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White, Clinton O. *Power for a Province: A History of Saskatchewan Power*. Regina: Canadian Plains Research Center, University of Regina, 1976. Pp. xii, 370. Illustrations. Maps. \$5.95

A. F. J. Artibise

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over time, these links have undergone massive changes in the last three decades. This study of harbour development traces these changes to two principal factors: the increasing specialization and mechanization of the ship-shore cargo handling capabilities. As a consequence the port has grown less labour intensive, the need for port back-up land has increased dramatically, and the facilities of earlier compact ports are growing obsolescent.

In the specific context of the port of Montreal, Professor Slack investigates criteria which may be used in evaluating the efficiency of various port facilities. These criteria are used to determine which port facilities may be closed or relocated. The potential modifications are then evaluated in terms of their effect upon both the efficient functioning of the port itself, and upon business activity in the city of Montreal.

The study contains a useful bibliography of general reference material and references on harbour land renewal. [A.F.J. Artibise, University of Victoria].

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White, Clinton O. Power for a Province: A History of Saskatchewan Power. Regina: Canadian Plains Research Center, University of Regina, 1976. Pp. xii, 370. Illustrations. Maps. \$5.95.

While the main emphasis of this book is obviously beyond the areas normally dealt with by urban historians, it does contain a great deal of information of interest to scholars concerned with urban reform, public ownership, and boosterism. Power for a Province begins in 1890 when three electrical generating systems appeared in what later became Saskatchewan. Following the granting of provincial status in 1905, power plants serving single communities appeared in numerous centres. Meanwhile, it became technically and economically possible to link the individual plants together as an initial step in creating an integrated power system. This led to proposals for a publicly owned, integrated

system for the entire province; a proposal that was first made in 1912. Other proposals were put forward in the 1920's and 1930's, but it was not until the 1950's that construction of a province-wide system got underway.

In the process of explaining why this development took so long, Professor White examines the establishment and performance of the Saskatchewan Power Commission and the activities of privately and municipally owned utilities during the depression, the war, and the immediate war years. Other topics discussed in the book include the creation of the Saskatchewan Power Corporation in 1949, its negotiations with cities and towns to bring their electrical systems into an integrated system, and the corporation's rural electrification program. Throughout this book, there is much that is of interest to urban historians, particularly those concerned with the development of Saskatoon, Regina, Moose Jaw and other Saskatchewan cities and towns. [A.F.J. Artibise, University of Victoria].

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Balf, Ruth. Kamloops, 1914-1945. Kamloops: Kamloops Museum Association, 1975. Pp. iii, 141. Maps. Illustrations. \$4.50.

Unlike many small or medium sized museums in Canada, the Kamloops Museum has always given written history and research a prominent place in its range of activities. The Museum has both an active archives committee and a productive history committee. Furthermore, the archives and resources of the museum are readily shared with the public; no mean task for an understaffed municipal museum.

Over the years, the Kamloops Museum Association has published numerous newspaper articles, several booklets, and at least one book. The latter was entitled Kamloops: A History of the District Up To 1914. It was written by the Museum's curator, Mary Balf, and was published in 1969. It has now been followed by a second study carrying the story of the "City in the Sage" to 1945.