

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.

Dr. Lamb provides important new information on two major aspects of CPR history. He tells us a good deal about Canadian Pacific's varied subsidiary ventures, ranging from luxury passenger liners to real estate and to Saskatchewan potash mines. This diversification has given Canadian Pacific a financial strength unequalled by any other North American railroad.

The CPR certainly needed the strength gained through diversification to deal with the problems it faced after the Canadian government nationalized its two transcontinental competitors, the Grand Trunk and Canadian Northern Railway Systems, to form the Canadian National Railways. Dr. Lamb discusses in an effective and informed way the Canadian Pacific Railway's difficult response to competition from government-owned and deficit-prone Canadian National Railways.

Dr. Lamb, like many other CPR historians, is impressed with the success of the Canadian Pacific Railway. He attributes that success to government aid in the early years, and to a corporate management which is described as shrewd, cautious and conservative. The initial transcontinental project was a monumental political, financial and technological gamble largely underwritten by the federal government. Once the contract was signed, however, the company's officers adopted very cautious developmental policies. This was good corporate policy, but it also led to serious criticism, particularly in those parts of the country where ambitious developmental policies were regarded as being far more important than the payment of annual dividends. These criticisms are mentioned in the book, but Dr. Lamb is generally sympathetic to the policies of senior Canadian Pacific officials. Even the Canadian Pacific Railway's diversification program and its cautious railway modernization programs, which have left CP Rail as one of Canadian Pacific's weaker corporate interests, receive general praise.

Dr. Lamb clearly has an interest in and indeed a love for equipment and rolling stock. Railway buffs will appreciate the pictures and descriptions of the company's more famous locomotives and steamships. These complement a well designed and edited volume.

McCulloch's Wonder, named after the construction engineer and later superintendent of the Kettle Valley Railway, focuses on the struggle to build a rail link from the Kootenay District of British Columbia to the Pacific coast. The location of the mainline of the Canadian Pacific Railway through Kicking Horse Pass left southern British Columbia without rail service. The discovery of rich silver, nickel and other mineral resources

in the Kootenay district led to a long struggle between Canadian and American railway interests for control of the traffic to the region.

Much of *McCulloch's Wonder* is in fact the story of the struggle for control of the Kootenay traffic between J. J. Hill of the Great Northern Railroad and a succession of Canadian interests. The newspapers of the day made much of the frequently colourful incidents when rival railway survey or construction crews came to blows over survey, location and construction rights. The impression given in the newspapers and carefully repeated by Sanford is that the affair was a very bitter fight between J. J. Hill and Thomas Shaughnessy of the Canadian Pacific Railway.

It is misleading to view transcontinental railway rivalries exclusively from the perspective of newspaper writers from the backwoods. Yet this is what Sanford does. He has not read the papers of J. J. Hill and Thomas Shaughnessy; nor has he examined the records of the Northern Pacific, Great Northern and Canadian Pacific Railways; and he has not concerned himself with the various other projects undertaken by Hill and Shaughnessy. Other works, notably Heather Gilbert's biography of Lord Mount Stephen, make it very clear that Hill's relations with senior Canadian Pacific officials were far more complicated than is suggested in *McCulloch's Wonder*.

Sanford's explanation of the reason for Hill's withdrawal from the Kootenays is, at best, incomplete. Sanford suggests Canadian government support for the Canadian Pacific Railway discouraged Hill. That support, however, was no greater at the time when Hill withdrew than it was when Hill undertook most of his major construction projects in the Kootenays. In his later years Hill apparently became equally discouraged about his American railroad ventures. He apparently foresaw, long before most of his contemporaries, that the populist demand for increased government regulation would drive the railroads to ruin, and began to divert his assets from the Great Northern to other ventures. The mineral resources of the Kootenays, moreover, were being depleted, and this probably influenced Hill far more than anything the Canadian government did.

Sanford is best when describing the construction and operating difficulties of the Kettle Valley Railway and of its predecessor companies. The railway was built through very rough country. Heavy grades, snow, rain, rock slides and accidents bedevilled the railway's operations from the beginning.

It would be interesting to know, however, whether the operations of the Kettle Valley Railway ever really turned a profit. The detailed financial reports all railway companies were required to file with the Board of

Railway Commissioners of Canada were apparently not consulted by Barrie Sanford, nor does he provide any reliable statistics about the volume of traffic carried, the rates charged, and operating costs and fixed charges incurred. An examination of these returns might well lead to the conclusion that the railway, while successful in keeping the Kootenay district economically tied to Canada, was a financial failure. Shaughnessy, not Hill, may have been the real loser in the Kootenays. Only a detailed analysis of the Kettle Valley Railway's operating statistics can provide an accurate assessment of the railway's fiscal viability, but such an assessment is needed if the significance of the fight between Hill and Shaughnessy is to be understood.

Thomas Shaughnessy and other Canadian Pacific officials approached the Kettle Valley project with great caution. They were always very careful to limit their commitments to and hence their possible losses on the project. It is perhaps significant that in the index of Dr. Lamb's history of the Canadian Pacific Railway there are only two references to the Kettle Valley Railway. Reading these two books together is like trying to look at railways through opposite ends of a British Columbia telescope. Yet when viewing both the larger and the smaller project from the perspective of the 1970s remarkable similarities in the rise and decline of both railways can be discerned.

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