

A pity, because the electoral practices that Whitaker chronicles are passing away with the proliferation of election expenses acts. The type of successful politics epitomized by the Liberal Party of Canada and its symbiotic relationship with the federal mandarinate is a politics that has perhaps had its day. Whether the future will offer a less damaging type is another question.

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Promoters and Politicians: The North-Shore Railways in the History of Quebec, 1854-85. BRIAN J. YOUNG. Toronto: University of Toronto Press, ©1978. xiii, [v], 193 p. Maps ISBN 0 8020 5377 7 \$15.00.

In reading *Promoters and Politicians* those bored with the olympian scandals of twentieth century Quebec may turn to even greater titillations in the nineteenth century. The author describes his theme, in the introductory pages, as state interference in Quebec's economic life and the contribution of railways, especially the north shore railways, to the province's political and financial instability. The logical climax of the railway development mania and its concurrent corruption of nearly all political institutions in the province proves to be the sale of the railways, first to the provincial government, and later to private interests which ultimately leads to their incorporation into larger Canadian systems. In handling this complex issue, one must admire the author's skill in producing a text which sifts through a tangled web of themes and which creates a fluid series of chapters offering significant social comment by their content and documentary sources.

The author's penetrating insights are well illustrated, for instance, in his discussion of the influence and economic interests of the Roman Catholic church and clergy in the construction of the North Shore Railway. His careful linking of the interests of Sir Hugh Allan to railway construction in Quebec and the evolution of political events is an excellent piece of interpretation and illustrates the immense power private capital had on politics in the nineteenth century. Equally forceful is a pounding assemblage of facts regarding the corruption which reached into the highest circles of political life and which is shown in the chapter on the sale of the unified government railway—the Quebec, Montreal, Ottawa and Occidental—when even the assembled opposition of several of Premier Chapleau's Conservative members as well as the opposition Liberals proved unable to shame high officials out of unbridled, corrupt practices. In 1873 there had been no provincial debt yet by 1882, when the government sold its railway interests, the province was on the verge of financial collapse. The details of the complicity of nearly all major provincial political figures, and even some federal ones, in the rape of the provincial treasury for personal profit make Watergate seem tame.

There are several areas, however, which had they been discussed more extensively in this book would have made a greater impact on the reader. The entire area of the possible over-riding social and economic reasons for the construction of north shore railways, as opposed to their strictly economic viability, is not fully explored. This is, still a basic question of Canada's railway policy today. The social impact of railway construction on north shore communities is also very briefly passed over. Again, more comment could have been included concerning public reaction to the failure of the Jacques Cartier Bank, and its implications for the railways. In the section concerning the takeover of the various railways in 1874-1875 the author indicates that the government of Quebec found itself in a complex position regarding the issuing of contracts and patronage. However, it is not made clear whether or not the government of the day actually anticipated the political value of patronage which would arise with the acquisition of the railways.

From the archivist's point of view, the bibliography of primary sources is not very satisfactory and it entirely lacks any annotation as to the volume of records and papers examined or the relative value of the sources. One seeks in vain for any comment on the lack of original documentation for the various railway companies involved, excepting one reference in the text itself. One must also question whether the author examined the archives of the City of Quebec, or of the Canadian Pacific and Canadian National Railways; and whether these contained anything of value to his research. It should be noted that much statistical information is taken from sources not of a primary nature, and should be accepted by readers on that basis. In the bibliography of printed works examined there is no reference to any of Sir Sandford Flemming's published volumes, even though there are several references to works on American railway construction. Equally overlooked are addresses from which researchers could obtain access to various printed pamphlets and printed documents cited in the bibliography. There is also no reference to any use of cartographic or photographic archival material which may have been consulted by the author in the course of his work.

The volume, over all, is well written and presented in an attractive format. It must be hoped that Brian Young will have future contributions to make to Canadian historiography.

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The Defence of the Undefined Border: Planning for War in North America, 1867-1939. RICHARD A. PRESTON. Montreal: McGill-Queen's University Press, 1977, xiv, 300 p. ill. maps. ISBN 0 7735 0291 2 \$22.00.

Obviously the fact that a nation plans for war with a specific opponent does not necessarily mean that it is likely to go to war against that country. It does, however, usually imply that some officials at least consider a war between the two nations to be a possibility—even if a remote one. It is one of the responsibilities of the military forces in any country to prepare for the defence of their homeland in the event of every possible war. This can even include planning for war with a friendly neighbour.

Richard Preston, the respected Canadian military historian who is Director of Canadian Studies and W.K. Boyd Professor of History at Duke University in Durham, N.C., has written a good book on just such contingency planning for war in North America. He discusses British and Canadian contingency plans for war with the United States, as well as American plans for war with Canada, the latter in particular considered as part of a larger war between Britain and the United States. The prospect is not as ridiculous as it at first appears. To believe so is to be guilty of the old historiographical sin of reading history backwards. Canada and the United States have not always enjoyed relations as cordial as those often taken for granted by the present generation. Professor Preston reminds us that the progress from military confrontation at the time of the American Revolution to the military partnership of today was slow—and considerably less obvious at any given time than it appears in retrospect. In telling his story of contingency war planning, he provides some interesting insights into one aspect of the evolution in Canadian-American relations from hostility to co-operation, as well as into the extent to which the military establishments in Canada and the United States could undertake war planning.

Despite the inclusive dates of the title, the story Preston tells is a complete one. His introductory essay on "The Military Factor in Canadian-American Relations" leads quite naturally to a starting point of 1775 rather than 1867 as advertised in the subtitle, a more complete and better approach. The discussion is chronological, with chapter ar-