

eighty per cent) is a reprint of original records, I believe a CD-ROM would have been much less expensive, and with proper software applications, it would also be much easier to cross-index. More importantly, with the vast memory capabilities of CD-ROM technology, Lambrecht could have been much less selective in deciding which authorities to reprint. Perhaps he could have included all the pertinent acts and Orders in Council in their entirety. As it stands, Lambrecht's study can only be considered the first step to researching Dominion lands administration, and researchers will still be required to consult a variety of primary and secondary sources if they wish to obtain the complete record of authorities.

These criticisms aside, Lambrecht's *Administration of Dominion Lands, 1870-1930* is still a significant contribution to the history of western development. To my knowledge this is the first comprehensive guide to the legal authorities which formed the basis for federal land administration in western Canada. As a general reference, it has already helped me to answer several research inquiries, and it will likely be an invaluable tool for many years to come. I highly recommend the book to all researchers interested in Dominion lands administration.

**Jeffrey S. Murray**  
National Archives of Canada

**A Country So Interesting: The Hudson's Bay Company and Two Centuries of Mapping, 1670-1870.** RICHARD I. RUGGLES. Montreal: McGill-Queen's University Press, 1991. xix, 300 p., ill., maps (Rupert's Land Record Society series 2). ISBN 0-7735-0678-0. \$49.95.

*A Country So Interesting* is a documentary study rarely found in Canada. Whether or not map (and other) archivists are interested in the specific period and area covered by the maps discussed in this volume, they cannot but have their horizons broadened, their skills honed, and their sensitivity to cartographic documents heightened by studying this book. By "studying" I do not mean the usual approach of reading intently to comprehend the story this book tells concerning two centuries of the Hudson's Bay Company's (HBC) role in "investigating a country so interesting." Although most scholars are likely to be drawn to this aspect, the heart of the volume, archivists may well find that a study of the book's other component parts — the front and rather extensive end matter — may well be a more profitable approach.

This is not to say that the ten chapters and the afterword that look at the "investigating" be skipped over, for here for the first time we have a thorough examination of the activities of "our first national mapping agency" from 1670 to 1870, a period when the HBC "geographically defined and measured, and cartographically depicted the larger share of the territory of our nation" (p. xiii). Maps are the centre of attention at all times. Almost every episode recounted is included because it leads eventually to the production of a map and the actual role it played from the moment it was made until its influence ended and it was retired from active duty. The maps were created to help the company make business decisions; once the maps' primary purpose had been served, their long-term preservation was not of prime importance to the HBC and, especially for the early period of the centuries under discussion, the attrition rate is rather alarming.

The front and end matter that so interested me as a map archivist consists of the following: the foreword, the five location maps, the introduction (consisting of three brief but revealing chapters titled "Mapping Policy and Records," "The Explorers and Map Makers," and "Field and Office Methods and Equipment"), the sixty-six plates reproducing a broad, representative sampling of the maps examined, the three catalogues (of which more later), the ten appendixes (on subjects as diverse as the catalogues of the HBC cartographic collection, and the names of natives who played a role in providing information, or who drafted maps), and the glossary, notes, bibliography, and index. It may in fact be difficult to imagine many additional aspects of this map corpus that are left to be examined, so thorough is Ruggles. In an afterword, Ruggles even provides a list of additional "subjects ... that would be interesting fields of inquiry."

Three catalogues constitute part four of *A Country So Interesting*. Catalogue A describes the almost 600 manuscript maps in the HBC Archives in Winnipeg; Catalogue B does the same for 36 HBC manuscript maps found in archives elsewhere; and Catalogue C describes 220 HBC manuscript maps that Ruggles found mentioned in HBC journals, letters, or other documents but was unable to locate. The utility of the first two catalogues is self-evident; the latter less so, perhaps, and Ruggles (and his publishers) are to be congratulated for including these extra fifteen pages. (Shortly after receiving Ruggles' book, I obtained from a colleague in England a detailed list of the several hundred pre-1850 manuscript maps showing Canada and held by the Hydrographic Office in Taunton, England. What excitement to discover that several of Ruggles' "lost maps" were in that repository! Ruggles has since examined this list and may even have found some maps that had not yet been declared "lost.")

