

the inadequacies of contemporary theory concerning trade between European and non-European cultures than with the contradictions of traditional economics. Their discussion merely serves to show the need for a fully developed theory of cross-cultural trade.

"Give Us Good Measure" is a good example of what non-historians can do with archival material. Material indeed which has been traditionally neglected by historians. The Hudson's Bay Company account books provide the type of quantitative data required to present a detailed analysis of the fur trade. While it is sobering to remember that Harold Innis was unable to use the records of the Hudson's Bay Company, the authors do continue the Innis tradition of innovative research and, because of this, their study should be the starting point for future economic analysis of the fur trade.

M. Stephen Salmon
Public Archives of Canada

Canada's Aviation Pioneers: 50 Years of McKee Trophy Winners. ALICE GIBSON SUTHERLAND. Toronto: McGraw-Hill Ryerson, 1978. xiii, 304 p. ill. map. ISBN 0 07 082704 4 bd. \$24.95.

The history of Canadian aviation has never been written and source materials for such an endeavour are scarce and scattered throughout the country. Until recently, there were only a few good post-war studies emphasizing bush operations and the struggles for a Canadian Air Force. Alice Gibson Sutherland's book is a timely and exhaustive compilation of biographies of winners of the coveted Trans-Canada or McKee Trophy which has been awarded annually, with few exceptions, to a Canadian for outstanding achievement in the promotion of aviation in Canada. Captain James Dalzell McKee, an American pilot, presented this trophy in 1927 to commemorate the first trans-Canada seaplane flight from Montreal to Vancouver. In appreciation for the hospitality both he and his Canadian co-pilot and navigator, Squadron Leader A.E. Godfrey, received on route, McKee set up an endowment providing for these annual presentations. Sutherland's coverage of her subjects is uneven and perhaps necessarily so but all accounts are interesting and informative. Together they contain an episodic history of pioneering in aviation, a record of outstanding achievements and a chronicle of the major technological advances in the Canadian air industry for half a century.

Sutherland draws on years of research and experience in the civil aviation branch of the Department of Transport and a personal knowledge of many of the aeronautical leaders and events which she describes. Indeed, the reader will be overwhelmed with the quantity of detail included. Nevertheless, in recounting the lives of these men, many of whom spent a lifetime promoting aviation, the author covers, with varying success, the most important aspects of Canadian aviation history. The early experiments in Baddeck, Nova Scotia at the turn of the century; the adoption of aircraft for mapping, forest conservation, and mineral exploitation; the development of aerial services to isolated communities; the opening of the North; the advent of flying clubs, air mail services, and commercial airlines; and the marshalling of Canada's air expertise for wartime activity, are only some of the areas mentioned. Sutherland's handling of technical data when describing the Worth principle of oil dilution, new methods of aerial navigation in the Arctic, or specialized aircraft conceived long after the "pioneering" years is commendable.

Numerous well-identified photographs and a good index are provided. Unfortunately, the publishers reduced three of her equally well-chosen maps so unnecessarily that they can only be consulted with difficulty. Large excerpts from previously published articles and books are footnoted but there is no bibliography fully listing these publications and the wealth of primary source material discovered and utilized for this study. While the

author should be complimented on her scrupulous identification of all persons, places, and aircraft (*Canada's Aviation Pioneers* is a veritable "Who's Who" in Canadian aviation), her bureaucratic penchant for full and precise titles for everyone hinders the flow of her narrative. Some events are excessively detailed and repetitive; irrelevant information about the lives of her subjects could have been omitted, and the organization of her material is often weak.

Over-simplification and inaccuracies crop up in many places. For example, in crediting J.A. Wilson with the drafting of the Air Board Act (p. 145), a host of interested parties and persons equally involved in this controversial and important endeavour are ignored. Then too, an account of the Canadian Pacific Railway's involvement in aeronautical activities after 1919, but prior to the establishment of Canadian Pacific Air Lines (p. 161), is inaccurate and misleading. The Canadian Pacific Railway cooperated closely with a number of bush operations during the twenties. It was also an anonymous partner in "Vickers Syndicate" in the late twenties and through this held shares in International Airways, Canadian Transcontinental Airways Limited, Quebec, and Fairchild Aircraft Limited. In 1930, both CPR and CNR contributed \$250,000 for 10,000 shares each in Canadian Airways Limited. Philip G. Johnson did not reluctantly resign his Presidency of United Aircraft and Transport Corporation (p. 110) to come to Canada in 1937 to organize Trans Canada Air Lines for the government. Johnson, along with a number of other important American airline executives, was blackballed by President Roosevelt at the time for participation in the famous "spoils conference" at which representatives of the major airlines met to divide up the lucrative air mail contracts in the United States among themselves. Juan Trippe of Pan American Airways suggested his name to C.D. Howe as Johnson was eminently qualified and available. When asked, Johnson very willingly emigrated to Canada for his five years of exile to assist in the organization of TCA.

Sutherland had the raw material to provide an excellent reference tool; yet this ambitious book has limited historical value. Executed with little order and even less art, it will appeal to aviation buffs and few others. It ought to have been good and it ought to have been referable, but it is neither. This is unfortunate.

Margaret Mattson
Public Archives of Canada

The Dalhousie Journals. Edited by MARJORY WHITE LAW. Ottawa: Oberon Press, 1978. 212 p. ISBN 0 88750 290 3 \$17.50.

Keeping a journal was fairly common practice in the eighteenth and nineteenth centuries, particularly as a record of trips and voyages. These journals were not diaries and lacked that private intimate quality we associate with diaries. The journals kept by public men often had an administrative purpose; to be used as an *aide mémoire* for writing reports or later taking action. Such a journal is that of George Ramsay, ninth Earl of Dalhousie, Lieutenant Governor of Nova Scotia 1816-1820, and afterwards Governor General of Canada until 1828. His journals for the years he was governor of Nova Scotia have now been edited for publication by Marjory Whitelaw, a well-known radio and literary journalist and writer.

Dalhousie's journals are part of his quite voluminous papers held by the Scottish Record Office. Transcripts of his papers, but not of his journals, were made for the Public Archives of Canada, calendared and later published in *Report of the Public Archives*, 1938. In 1961 all the Dalhousie papers relating to British America, including his journals from 1816 to 1828, were microfilmed by the P.A.C. The Scottish Record Office in its *Source List of Manuscripts Relating to the U.S.A. and Canada in the Scottish Record*