

interest, and consider more carefully the prospects of 'repatriating' parts of their collections to the ethnic or national communities from which they were taken"; they must help "populations at risk" (p. 104). And yet Ames's critical stance does not leave him. In a candid aside, he writes that museums "would never dare to subject Native peoples themselves, or the contemporary establishment, to objective scrutiny or critical assessment." Native people, he goes on, "are equally sacred to academic ethnologists" (p. 109). This reveals perhaps too much.

The autumn 1992 issue of *BC Studies* carried an incisive article skewering the Crown's anthropological expert in *Delgamuukw v. B.C.* for her testimony,³ but Ames's statements are equally troubling. They lend credibility to James A. Clifford's important critique⁴ — and force one to ponder whether Mr. Justice McEachern may not have been partly correct, if for the wrong reasons. Such points certainly do complicate the role of the curator, anthropologist, historian, and others involved in "the Indian business," which is precisely Ames's point.

There is a great deal in *Cannibal Tours and Glass Boxes* to provoke and stimulate the mind. Museums are significant scenes of culture, ideas, and ideologies. One can disagree with some of what Ames writes, and even with some of his concerns, but the book does tell us a great deal about the problems of anthropology and its museums, sometimes in ways perhaps unintended.

Simon Fraser University

DOUGLAS COLE

The Alaska Highway in World War II: The U.S. Army of Occupation in Canada's Northwest, by K. S. Coates and W. R. Morrison. Toronto: University of Toronto Press, 1992. xix, 309 pp. Maps, illus. \$39.95 cloth.

There has already been a substantial body of scholarly writing on the Alaska Highway. In addition to a host of articles (conveniently listed in this book's bibliography), papers from a conference celebrating the fortieth anniversary of its construction were published by the Univer-

³ Dara Culhane, "Adding Insult to Injury: Her Majesty's Loyal Anthropologist," *BC Studies* 95 (Autumn 1992): 66-92.

⁴ "Introduction: Memoir, Exegeses," in James A. Clifford, ed., *The Invented Indian: Cultural Fictions and Government Policies* (New Brunswick and London: Transaction Publishers, 1990): 1-28, especially 13-14.

sity of British Columbia Press in 1985, the papers from another conference marking the fiftieth anniversary are to appear in 1993, and now Professors Coates and Morrison have produced a monographic study that, from its title, purports to tell the whole story.

It doesn't. Instead, what the authors have given us is a book that ought to have been called "Some Social Aspects of the Construction and Operation of the Alaska Highway in World War II." They say almost nothing about the diplomacy that led to the highway's construction, and they provide no information whatsoever on the way Malcolm MacDonald, the British High Commissioner, pressed Ottawa into watching what the Americans were up to in the North; indeed, MacDonald is not even listed in the index. The authors offer almost nothing on the military situation that in early 1942 made building the highway seem so necessary, and when they do talk about military questions, either wartime or postwar, they reveal both the blinding sureness of hindsight in assessing the Japanese threat and an inability to understand military organization (see their table 16 for a perfect example of the latter). Nor do they say anything much about wages, either military or civilian — a serious omission. Moreover, their prose is too often breathless, and their proofreading is dreadful (e.g., General A. G. L. MacNaughton, *Ambassador* Pierrepont Moffat, and Akira Friye). This is unfortunately yet another book the University of Toronto Press failed to edit.

Nonetheless, there is much here that is useful and new. Coates and Morrison are the undoubted experts on the history of the North, and here they have done original research into a host of new areas. They offer intelligent discussion of the problems of maintaining law and order in a vast and under-policed region that was suddenly transformed by the arrival of thirty thousand foreigners. The RCMP's strength in the North was derisory, the U.S. Army's Military Police were ordinarily insensitive, and there were the inevitable problems when men sought sex and liquor or a fast buck. All these subjects are examined in detail and for the first time. (The authors must be congratulated for their restraint in not entitling their chapter on sexual relations, *Love in a Cold Climate*.) They are similarly original in their study of the impact of the war and the highway on Whitehorse, a town that boomed from nothing before the war to a population of more than ten thousand in 1943 and then sank back to some 3,600 in 1946. Dawson City, however, had no boom at all, and the tensions between the two towns were severe. And they offer a useful assessment of the environmental impact of the Alaska Highway's construction.

Where the authors are most innovative is in their attempt to put the American intrusion into the Canadian North into the context of American military occupations around the world. The war, they argue, was the first stage in the Americanization of the world that we live with today, and our North felt many of the same effects. American energy and drive, American profligacy, American games and habits made their impact felt, and the territories could never be the same. Still, when the expected postwar tourism failed to materialize, in part at least because the Alaska Highway was in wretched condition, the American impact was slowed.

This is a good book, despite its flaws. It is unfortunate that it is not the *complete* history of the Alaska Highway, but that subject can probably await the seventy-fifth anniversary.

York University

J. L. GRANATSTEIN