

and slow progress against great odds, from the year 1612 when Sir Thomas Button—the first white man to winter on its soil—arrived, to the present time. Hardy immigrants from many nations of the old world have hewn out their settlements and left their heritage in the names of places and people in Manitoba today. The fur traders, French and English, were the first explorers; the first settlers the members of the Hudson's Bay Company, followed by Icelanders, Norwegians and Danes; Ukrainians, Russians and Dutch; Mennonites and Hutterites. Most have been assimilated, but others have maintained racial groups and customs, adding color and maturity to the new world.

Winnipeg is the historical, political, cultural and industrial centre of the province. To westerners, it is the gateway to the east, and to easterners, the gateway to the west. It might well be said in Manitoba that "All roads lead to Winnipeg".

Leaving the bright lights and modern conveniences, it is hard to believe that in a few hours travel one can be in virtually unexplored wilderness. Manitoba has, fortunately and wisely, allocated huge tracts of land and water as wild life preserves, and has protected her smaller fur bearing animals such as beaver and muskrat to the advantage of both her industrial and natural resources.

One of the most interesting chapters in the book is that describing the "caravan of the snows", the tractor freight, which serves the northern part of the province so efficiently from The Pas to Churchill on Hudson Bay. There is also a visit among the Chipewyan Indians of Duck Lake, whose primitive yet peaceful lives offer a sharp contrast to the activity at the corner of Portage and Main.

To quote from the book's introduction "... according to one observer, Manitoba could be called Canada's representative province, because it is neither the largest nor the smallest, the richest nor the poorest, the warmest nor the coldest, the oldest nor the newest." One might also say that it is not the least known nor the best known; but Manitoba Roundabout should certainly add to the sum of our knowledge of its achievements and possibilities. O.E.W.

HOMICIDE INVESTIGATION, by Le-Moyne Snyder. Charles C. Thomas, Springfield, Ill., U.S.A. and The Ryerson Press, Toronto, Canada. Illustrated and indexed. Pp. 359. \$9.

To policemen and investigators whose responsibility it is to gather evidence at scenes of crime, this book shows how it should be presented in Court, even in the absence of eye-witnesses to the crime.

Compared to other offences, homicide is not a daily occurrence, and even to the experienced investigator there may be certain problems and facts of which he may not be aware. The author attempts to set a working standard by advising the reader on what to look for and the proper use of resultant evidence.

"Homicide Investigation" offers 341 pages of data, half of which are vivid illustrations of actual cases. These photographs, a few of which are in full color, demonstrate many varieties of wounds and death instruments. Although the book is highly technical, it is written in an intelligible manner, and covers a variety of subjects such as examination of blood stains, identification of dead bodies, gun-shot wounds, firearms evidence, deaths due to asphyxia, examination of burned bodies, and so on. The chapter on deaths due to highway accidents should be of particular interest to all policemen who, more and more, are called upon to deal with this type of case.

This reviewer agrees whole-heartedly with the author's "Golden Rule of Homicide Investigation—Never touch, change or alter anything until identified, measured and photographed. Remember that when a body or an article has been moved, it can never be restored to its original position."

The author concludes by stating, "My sincerest hope is that this book may be of service to the conscientious officer and help to reduce the large number of unsolved homicides." R.W.W.

THE ROMANCE OF THE CANADIAN CANOE, by John Murray Gibbon. The Ryerson Press, Toronto, Canada. Illustrated. Pp. 145. \$5.

In an age when air travel has reduced the distance between Canada's coast lines to a matter of a few hours, it is hard to realize that at one time a chief form of