

## *Reviews/Comptes rendus*

**Population Change in Canada: The Challenge of Policy Adaptation.** Roderick P. Beaujot. Toronto: McClelland and Stewart, 1991, 379 pages.

Demography and policy issues have been traditionally linked to the Malthusian dilemma of increasing population versus decreasing availability of renewable resources. This concern had become so focused on the Third World that it had overshadowed the emerging need for demographic considerations in urban, regional and national policy-making in the western world. Beaujot's monograph comes as a refreshing and timely testament affirming the universal significance of demography in policy-making.

An engaging feature of the work is its historical discourse on all of the substantive issues raised. This allows for a comprehensive evaluation of the relationship between demographic change and aspects of national policy in Canada. The relationship between observation and explanation of demographic phenomena, and policy issues, receives well-deserved attention. Thus, for example, a discussion on past and present aging trends leads to an examination of the demographic interdependencies of aging, and to such important borderline issues as the economic and social impact of aging. The review of policy issues that follows provides a spectre of alternatives and implications in health, social services and pension programs. The review of policy concerns with aging thus introduces the reader into the domain of processes in federal policies and plans, as well as policy determinants, associated with aging.

This approach is followed throughout much of the ten chapters of the book. Thus, past mortality trends are reviewed within a causal context that enables us to address the question of future trends as well as the relationship with health care policy. Similar argumentation on fertility leads to a presentation of the policy dilemma between the future costs of low fertility versus the present costs of a policy aimed at higher fertility in Canada. National immigration policies are, equivalently, put within the historical, social and cultural context; regional equalization policies of the federal government are set within the historical context of internal migration and related to the problem of disparity among Canada's regions; and population change as a whole, in the way of both impact and cause, is presented within its social, economic, cultural and ethnic milieu along with policy implication alternatives.

Many items, however, seem to be given excessive attention that appears to detract from the main thrust of the book. Thus, a chapter on change in family and household units discusses, at great length, household and family

typology, but it does not provide a substantive link to the review of family-oriented policies in the concluding section of the chapter. Furthermore, the section on family-oriented policies is given less than four pages. Unfortunately, there are additional such examples throughout the book.

The problematic relationship between public decision-making and population forecasts does not yield deserved notice. In a rather striking example, the book lists no less than five different projection scenarios by Statistics Canada. But no comprehensive discussion is made on the ensuing problem of methodological choice for policy-makers.

The subject of policy in the book is incomplete. In the introduction, Beaujot implies that the rapid change the Canadian population is experiencing at present takes place within different demographic contexts. On the national level, this context is an age distribution that is shifting into a growing proportion of older persons and a rapidly decreasing proportion of the population in the labour force. The regional context of demographic change within Canada is manifested mainly by interprovincial migration that has favoured southern Ontario, Alberta and British Columbia, bringing with it a corresponding change in the geographic distribution of Canada's population. And, finally, within the urban and community context, the change in living arrangements, in attitudes to marriage and to working women, have brought with them changes in family composition and in the geographic distribution of population and households within our cities.

These three aspects of demographic change have some very significant implications for policy making. The book dwells extensively on these implications at the national level. Not enough is said, however, on the interaction between regional policy and population growth within Canada. And, although over seventy percent of Canada's population live in cities, virtually no mention is made of contemporary urban policy issues. Nothing is said with regard to suburban sprawl and sustainable development; or the exodus from the inner city and crime; or urban household composition and housing policy; or population distribution within metropolitan areas and transportation policy. It is, therefore, disappointing that the regional and urban demographic and policy issues the author alludes to in the introduction, are not addressed sufficiently in the book, while many peripheral items are discussed at length.

Furthermore, government policies and the delivery of programs must surely take into account the spatial distribution of target populations. This is of particular concern when dealing with the Native populations of northern Canada. Recent socio-economic research focussing on northern Canada has, indeed, recognized the significance of spatial distribution and population density within the context of policy and development in the Canadian North (Bone 1992). By virtually ignoring the spatial aspect of human service delivery, and policy making and implementation, the author had missed an opportunity to address a problem of interest not only to Canada but to several other countries.

The spatial distribution and demographic change of small populations is

also of emerging methodological importance both in urban and in regional policy and planning. A city neighbourhood, for example, and a geographic region spanning hundreds of thousands of square kilometres will usually have very little in common, except when the neighbourhood is in Saskatoon or Sherbrooke, and the region is Nunavut or Inuvialuit. A vast geographic region having a population the size of a city neighbourhood, must surely possess some features worthy of a comparison (see, for example, Akkerman (1992)).

Perhaps precisely due to these omissions Beaujot's book should also be seen as buttressing policy questions relating to problems in contemporary demography. In particular, the continuing attempts to project future growth of population and households, and the measurement of demographic change in small populations, are problems of significance to urban and regional policy adaptation in Canada.

