

achieves the objectives stated in the preface by providing a complete description and analyses of the catchment study. Because of the cohesiveness of the various articles, this volume should be a valuable reference document for senior researchers and beginning graduate students interested in investigating various acid precipitation problems. It is unfortunate that almost no discussion of the soil and lake liming experiments is provided, as the inclusion of this material would have substantially increased the usefulness of this document. Despite this omission, the volume provides an important contribution to the understanding of the acidification history and status of terrestrial and aquatic environments along the Swedish west coast, and it underscores the need to consider both the terrestrial and aquatic environments when evaluating the causes and mechanisms behind the acidification of freshwater ecosystems.

Joseph M. Culp
Department of Biology
University of Calgary
Calgary, Alberta, Canada
T2N 1N4

THE ALASKA HIGHWAY: A PERSONAL AND HISTORICAL ACCOUNT OF THE BUILDING OF THE ALASKA HIGHWAY.

By PHYLLIS LEE BREBNER. Erin, Ontario: The Boston Mills Press, 1985. 80 p. plus illus. Softbound. Cdn\$9.95.

Phyllis Lee Brebner is a writer who was employed by the R. Melville Smith Company at Fort St. John, British Columbia, in 1942-43, when this Canadian management contractor was involved in building the highway to Alaska. Upon joining the Canadian Army, she travelled from her home in Ontario to the Fort St. John construction camp in October 1942. Following the dismantling of the camp, she spent some time in the Chicago offices of the U.S. Engineering Division participating in the secretarial tasks that still remained to be done in connection with the highway construction project. In recognition of her work, the U.S. Public Roads Administration gave her a Certificate of Merit.

The Alaska Highway is popular history for the general reader. Brebner provides a short account of the building of the road between Dawson Creek, British Columbia, and Fairbanks, Alaska, tracing the story of its construction from the United States-Canada agreement in March 1942 (several months after Pearl Harbor) to proceed with it, to the roles played by the U.S. Army Corps of Engineers and the American Public Roads Administration, with its group of Canadian and American contractors, to the official opening of the trail on November 20 of the same year. She also describes the problems encountered by the engineers as they built different kinds of permanent bridges to suit the varying conditions of the terrain, 133 in all. Although the author focuses on the spectacular 2275-foot Peace River Bridge, she stresses the importance of all these structures. In addition, she emphasizes the significance of the air bases that were established on the air staging route in Alaska at places such as Whitehorse in the Yukon and Fort St. John, pointing out that during the war these facilities were put to good use in delivering short-range aircraft to both Alaska and the U.S.S.R. Brebner notes that the Canadian Oil (Canol) project, which resulted in oil being piped from Norman Wells to a refinery at Whitehorse, has been subjected to a great deal of criticism, but she argues that it was an essential source of petroleum products for the army trucks and the planes on the Edmonton-Fairbanks run.

The author's respect for the surveyors, engineers, truck drivers, bush pilots, soldiers and civilians who had a part in bringing the Alaska Highway into existence comes through clearly. Her positive assessment of their work parallels the findings of a number of the contributors to the scholarly 14-essay volume on the history of the road edited by Kenneth Coates. Readers who are sensitive to the dangers, hardships and trying circumstances to which the road builders were exposed in this northern environment will likely find Brebner's book informative. One of the best aspects of the story lies in her descriptions of situations in which the skills, endurance and courage of the workers were

revealed. She does, however, not allow her admiration for such individuals to conceal the fact that the demands and frustrations of construction life were too much for many workers. The result was a high turnover in the labour force.

A strength of this account is that the author skillfully handles the question of Canadian sovereignty in the northern parts of British Columbia and Alberta, the Yukon and the Northwest Territories — the areas where the American military sometimes launched operations before the approval of the Canadian government had been given. In trying to be fair to all parties concerned, she notes, among other things, the grounds for Prime Minister Mackenzie King's worries about the American presence in the Canadian Northwest.

