

to become "an accepted (and respected) institution," and the subordination of "the evangelical mission" to "full-scale social outreach" were all to blame (pp. 246-47).

For Professor Moyles the challenge facing Army members is "to recapture some of the spirit of those early years," and to become again "a powerful evangelical force in the Canadian community" (p. 247). Some members, on the other hand, might want to use his well-written story, and his seven informative appendices as background for asking new questions about the Army's methods and goals. They might want to re-examine their predecessors' reluctance to develop a social gospel philosophy, and their steadfast refusal to look beyond the victims to the causes of poverty and despair. The recent decision of the Army's international headquarters to withdraw support from the World Council of Churches' Committee to Combat Racism suggests that such questioning by Canadian members would represent the kind of courageous non-conformity which used to characterize the Army.

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BRIAN J. YOUNG. — *Promoters and Politicians: The North-Shore Railways in the History of Quebec, 1854-84*, Toronto: University of Toronto Press, 1978. Pp. xiii, 193.

Two railways, the North-Shore Railway and the Montreal Colonization Railway sought to provide rail service along the north shore of the Ottawa and St. Lawrence Rivers between Ottawa and Quebec City. The North-Shore Railway was initially a project of Quebec City promoters intent on linking their city with Montreal and the traffic from the west. The Montreal Colonization Railway was promoted by Montrealers intent on developing that city's western hinterland. Both railways, however, went bankrupt in 1875 after receiving substantial assistance from the provincial government. Rather than allow a conventional reorganization the Quebec government took over both roads and united them into the Quebec, Montreal, and Ottawa and Occidental Railway. Provincial control proved very costly and in 1884 both North-Shore railways were sold to the Canadian Pacific Railway.

Professor Young has provided us with the first authoritative history of these two North-Shore railways. He clearly demonstrates that in Quebec business, religion, politics and nationalism were all thrown into the entrepreneurial pot which produced a particularly complex and venomous brew. This work has been correctly described at the front of the book as "a case study in the complexities of industrial development in nineteenth-century Quebec." Readers familiar with the subject and the period will not find many surprises in this book. What they will find is a meticulously researched and well written account of Quebec's most important economic undertaking during the Confederation era.

The conclusions which Professor Young draws from his study are interesting and ironic. The people of Quebec welcomed and supported railways, particularly colonization railways, as a means to create new jobs and keep French Canadians in the province. Yet the support given the railways by the provincial government left the province weak and often subservient to the federal government. The railways, once built, also worked as "levelers that tended to blur cultural and national lines" (p. 144) in Quebec. It is for this reason that Professor Young concludes that Quebec paid a high price for the railways which contributed much to Quebec's integration into a transcontinental state.

A note must be added about the sources used in the writing of this book. Political papers, government documents and reports, and newspaper accounts were used very extensively. It is therefore hardly surprising that the political and promotional dimension receives most attention. Company minute books, stock records, legal files and correspondence apparently suffered the fate common to the records of other companies taken over by the Canadian Pacific Railway, and are therefore no longer available for historical research. The banks with whom the promoters and politicians had extensive dealings also seem unwilling or unable to reveal anything of their clients' affairs. The rural people whose communities the railway served have left few records, and we are left with a record of affairs as they were perceived by the promoters and politicians. Professor Young has used his available sources very well, but the speeches and letters of politicians and the scribbblings of newspapermen are rarely impeccable historical sources. It is unfortunate that they could not be checked against other relevant source materials. The fault, however, does not lie with Professor Young. He has given an excellent account of promoters and politicians in action in Quebec.

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DAVID J. BERCUSON. — *Fools and Wise Men: The Rise and Fall of the One Big Union*. Toronto: McGraw-Hill Ryerson, 1978. Pp. xvii, 300.

Canadian academics — whether they know it or not — have a great deal riding on the success of this book. As an admirable experiment McGraw-Hill Ryerson decided to publish two editions of the book — one for a popular audience, at what is known in the business as a long discount, to encourage general book stores to handle it, and the other for a more scholarly audience, at the usual short discount which means that ordinarily only university or specialised book stores would stock it. Except for the price — \$12.95 for the hard-cover trade edition, and \$6.95 for the soft-cover college edition — the two editions are identical.

Should this marketing strategy succeed, and the trade edition score respectable sales, then a whole new reading audience might be opened up for Canadian academics. Should other publishers emulate McGraw-Hill Ryerson, for the first time scholarly books might become readily accessible to much of the Canadian book-buying public.

To introduce this merchandising innovation no better book could have been chosen than David Bercuson's *Fools and Wise Men*. It is a finely crafted work, sensitively written, telling a compelling — and extremely important — story in a way designed to appeal to a large audience. Avoiding the traditional academic pitfalls of becoming bogged down in details and long, dreary footnotes, Bercuson graphically describes the conditions and milieu which both created and destroyed the OBU. We can almost hear the plaintive cries of the oppressed and cowed immigrants, the confused babble of various syndicalists and socialists, and the fiery, revolutionary clarions of Western loggers and coal-miners, the three key elements of the OBU.

If Canada, as Margaret Atwood and others keep telling us, is a nation of victims, then the history of the OBU is the quintessential Canadian tale. No group was more consistently victimized and made up of such "losers" as the OBU. The horror of their lives is poignantly illustrated by Bercuson. The squalid housing,