For all the issues raised, and for those that remain to be raised as a result of this work Beaujot's deserves commendation. The book is a propitious contribution to Canadian demographic literature.

Abraham Akkerman  
Department of Geography  
University of Saskatchewan

### References

- Bone, R.M. 1992. *Geography of the Canadian North: Issues and Challenges*. Toronto: Oxford University Press.
- Akkerman, A. 1992. "Fuzzy Targeting of Population Niches in Urban Planning and the Fractal Dimension of Demographic Change", *Urban Studies*, 29:1093-1114.

**The Future of Transportation and Communication: Visions and Perspectives from Europe, Japan and the U.S.A.** Roland Thord, Editor. Berlin: Springer-Verlag, 1993, 265 pages.

Transportation and communications technologies enjoy heightened interest in regional and urban development. Much of this is based on the exciting prospects for electronic highways and on the prevailing, if not intensifying, environmental, accessibility, and financial problems associated with transportation. One expects, therefore, that a multi-national conference on these topics would make significant contributions. About 400 participants from 24 countries gathered in Borlänge, Sweden in 1991 to celebrate 150 years of the Swedish National Road Administration; they represented a cross-section of industry, academia, specialized transportation organizations, and government

agencies. This book includes 16 conference presentations, equally distributed among four parts: Visions of Future Arenas, Regional Perspectives, Network Perspectives, and Environmental Perspectives.

The book offers interesting and informative reading for scholars and practitioners of transportation and communications. However, on balance, it lacks a coherent theme and does not provide a strong integrative logic for the collection. Selective reading is recommended, beginning with Åke Anderson's creative contribution. He presents an historical interpretation on the transition from the I-Society (industrial) to the C-Society (creative, cognitive, communicative) and to development of C-regions and their requirements for infrastructure.

The promise of a comparative perspective of European, Japanese, and American situations does not materialize effectively. However, Kiyoshi Kobayashi's challenging reconciliation of non-linear dynamics, chaos, unpredictability and volatility with controllability and policy provides a focused view of current transportation, communications, and institutional changes in Japan. This is complemented with Kazuhiro Yoshikawa's fascinating historical exploration on Japanese transportation and communications development and planning. Yoshikawa has an optimistic outlook for a creative society based on transport-communications integration at national and global levels.

Selections on the United States include Thomas Larson's useful overview of national highway development policy, with emphasis on integration of computerized information and control technologies. Kenneth Small elaborates on the role of the automobile and the likelihood that its environmental damage can be mitigated by technological and behavioral changes. Somewhat detached from these general selections, Richard Schonberger presents a brief advocacy of quality management approaches to trucking.

Europe is admittedly the most difficult of the three regions to comprehend, due in large measure to the volatility of recent political and economic circumstances and to the significant infrastructural differences that characterize East and West. A lack of coherence and integration among the eleven chapters on Europe may reflect the problems at hand for European planners and policy makers, and may underscore the need for European regional conferences to address issues of coordination in development efforts. Interest in such efforts is reflected in a number of recent books on transportation and communications in Europe, including excellent treatment in the edited volume by G. Giannopoulos and A. Gillespie, *Transport and Communications Innovation in Europe*, (Belhaven Press, 1993).

Kenneth Button gives a comprehensive description of problems relating to transport integration within a single European market, including infrastructural needs, policy shifts in such matters as privatization, multi-modal coordination, environmental issues, changes in industrial structure, and introduction of informatics in the transport sectors. This is complemented with Heinz Sandhäger's interesting chapter on railway and highway infrastructure plans for

Germany and Igor Kiselev's survey of general transport difficulties facing Leningrad (St. Petersburg).

The network perspectives section of the book is dominated by European researchers. Of all the chapters in this book, Börje Johansson's study most typifies regional science methodology -- using a production function approach to assess associations between economic growth and a large set of measures on labour access, municipal built environments, and linkages to local, regional, and inter-regional transport systems. This empirical analysis, based on Swedish municipalities, is an excellent presentation. An alternative to the econometric approach is given in Folke Snickar's challenge to the dominant role of the public-sector in providing services and facilities to meet transportation and other community and regional needs in Sweden.

Klaus Kunzmann offers interesting views on the education of transportation planners for the new Europe, emphasizing a trans-disciplinary and international focus on transport and communication issues, and the need to internationalize education opportunities in this area, following the ERASMUS model. He also poses questions about the dominant focus on mobility as a prime measure of transport-system success and calls attention to some of the negative aspects that link transport to problems of unbalanced growth. This is in sharp contrast to Willem Westerhuis' advocacy of major road investments to ensure European competitiveness in international markets.

