

quoted alleged statements of Captain Duncan of the *Princess Royal* with reference to Dixon's niggardliness. Dixon returned to the attack in his *Further Remarks*. In it he played his trump card, a letter from Captain Duncan clearing him of Meares's charges and commenting most unfavourably on Meares's character and veracity. Meares attempted no reply.

The controversy sheds light on the early days of the Maritime fur trade. Meares was an important figure in the trade and his *Voyages* were widely read and are still to be found in libraries. Dixon has shown that Meares was incapable of telling a consistent story. The three pamphlets are, therefore, a necessary commentary on the *Voyages*.

Judge Howay's volume is well printed on good paper and has been carefully proofed. In the third pamphlet the archaic long "s's" have been employed. Possibly this might have been made uniform throughout the three pamphlets. The careful introduction and notes set forth the circumstances of the quarrel and give much needed information regarding the movements of the men and ships. The illustrations are drawn from contemporary sources and there is a short index.

Other volumes of the Canadian Historical Studies will be awaited with interest.

WALTER N. SAGE

The Wintering Partners on Peace River. By J. N. WALLACE. (Ottawa: Thorburn & Abbott. 1929. Pp. 139. \$2.00).

Of the eastward-flowing prairie rivers the Peace was that which first became important in the westward advance, for the reason that it was the only one which afforded a road through the Rocky Mountains. Mr. Wallace traces its story from the days of the earliest traders on its banks down to the union of the two companies in 1821. He begins with that rare rascal, Peter Pond, whose movements he examines critically, and reaches the conclusion that the first access to the Peace River was made by Pond overland from the Athabaska. He then sketches the gradual advance up the river under Boyer, Vaudrieul, and McLeod to the day when by Sir Alexander Mackenzie's great voyage the Peace became the first transcontinental highway. He outlines the work of the Finlays, Fraser, Stuart, and McDougall—all pushing the trading posts farther westward and solidifying the position against the energetic, though short-lived, opposition of the XY Company as well as against the spasmodic ef-

forts of the Hudson's Bay Company. We catch glimpses of many people well-known in the trade, including David Thompson and Daniel Williams Harmon: the one examining and surveying the river; the other, preparing himself for more important duties in New Caledonia.

The book shows on every page intense and painstaking effort. A genuine attempt is made to identify the position and the changing positions of every post on the river. Here Mr. Wallace's work in the field and his training as a surveyor stand him in good stead. A skeleton map of the river, showing the old trading posts, enables the reader to follow the text and gives him the feeling of being accompanied by a competent guide.

Mr. Wallace goes to the prime sources and refuses to accept blindly the views of his predecessors. He tests and tries all their conclusions and accepts only those that are satisfactorily established. Other historical writers who encounter difficulties sometimes sidestep them or pass them over without comment; not so, our author; indeed he goes a gunning for them and sometimes even finds them where their existence had never been suspected. Though many students have found the dates usually given in connection with Simon Fraser extremely difficult to reconcile none has been bold enough to suggest, as he does, that two persons of the same name have been confused by the historians—and this may be the case.

The inclusion in the appendix of the journal of Fort Dunvegan from April 18, 1806, to October 14, 1806, will be welcomed by every student of the fur-trade. It is an interesting human document, throwing much light on the daily life of the fur-trader.

Mr. Wallace has done his work thoroughly and well; the index is reasonably complete; the map is a great assistance; but the printer has made many errors.

F. W. HOWAY

Frontiers and the Fur Trade. By SYDNEY GREENBIE. (New York: John Day, 1929. Pp. 235. \$3.75).

When Fur Was King. By HENRY JOHN MOBERLY; in collaboration with WILLIAM BLEASDELL CAMERON. Illustrations by John Innes and from photographs. (London: Dent, 1929. Pp. 237. \$2.75).

Fur traders, trappers and fishers are coexistent with frontiers. This is an axiom in Sydney Greenbie's *Frontiers and the Fur Trade*. Emphasis is placed on the fur trade, only a few incidental chapters