Book Reviews

The Men with Wooden Feet: The Spanish Exploration of the Pacific Northwest, by John Kendrick. NC Press, $16.95. Pp. 168; 21 illustrations, bibliography, appendix and index.

It is unfortunate that the publishers claim more for this work than it purports to be. It is not correct to say that "never before have the journals of the Spanish explorers . . . been published," and this is not "the first book in English or Spanish which covers their voyages in depth." The first statement ignores the publications of the Instituto Histórico de Marina, Madrid, and the translations of a number of the more important journals by H. R. Wagner, I. H. Wilson, C. Jane and others, and the second does not take into account the work of historians such as H. H. Bancroft, C. E. Chapman, D. C. Cutter, W. M. Mathes, D. Pethick and C. I. Archer, nor the monumental work, "Floodtide of Empire," of Warren Cook. The author himself claims only that his book is an "arrangement of things discovered by others." As a keen sailor with an extensive knowledge of the waters of the Pacific Northwest, especially of British Columbia, and possessing an inquiring mind, he wanted to find out more about the first explorers of so much of the coast and to share what he found. Something of the joy of discovery, expressed in a relaxed style, of what the Spanish explorers accomplished runs through this book.

Kendrick has no particular thesis to argue. He gives us a very personal, straightforward narrative of Spain's effort over a twenty-year period to delineate the North Pacific shore, taking formal possession at particular points, and the search for the mythical Northwest Passage to thwart British and Russian threats to its claim to exclusive sovereignty over its "lake." In the same way as Australians and New Zealanders tend to think of Cook as their discoverer, overlooking the prior explorations of the Dutch, Canadians think first of Cook and Vancouver. As Wagner wrote in the foreword to his "Spanish Explorations in the Strait of Juan de Fuca," "the great reputations attained by Captain James Cook and

Captain George Vancouver for their work of exploration on the northwest coast of America have completely dwarfed in the minds of the public the achievements of the Spanish during the same period." For this the Spanish have largely themselves to blame, as they were not interested in publishing their records and charts for fear that the information they contained would be useful to their rivals. Kendrick's purpose is to redress the balance without, however, deprecating the brilliant accomplishments of Cook and Vancouver.

Although all the expeditions are covered, from Perez' in 1774 to those carried out in 1791 and 1792 by Malaspina, Galiano and Valdes, Caamaño and Eliza, there is an imbalance in the treatment accorded them. Perez receives two pages, and the Heceta-Bodega y Quadra voyage of the following year is given eleven pages. Yet the most carefully prepared and perhaps costliest expedition, that of Arteaga and Bodega y Quadra in 1779, receives only eleven lines and the Fidalgo survey of Prince William Sound in 1790 only seven. The greatest amount of space is given to the Galiano-Valdes circumnavigation of Vancouver Island, perhaps because the proceeds of the sale of the book go to the Galiano Historical and Cultural Society for the reconstruction of Galiano's ship, the *Sutil*. In Kendrick's narrative, the main interest is in the explorations; the political, economic and strategic considerations which prompted them are only lightly touched on. In a few instances, the text is enlivened with a phrase from a journal or report. One would like to have more such quotations, but Kendrick cannot be faulted for this. Unlike Burney, King and Clerke, who wrote uninhibited accounts of Cook's third voyage, Spanish naval officers seldom reveal much of themselves in their reports, which tend to be matter-of-fact. Nor is it often possible to read between the lines to get "inside" them. On the other hand, Kendrick has a good chapter on Galiano's method of navigation and another on the Nootka language two hundred years ago and today, with an appendix containing a vocabulary in English and Spanish based on Moziño's of 1792.

Kendrick states (page 11) that the Galiano-Valdes expedition was not of "primary importance" — a view shared with the two captains. To agree is to forget that Spain's purpose in expending considerable resources with inadequate materials to explore and chart the coast north of San Francisco was to protect her self-proclaimed jurisdiction. As early as 1774, Viceroy Bucareli expressed the policy pithily: "Any establishment by Russia or any other foreign power on the continent ought to be prevented not because the King needs to enlarge his realms — he has within his realms more than it will be possible to populate in centuries — but in

order to avoid the consequences of having as neighbours others than the Indians." The defence of her realms included the investigation and charting of all waters, channels, rivers and inlets to provide evidence of sovereignty. The importance of the task, however tedious and dangerous, was constantly stressed by the home government and was strongly pressed by Viceroy Revilla Gigedo and Bodega y Quadra, to whom fell the principal task of co-ordinating the effort between 1789 and 1794. The non-existence of the Northwest Passage in the waters between Vancouver Island and the mainland could not be taken for granted.

