

except in a footnote. C. Carlson's report appeared after both these theses were completed; thus the lack of comparisons may be partly excused.

To summarize, I found the first chapter to be of general interest and well done. I found both MA theses to have weaknesses and to be really of interest only to specialists in northwest coast prehistory. Perhaps the editor should have used a heavier hand and alleviated some of the shortcomings of the theses. Certainly most Master's theses are not of publishable quality, and these could have stood more revision before they were published. These drawbacks aside, this volume is an important contribution to our knowledge of that general area, but that says as much about the quantity of previous work as about this present work.

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Trail of Iron: The CPR and the Birth of the West, by Bill McKee and Georgeen Klassen. Vancouver: The Glenbow-Alberta Institute in association with Douglas & McIntyre, 1983. Pp. 192. \$29.95.

This lavishly illustrated book celebrates "The Great CPR Exposition" exhibit on display in 1983-84 at Calgary's Glenbow Museum. The authors are archivists at the Glenbow-Alberta Institute. Bill McKee prepared the text while Georgeen Klassen played a major role in the selection of the photographs. There are almost 200 black-and-white photographs and sixteen pages of full colour, all of which greatly enhances the text.

Trail of Iron deals with a very large and complex subject: the impact of the CPR on western Canada from 1880 to 1930. It concludes that the company was "the primary force shaping western Canada" in that period (p. 185). It can be compared to Pierre Berton, *The Great Railway Illustrated* (Toronto, 1972) and to Omer Lavallée, *Van Horne's Road* (Montreal, 1974), both of which have a narrower focus — the building of the CPR transcontinental line. Historians and laymen interested in the history of the Canadian west will find *Trail of Iron* a more useful volume than these because of its broader focus.

The authors first present a succinct account of the construction of the CPR main line and then explore the expansion and diversification of the company in the west. They observe that the CPR spent a great deal upgrading the main line (p. 64). It is worth noting that the company

double-tracked 86 percent of the main line from the Lakehead to Calgary in the nine-year period 1905-1914.

The third chapter has a good discussion of the CPR's land and immigration policies. Particular attention is paid the company's irrigation project in southern Alberta (then the largest in North America) which transformed "a massive arid region into a productive farming zone" (p. 185). The authors also examine some negative aspects of the CPR's impact. For the Indian and the Métis, they contend, the CPR was a major instrument of white takeover of their homeland. The railway and the telegraph were decisive in enabling the federal government to crush the 1885 Rebellion, while the company played an active part in bringing settlers to the west, forcing the Indians "to retreat to their very limited reserves" (p. 106).

The fourth chapter, "A Frontier Tamed," is the most valuable and interesting part of the book. The authors highlight the CPR's major role in "creating the urban landscape of western Canada" (p. 138). The company created over 100 towns and 800 station sites in the west. It located its major western shops in Winnipeg, and in 1913 it opened a major car and locomotive shop (Ogden Shops) in Calgary. It also established elite residential districts in Calgary (Mount Royal) and Vancouver (Shaughnessy). The CPR was the creator of Vancouver, its western terminus. After the company's inauguration of a regular trans-Pacific steamship service in 1891, Vancouver became an international port as well as a major city. Full development of the port was delayed until the 1920s, when it was established that grain in bulk could be safely shipped to Britain and the Continent via the Panama Canal. This chapter also has excellent accounts of the CPR's role in lumbering, ranching, mining and petroleum. The company's assistance to pioneer oil driller A. W. Dingman in 1914 is noted, but no mention is made of the company's own oil drilling program undertaken by geologist Eugene Coste in the period 1906-1910.

The Glenbow Institute is to be complimented on the production of such a fine volume.

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