Throughout four decades of research into these documents (first during doctoral thesis research in London in the 1950s, and later in Winnipeg preparing this volume), Richard Ruggles immersed himself in the HBC map corpus which comprises more than six hundred separate items. His was no quick study completed during a few brief visits to the HBC archives followed by mail-order requests for further information and photocopies. Ruggles has obviously steeped himself in the collection, "lived with" the documents, examined each individually in order to faithfully describe them bibliographically, and has combed through everything he could find in textual sources relating to the maps. The result is very satisfying, a study perhaps unparalleled in Canada in its analysis of cartographic documents themselves and the context of their creation, their role, and their present-day significance. The book's long gestation period may in fact account for the thoroughness with which the subject is examined and for the extraordinary nature of that examination.

One small quirk in Ruggles' three catalogues (Part 4) and in the captions to the plates is the way map titles are recorded; this may be a source of confusion to users of this volume. Ruggles uses italics for titles that actually appear on the maps, whereas the carto-bibliographic convention is to place such titles in quotation marks or simply to set them in roman type (italics are generally used for *published* items). Titles supplied from "other HBC archival sources" are enclosed in quotation marks, and those which the author has composed appear in roman without quotation marks; the convention is to place both such supplied titles in square brackets. In the captions for Plates 2 and 3, the actual map titles are not being transcribed, yet one mentions "Hudson ... Straits." The caption for Plate 18 is "Title Cartouche for a Map of Northern North America" (not the

actual title of the map, and no quotation marks are used); the caption on the book's dust-jacket, which reproduces the same cartouche, encloses "Map of Northern North America" in quotation marks, as though a real title were being quoted. The book's editors should have been able to correct these inconsistencies, and the advice of a cartobibliographer would doubtless have been useful. (*Archival Citations*, published by the National Archives of Canada, also provides useful guidelines.)

I have long considered an earlier work of Ruggles' titled *Manitoba Historical Atlas*, co-authored with John Warkentin, as one of the outstanding historical atlases of a Canadian province or region. I predict that *A Country So Interesting* will soon be widely seen to occupy a similar status.

**Edward H. Dahl**

National Archives of Canada

**The Canadian Fur Trade in the Industrial Age.** ARTHUR J. RAY. Toronto: University of Toronto Press, 1990. xviii, 283 p. ISBN 0-8020-6743-3 \$18.95 (pa.)

Arthur Ray has produced another in his fine series of studies on the history of the fur trade in Canada, focussed upon the central operations of the Hudson's Bay Company. In this volume he ventures into an era unfamiliar to most readers, examining the years from 1870 when the company surrendered its exclusive trading rights to the new government of Canada through to the end of the Second World War. During that period the relative isolation of the native peoples who did the trapping was steadily undermined by the coming of steamboats, railways, outboard engines, and airplanes, while fur marketing was transformed by the telegraph and the telephone. As a result the HBC faced greater competition for furs and for native custom, and a cash economy gradually took the place of the longstanding credit system. The central theme of Ray's book concerns the ways in which the company struggled to adapt itself to this much-altered milieu.

As in Ray's previous work he has relied primarily upon the huge mass of HBC records deposited at the Provincial Archives of Manitoba, which, he notes, contain 4,900 linear feet of material for the post-1870 period that are gradually being opened under a thirty-year rule. Precisely how much of this mountain range of documents the author was able to examine is unclear, but his bibliography contains five single-spaced pages of record group titles from this collection alone. Evidently there is still much for researchers to do with this archive, but Ray is to be saluted for leading the first expedition into previously uncharted territory.

If there is a disappointment it is that Ray does not have more to tell us about the HBC's rivals, though he points out that such information is hard to come by. And there is little reliance on material which sets forth the story from the native point of view rather than the company's. Is there, perhaps, a wealth of evidence in the records of the Department of Indian Affairs in Ottawa which might fill out that side of the story?

The major focus of the book, then, is upon the ways in which the HBC tried to adapt to changing business conditions. Thus it forms part of the recent literature on efforts by managers to alter corporate organization to meet new challenges since the late