The transport lobby is well represented in this collection, which, in general, expresses positive views of continued motorization of society. Lennart Schotte documents the adverse effects of atmospheric pollution on European forests, but makes no explicit link to transportation. Aside from Kunzmann, only Kerstin Lindahl-Kiessling's humanistic interpretation challenges directly the biases for automobile dominance, the cult of mobility, and the likelihood of long-term successful technological solutions. Her position is contrasted with Hans Forsberg's overview of technological options in engine design, fuel alternatives, and traffic management possibilities for solving the associated environmental problems. This parallels Small's view on how a combination of technological solutions, behavioral changes in personal travel patterns, and policy measures may answer environmental concerns while maintaining a high-mobility society.

Selected chapters of this book would usefully complement a main text in transportation-related courses in engineering, geography, planning, and regional science. Although some of the chapters are excellent, the book does not deliver on its promise. A detailed list of contributors and brief statements about their backgrounds would eliminate a lot of guesswork for readers, a general index would be welcomed, as would greater attention to conceptual integration of chapters.

Donald G. Janelle  
Department of Geography  
University of Western Ontario

**Trading Industries, Trading Regions.** Helzi Noponen, Julie Graham, and Ann R. Markusen. New York: The Guilford Press, 1993, 310 pages.

The theme of this book is the economic restructuring and attendant employment change (the book focuses on job loss) that is currently underway in the United States. The book's back cover states that "these case studies pose a considerable challenge to the free-trade prescription." While this reviewer agrees with this, the book does not vanquish the free trade view. This failure stems from a complete reliance upon circumstantial evidence but there is no "smoking gun." This is inevitable because of the difficulty in collecting international firm and trade data.

The six case studies and two integrative chapters argue that government intervention is both desirable and necessary in managing imports and exports. Such management requires the United States to adopt an industrial policy to ameliorate the effects of worldwide economic restructuring. The book marshals evidence that existing governmental statements regarding the advantages of freer trade need to be regarded with skepticism. This is truer than ever before with the recent passage of the North American Free Trade Agreement (NAFTA).

The eight chapters of this book can be divided into three groups. The first is a collection of five industry case studies. These range from heavy industry such as steel, auto production and machine tools, to the high technology pharmaceutical industry, to the service industry of insurance. Each case study provides an extensive description of the historical process that has led to the existing geography and economic state of the industry.

The conclusion for heavy industry is uniformly gloomy. Their present dismal state is attributed to industry shortsightedness, government malaise and superior economic judgement of foreign competitors and governments. The steel industry chapter is particularly instructive in this regard. Interestingly for Canadians, the Canadian steel industry is cited as an example of a successful collaboration between government and industry. Recent employment losses in Hamilton and Thunder Bay suggest the partnership is not without its failures.

The chief among the successful foreign adversaries of American industry is, of course, the Japanese. The contributors seem to buy into the myth of Japanese economic invincibility. As with many publications on the U.S. economic condition, there is a litany of U.S. failures and Japanese successes. However, recent performance of the Japanese economy has shown their omnipotence is slipping. The authors offer little hope that the economic fortunes of these can industries can realistically be reversed.

I applaud these chapters for their depth of coverage and lucid style. Clearly, the editors have required conformity to a specified format of organization -- although, some seem a trifle long. If a reader is interested in a particular industry you will find it instructive to read the book's treatment of that industry. However, one need not read all of the chapters to get the flavour

of the book's arguments. These case studies offer the benefits of wide coverage but make the organization and flow of the book a bit awkward.

The chapters on pharmaceuticals and insurance are less pessimistic. U.S. pharmaceutical companies are well placed to continue their world leadership. Substantial barriers (such as heavy R&D expenditures, clinical experience and well-developed sales forces) to entry will allow the entrenched firms to hold their position. The U.S. insurance industry is also likely to maintain its domestic market share. For insurance, government regulation (both domestically and internationally) makes new entry difficult.

The second group is a chapter on declining port cities and the use of containerization. Although I found this chapter to be well done, it seems out of place. The case study of the port of San Francisco is only tangentially related to the other chapters. I would recommend it for those interested in the historical evolution of containerization and its impact on port regions.

The last group is the integrative introductory and concluding chapters. Both present an alternate perspective to the free-trade approach currently espoused by past and present American administrations. The introductory chapter provides an excellent statement of this alternate view. This makes it the most valuable section of the book. The concluding chapter has to stretch to tie all the chapters together. This integrating effort is not entirely successful.

The conclusion of the book is nicely summarized by Ann Markusen that (in reference to industrial policy) "surely there would be more jobs in some industries, and these jobs would have been preserved and/or added to the stock of jobs in many communities and regions." However, the book does not provide the evidence to substantiate this. It is hard for this reviewer to imagine the government that allowed the savings and loan disaster could be relied upon to produce and manage a useful and coherent industrial policy. As painful as the restructuring process is, it is possible that intervention could have heightened that pain.

Although this reviewer clearly does not agree with the contentions in this book, I would highly recommend it for a regional scientist's library. At \$19.95 U.S., it is a bargain.

Milford Green  
Department of Geography  
University of Western Ontario