

specific jobs, the author does manage to delve into some of the more outstanding ones and leave the reader with a fair knowledge of what the remaining ones would entail. And so, special attention is given to the protection of passengers and freight, freight claim investigation, derailment investigation, patrolling of stations and trains as well as baggage and mail and express investigation. Well chosen examples of cases handled through the years illustrate the type and importance of the work done.

It becomes obvious to the reader that the railroad policeman is concerned with a great deal more than just the handling of trespassers and "economizing" hoboes—and so, perhaps a common notice is amended. Not to suggest that the reality of the problem of trespassing is minimized; a complete chapter is devoted to the subject, coupled with other equally distressing problems involving juveniles.

The book suggests that the development of railroad police departments in this country seems to have been hampered somewhat by a struggle to gain recognition and authority. From Civil War days in the United States—when the menace of train robberies first pronounced the need for such forces—to our present day, the railroad police have been fighting crime, using all of the most advanced methods available. They have been working in the interests of the public as well as their companies. The aid they have given other recognized police forces through a ready willingness to co-operate and the admirable achievements they have accomplished on their own show that they have used well that authority granted them.

The author of "The Railroad Police" has been intimately connected with his topic as Secretary of the Protective Association of American Railroads. In presenting this book, his purpose has been simply to tell what takes place in the railroad police field. He refers to it as a documentary report, not intended to convey recommendations. It would be difficult to find a more complete single-volume coverage of this phase of police activity.

M.R.

BUGLES IN THE HILLS, by John F. Hayes. The Copp Clark Co., Ltd., Toronto, Canada. Illustrated by Fred J. Finley, O.S.A. Pp. 312. \$3.

In this book, as in others he has written, the author has followed history in creating an adventure story for boys. The result is an exciting yarn that youngsters will enjoy. It will also teach them something of the events preceding the organization of the North-West Mounted Police and of the early days of the Force itself. Readers may be assured that Mr. Hayes has followed history as faithfully as possible, because he has used John Peter Turner's official history of The North-West Mounted Police as the source of his material on the early Force.

The story is written around the adventures of Bill, a Red River youngster who accompanies the Mounted Police on their famed "March West" from Manitoba to Fort Macleod in the North-West Territories. While our hero and his personal exploits are fictitious, the events in which he participated are factual, and the author has combined the two to make a most entertaining story.

John F. Hayes has already won the Governor-General's Award for Juvenile fiction twice and the calibre of this book is on a par with his others. Mr. Hayes is an "amateur" writer whose professional career is that of Vice-President and General Manager of the Southam Press, Montreal and Director of the Southam Co. Ltd. He has had a long association with young people in various activities and knows how to tell a story that will appeal to them.

H.E.B.

ARCTIC COMMAND, The Story of Smellie of the *Nascopie*, by Roland Wild. The Ryerson Press, Toronto, Canada. Illustrated. Pp. 194. \$4.

When the SS *Nascopie* struck an Arctic reef and foundered off Cape Dorset in 1947 it marked the end of an old and faithful servant of the Hudson's Bay Company and the passing of a colorful era in Arctic navigation. To one man however, the loss was a more personal one—Capt. Thomas Farrar Smellie, OBE, who had commanded the ice-breaker for almost 30 years. To him the *Nascopie* was "the greatest ship in the world" and the two together had made Arctic history.

Captain Smellie wasn't in command of his ship on that fateful day; he had retired two years before after a colorful and adventurous career in both sail and steam vessels. He had piloted his ship year after