Although a comment on the back cover of this narrative informs the reader that "this book is a personal account of life in the camps . . .," a point that is also contained in the sub-title, only one personal recollection is evident, in a brief, tantalizing paragraph in the introduction where the author says something about the excitement she felt at having an opportunity to contribute to Canada's war effort. Unhappily, there are no further glimpses into Brebner the person in this book. Could a real sense of the inner Brebner have been included in the chapter "Camp Life at Fort St. John"? One wonders why this chance has been missed.

Dozens of well-selected photographs of the men and women who were instrumental in constructing the Alaska Highway enhance the book. Certainly, the story told here helps to bring the interesting development of the road into the consciousness of the reading public.

Henry C. Klassen
Department of History
University of Calgary
Calgary, Alberta, Canada
T2N 1N4

BOOKS RECEIVED

- ALASKA STATE GOVERNMENT AND POLITICS. Edited by GERALD A. MCBEATH, THOMAS A. MOREHOUSE. Fairbanks: University of Alaska Press, 1987. (Available from University of Alaska Press, Signers' Hall, University of Alaska, Fairbanks, Alaska 99775-1580, U.S.A.) ISBN 0-912006-20-X (cloth); 0-912006-21-8 (paper). xx + 357 p., figs., tables, photos, glossary, index. Softbound: US\$17.50; Hardbound: US\$27.00, plus \$1.50 for postage and handling.
- ARCTIC HERITAGE. PROCEEDINGS OF A SYMPOSIUM. Edited by J.G. NELSON, ROGER NEEDHAM, LINDA NORTON. Ottawa: ACUNS, 1987. Symposia held in Banff, Alberta, Canada, 24-28 August 1985. (Proceedings available from Association of Canadian Universities for Northern Studies, 1915-130 Albert, Ottawa, Canada K1P 5G4.) ISBN 0-969-0987-9-0. xi + 653 p., figs., tables. Softbound. Cdn\$27.50.
- BERING'S VOYAGES: THE REPORTS FROM RUSSIA. By GERHARD FRIEDRICH MÜLLER; translated by CAROL URNESS. Edited by MARVIN W. FALK. Fairbanks: The University of Alaska Press, 1986. Translation of "Nachrichten von Seareisen, St. Petersburg, 1758." The Rasmuson Library Historical Translation Series, Vol. III. (Available from University of Alaska Press, Signers' Hall, University of Alaska, Fairbanks, Alaska 99775-1580, U.S.A.) ISSN 0890-7935, ISBN 0-912006-22-6. ix + 221 p., figs., maps, glossary, footnotes, bib., index. Softbound, US\$15.00.
- DAS GRÄBERFELD DER HUNNO-SARMATISCHEN ZEIT VON KOKÈL', TUVÁ, SÜD-SIBIRIEN Materialien zur Allgemeinen und Vergleichenden Archäologie, Band 25. By ROMAN KENK. München: Verlag C.H. Beck, 1984. Kommission für Allgemeine und Vergleichende Archäologie des Deutschen Archäologischen Instituts Bonn. (Köllen Druck & Verlag GmbH, 5305 Bonn-Oedekoven, Federal Republic of Germany.) ISSN 0176-7496. ISBN 3 406 30826 0. 202 p., figs., tables. Softbound. DM 58.
- EDUCATION, RESEARCH, INFORMATION SYSTEMS AND THE NORTH. Edited by W. PETER ADAMS. Ottawa: ACUNS, 1987. Developed from the Proceedings of the ACUNS Meetings in Yellowknife, 17-18 April 1986. (Association of Canadian Universities for Northern Studies, 1915-130 Albert, Ottawa, Canada K1P 5G4.) ISBN 0-921421-00-1. 362 p. Softbound. Cdn\$27.50.
- ETHNOLOGIE ET ANTHROPOGÉOGRAPHIE ARCTIQUES. PREMIER DIALOGUE FRANCO-SOVIÉTIQUE. Edited by JEAN MALAURIE. Paris: Centre National de la Recherche Scientifique, 1986. Actes du Premier