

depth of a case study. Marquis ably describes the chiefs' changing attitudes, but does not adequately explain why they held these views nor interprets what they mean. His approach is narrative; no theory informs his treatment of topics such as professionalization. There is no quantitative analysis. Marquis has a good grasp of Canadian social history, yet his study lacks an interpretative overview. As a consequence, the chiefs seem one-dimensional. Their history becomes a kind of morality play between right-thinking paragons and their critics.

*Policing Canada's Century*, however, is more than a dry institutional history. What is lost in depth is gained in scope and originality. Marquis has broken new ground to produce a broad social history that illuminates many aspects of Canadian life. For all its nearly 400 pages of text, he makes his subject lively and interesting. Historians can no longer ignore police history. Much needs to be done, but *Policing Canada's Century* will remain the indispensable groundwork for future studies.

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Robert J. Surtees — *The Northern Connection: Ontario Northland Since 1902*.  
North York, Ont.: Captus Press, 1992. Pp. 432.

Robert Surtees's *The Northern Connection* is a welcome addition to Ontario's burgeoning provincial historiography. Surtees brings not only experience to his study of the railway (having spent over 25 years as a professional historian), but an appreciation of the region. Born in South Porcupine and raised in North Bay, Surtees now resides in the latter community where he is a professor of history at the recently chartered Nipissing University. Commissioned by the Ontario Northland Transportation Commission, Surtees's work relates the general history of the Temiskaming and Northern Ontario Railway (later renamed Ontario Northland) and the central role it played in the development of Northeastern Ontario. Created in 1902 by the provincial government to serve several small agricultural communities in Northeastern Ontario, the railway became the catalyst that sparked the province's, if not the country's, largest mining bonanza. Surtees outlines how successive provincial governments turned to the railway as a regulatory agency in a region devoid of government institutions. Although the Commission provided and continues to provide numerous services in the region, the focus of the book is the railway and its role in developing Ontario's frontier.

Divided into four sections, Surtees's book provides a well-researched, well-written account not only of the railway's history, but of the region's development. Drawing extensively on documents stored at the Ontario Northland Archives (recently closed due to provincial budget cuts), Surtees provides fresh analysis of the railway's and region's development from the North's perspective. Part 1 outlines the creation of the T&NO Commission, its first years of operation (under the control of its domineering chairman, "Jake" Englehart), the discovery of silver and gold (particularly Cobalt's silver boom), and how Queen's Park used the T&NO as

a regulatory agency. Surtees relates that the railway provided more than just transportation, in addition operating fire ranging services, implementing land policies, and aiding in town planning.

Part 2 relates the railway's expansion, the discovery of gold in Kirkland Lake, and the interprovincial struggle between Ontario and Quebec (with an indecisive Mackenzie King caught in the middle) over which metropolis would benefit from the mineral discoveries at Rouyn: Toronto or Montreal. Building under the federal charter of a subsidiary, the Nipissing Central Railway (acquired in 1911), the T&NO hoped to gain control of the freight carried in and out of Rouyn (just inside the Quebec boarder). Premier Taschereau of Quebec halted the construction for three years, arguing that the federal government did not have the authority to override provincial control of Crown lands (ironically Taschereau used Oliver Mowat's successful court challenges against the federal government as a precedent). The federal government, after passing the issue over to the courts and receiving no answer, finally passed an order-in-council giving the T&NO permission to build in 1927. The section ends with the extension of the railway to James Bay in 1931.

Surtees outlines in Part 3 the consolidation of the Commission and its expansion into new fields of endeavour: telephone, air, and bus services. Mitchell Hepburn's vindictive purge of the Conservative Commission, accomplished by the Racine Commission in 1934, closes the chapter on the chairmanship of George Lee (Englehart's successor). Such political partisanship was too new to the Commission, as Surtees notes. The Racine Commission was a form of revenge against the Ontario Conservatives and their 1905 cleansing of George Ross's Liberal railway commission. Surtees indicates that the former "witch-hunt" did not go unnoticed in the North, but the local issue was much more simple: had Englehart's and Lee's Commission provided the region with the services it required? On the whole it had; hence Lee left with the respect of those who benefited directly from the railway. Indeed, in order to accentuate this point, the following chapters in Part 3 do not dwell on Racine, but turn instead to the railway's continuing endeavour in the region.

Surtees's last section is based largely on the oral testimony of the men who worked the line during the last several decades. This important section provides insight into the conditions (sometimes humorous) under which employees laboured. Several chapters relate the process of building and maintaining the line and the job of not only running the trains but ensuring that they got passenger and freight to their destinations. Most interesting are the chapters describing life "on the line". His interviews provide a picture of a work environment in which all the workers depended on one another, not only to keep the trains running, but also for their personal safety. Employees often developed their own rules, such as "doubling" to carry large amounts of freight over a steep incline (taking so many cars over a hill, releasing them onto a siding, then backing up to get the remaining cars). The dangers of working on the line are also related, such as workers clad in hats and parka hoods in the winter not hearing the train until it was too late. The interviews on which the last chapters are based, deposited at the Ontario Northland Archives, provide a rich resource for future historians.

Surtees's work, on a more conceptual level, provides a useful framework for future study of Northern Ontario. "Northern Ontario" is a misleading term, an all-encompassing label that covers a region stretching from Thunder Bay to Kirkland Lake, and James Bay to North Bay. Surtees provides a more useful concept, describing the area traversed by the railway as the "northeastern corridor" (pp. 1-6), a sub-region possessed of a distinctive geography and history that set it apart from other regions of Ontario's North. Toronto also does not loom large in this study, even though it concerns a provincial agency. The role of the metropolis in developing the region is not forgotten by Surtees, but it does not dominate the work. Local initiative and regional factors are interwoven with the influence of Toronto and Queen's Park to provide better insight into an area that, in some past studies, was portrayed as a passive hinterland seemingly devoid of settlers and prospectors, but full of legislation.

Surtees's book does suffer from some weaknesses. His incorporation of a northern perspective may, at times, be somewhat over-jubilant. The author's chauvinism regarding his home is clearly something he did not attempt to hide (it greets the reader almost on the first page). His admiration for the railway is also evident. While this may trouble some readers, the author's affection for the region perhaps helped him to produce a book that is well written and animated. *The Northern Connection* is not a business or labour history. Although some aspects of the railway's management are mentioned, they are scant. Similarly, little attention is paid to the strikes that affected the Commission. Perhaps more attention could have been paid to these factors. Clearly, however, they could not be treated completely in a single work. These aspects are best left to another book; the railway requires additional scholars to work its line. The dust jacket that encompasses *The Northern Connection* states that Surtees intends to produce more studies of the railway. This is welcome news. Construction of the northern connection has only just begun and should be continued.

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James Naylor — *The New Democracy: Challenging the Social Order in Industrial Ontario, 1914-25*. Toronto: University of Toronto Press, 1991. Pp. ix, 336.

James Naylor has taken up what has been a topic of considerable debate among Canadian labour historians, specifically working-class unrest after World War I and the violent confrontation in Winnipeg in 1919. Contrary to the "western exceptionalism" thesis posited by David Bercuson and Ross McCormack, Naylor has adopted the revisionist argument put forth by Greg Kealey that the 1919 Winnipeg strike was part of an international event, which was neither confined to Canada nor to one region in Canada.

Naylor focuses on urban southern Ontario from Windsor to Peterborough — the "heartland of industrial Canada". "If capitalism had created ... an agency of social