This is a book to be welcomed and enjoyed on its own terms. It is to be hoped that it will stimulate the production of a well-researched monograph dealing with the subject in depth and written from a Canadian perspective. Such a work is needed not only because the Spanish explorations deserve such a study but to help us better understand the significance of the meeting between Vancouver and Bodega y Quadra at Friendly Cove in 1792, the bicentennial of which we will soon be observing.

Four minor errors were noted. Mourelle was pilot of the *Favorita*, not the *Princesa*, on the expedition of 1779 (page 30). Bodega y Quadra did not die in Tepic but in Mexico City (page 134). Cook did not name Friendly Cove (pages 15, 35 and 93); ironically, it seems that it was Meares who gave it the name we know it as today, for so it first appears in his published journal of 1790. The Malaspina charts of 1791 call it "Cala de los Amigos," an exact translation from the English. By the same token, "Nootka Sound" was not Cook's choice (pages 30, 91 and 118) but that of a committee which met at the home of Sir Joseph Banks to settle on place names for the publication of Cook's account of his third voyage.

Victoria, B.C. FREEMAN M. TOVELL

Captured Heritage: The Scramble for Northwest Coast Artifacts, by Douglas Cole. Vancouver/Toronto: Douglas & McIntyre, 1985. Pp. xiii + 373; $24.95.

In his needlessly apologetic introduction to this survey of the collection of the artifacts of the native peoples of British Columbia, Douglas Cole implies that his book would interest anthropologists and ethnohistorians more than historians. This would be a pity, for there is much to be

learned — even by historians of Canada — from this finely crafted, thoroughly researched and fascinating study that draws together many unsuspected and unexplored themes. Though the acquisition of exotic souvenirs began in the eighteenth century and continues to this day, Cole has concentrated upon the trade in the great age of museum building in the half century after the 1870s, and his chapters present narrative histories of institutions, the plans and activities of directors and the efforts of their commissioned collectors in the field. Among those highlighted are The Smithsonian under Spencer Baird, The Berlin Museum Für Völkerkunde established by Adolf Bastian, The American Museum of Natural History in New York, and The Field Columbian Museum in Chicago. The personal relationships between directors and collectors are amply and sensitively drawn; so too are the appraisals of the abilities, preferences and collections of such employees as James Swan, George Hunt and Dr. Charles Newcombe. Franz Boas is a prominent if not dominant figure in this study both for his work for museums and in assembling displays for the Chicago World's Fair of 1893 and for his novel views regarding the proper museum presentation of artifacts. Compared to American initiatives, the Canadian collecting activities of George Dawson of the Geological Survey, The British Columbia Museum or Marius Barbeau in the twenties seem marginal: by the turn of the century the largest assemblages of the material culture of the Pacific Coast peoples were to be found in Berlin, Washington, New York and Chicago. Not the least of the charms of Cole's survey of what might easily be denounced as immoral plunder is his ironical reflection that without these museums and their collectors there would probably be no surviving art and cultural objects to appreciate or study.

While this history of the capture of a heritage emphasizes rival institutions and collecting networks, Cole has skilfully interwoven many other strands into a broader context. These include detailed descriptions of native productions (and natives) in exhibitions as well as popular responses to them, the growth of an aesthetic appreciation by artists of Northwest Coast sculpture and design, and early attempts to preserve totem poles in the Skeena district in order to promote tourism. The acquisition of artifacts was, above all, an economic exchange with unique patterns of behaviour of buyers (sometimes robbers) and sellers, and these strategies are assessed clearly and convincingly.

The accumulation of totem poles and canoes, masks and rattles grew out of a fascination with primitive man and the realization that with the spread of civilization he would disappear. Beyond this, however, was a

scientific interest in these productions as documents for reconstructing the past and not merely curiosities. Cole mentions Bastian's belief that these objects were the building blocks for a comparative ethnology of mankind, and he devotes considerable attention to Boas' conviction that artifacts should not be grouped with other similar items in order to illustrate the evolution of industry or art but rather should be displayed in a recreation of the context in which they were used and as evidence of the mental processes of a specific people. On the whole, however, there is all too little in this account of how — or whether — these Northwest Coast artifacts affected ethnological or anthropological science.

University of Toronto CARL BERGER

Samuel Maclure Architect, by Janet Bingham. Ganges, B.C.: Horsdal and Schubart, 1985. Pp. 164; 55 plates, 1 map and 15 drawings.

