount Tolmie” — the one pre-1914 and the other in 1977 — are slightly unnerving; the pastoral image is gone, to be replaced by urban sprawl. Victoria may be more populous, it may be more “swinging” but it is not necessarily improved. However, Koko had a special list of offenders, among whom were those who “praised all centuries but this,” and one should accept change. Even so, it is nice to be reminded of a more leisurely age.

Donovan Clemson’s book, *Old Wooden Buildings*, has both text and photographs. The general format is based on a series of tours through various parts of the interior of British Columbia. Each separate tour provides the material for his narrative and the accompanying illustrative materials. He does not present his travels in an excessively detailed manner but rather manages to evoke a sense of time and place. It was not his intention to write a *catalogue raisonnée* for the tourist bureau or a guide-book per se but to provide such information as would enable one to comprehend the general scene more adequately. By concentrating on the wooden buildings he had a focal point upon which to base his comments and his narrative. Moreover, the wooden edifices are in a state of decay; many have already vanished, and others will not long survive. Therefore a very real part of the history of British Columbia will soon be gone and without photographic evidence it will be very much as if these buildings had never existed.

A number of the surviving early wooden structures are essentially public buildings such as hotels, stores and churches. The last have been more fortunate than the old farmhouses and barns — indeed, there is no greater contrast between the Maritimes and British Columbia, because in the former domestic architecture is everywhere in evidence and in excellent state of preservation while such, alas, is not the situation in the latter. The history of western Canada is in part the history of people on the move, with the result that whole communities become abandoned when they cease to have an economically viable existence.

The ingenuity of those who erected the towns and villages, the skills of the carpenters who erected the numerous buildings and the optimism of those who came to British Columbia to create a new and better life are all

virtues admirably illustrated in the excellent photographs. History is more than past politics and the surviving architectural remains serve to emphasize this point. Donovan Clemson is to be complimented on his skilful combination of pictures and text.

Both of these volumes serve as visual reminders that even before "the now" there was a real world. An older generation perusing this book will inevitably feel a sense of nostalgia not so much for the past — much of it was harsh — but for their youth. Those who are not old will find them agreeably informative about the so-called "good old days." To want to live in the past is unwise but not to know about it is dangerous. Popular history provides the route for most people to be able to understand more clearly their country, their society, their culture and perhaps even themselves.

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History of the Canadian Pacific Railway (Railroads of America), by W. Kaye Lamb. New York: Macmillan, 1977. Pp. xv, 491. \$17.95.

McCulloch's Wonder — The Story of the Kettle Valley Railway, by Barrie Sanford. Vancouver: Whitecap Books Ltd., 1977. Pp. 260. \$12.95.

Canadian Pacific and *McCulloch's Wonder* are both books about railways by British Columbians, but there the similarity between the two ends. Lamb tells the story of the country's most important transcontinental transportation system; Sanford concerns himself with a branch line of the Canadian Pacific. Lamb's approach is transcontinental and international in scope; Sanford's regional and parochial. Lamb has based his study on extensive research in company and other archival resources; Sanford relies almost entirely on newspaper accounts and recollections of old-timers. The comparisons could continue, but it must suffice here to say that these are two very different books.

Many books have already been written about the construction and early history of the Canadian Pacific Railway. Dr. Lamb has provided us with a very competent account of that phase of the company's history although he has not provided much surprising new information or startling new insights about the early history of the company.