In the introduction to this informative and delightful biography, Arthur Erickson, the most eminent Canadian designer of the post-war era, fairly judges Samuel Maclure to have been "probably the most gifted of early British Columbia architects," who created "substantial, comfortable homes." If F. M. Rattenbury vaunted the assertive and expansionist attitudes of the chiefly British immigrants who predominated in the Imperial age, Maclure expressed their lyricism and aspiration for cultivation. He blended aspects of the Picturesque, with its emphasis on the interrelationship between structure and site, with others from the movement's late nineteenth-century progeny, the Queen Anne, Shingle and Arts and Crafts styles. A founder of the Vancouver Island Arts and Crafts Society, Maclure particularly admired M. H. Baillie-Scott — using one of his chintz designs for the Alex Martin house in Victoria (1901) — while his assistant, later friend and partner, Cecil Fox, had been trained by C. F. A. Voysey, perhaps the most talented of the British Arts and Crafts group.

Maclure, unlike a majority of the early B.C. architects, was born in the province, just two years after its proclamation, at Sapperton, near New Westminster. His father, John, was one of those enterprising Royal Engineers who helped to ensure the maintenance of British order and values in the aftermath of the 1849 Gold Rush. The account of Samuel's upbringing at Matsqui on the Fraser River is fascinating, as is that of his whole life, enlivened by enlightening commentaries on the settlers' lot.

Their determination to civilize the untamed environment is reflected in Samuel's elegant appearance in the photograph that forms the frontispiece. It shows him in the first phase of his architectural career, after a period following the family trade of telegraphy, and a year's education at the Spring Garden School of Art in Philadelphia, 1884-1885. There he had honed his artistic ability and seen much good architecture, without being directed towards a more formal or academic view of design.

In partnership at New Westminster with E. H. Clow, 1890-1892, he learned how to satisfy specifications and manipulate stylistic motifs. After his move to Victoria in 1892, the wealthier and more sophisticated society of the capital city — reinforced by the aristocratic presence of the Royal Navy at Esquimalt — enabled Samuel to develop his remarkable synthesis of progressive British and, to a lesser degree, American taste, epitomized by the quasi-Tudor "Illahie" in Victoria (C. F. Todd house; 1906) or the Arts and Crafts "Thorley Park" in Point Grey, Vancouver (now Brock House; E. P. Gilman house; 1911). Interspersed among such commodious and unostentatiously stylish houses on both sides of the Strait of Georgia are some grander edifices, most notably the stone-built B. T. Rogers house on Davie Street in Vancouver (from 1900) and the magnificent forty-room country seat for James Dunsmuir, Hatley Park near Esquimalt (now Royal Roads Naval College; 1907-1910). His artistry and concern for detail also won commissions outside B.C., in Toronto and Washington State. He had, too, established his reputation as an architect in Victoria with the Sullivanesque Temple Building (1893), and later designed buildings for his brother Charles' Clayburn Brick Co. (1905-1914).

The range of Maclure's architecture, its antecedents, evolution and qualities are lucidly reviewed in this pleasing and economical book. Prefaced by a deft explanation of his main types of domestic design, the chapters outline the main episodes in his life and work and are supported by well-reproduced and representative illustrations, together with useful inventories, notes and bibliography (though not listing P. L. James' obituary in the *Journal of the Royal Architectural Institute of Canada*, October 1929). If the professional would have welcomed fuller discussion of more individual commissions and of Maclure's place in contemporary architecture, this book will educate the student of design and please the general reader.

University of British Columbia RHODRI LISCOMBE

Upcoast Summers, by Beth Hill. Ganges, B.C.: Horsdal and Schubart, 1985. Pp. xvi, 156. Illus.; paperback, $9.95.

In the summer of 1938, at Stuart Island, then the centre for the fishermen of the upper Gulf of Georgia, the Johnstone Strait and the rapids area between, the present reviewer was introduced to a remarkable couple: she, a large handsome, ebullient Englishwoman, dressed in twin set and heavy, hand-woven tweed skirt; he, a small, weedy, quiet, chain-smoking and rather intense Anglo-Canadian, attired in a very old blue seaman's jersey and dungarees. Their boat, even among the variegated squadron that tied up at the Stuart Island store float, was as distinctive as they were: a low-lying, apparently unseaworthy gas boat with a strongly built teak superstructure and a somewhat incongruously tall funnel. These were the Barrows: Francis and Amy, and their boat the *Toketie* — and all the fishermen on that coast knew them as old friends. Every year they went up the Inside Passage from Saanich almost to Queen Charlotte Sound, and then back down again, stopping in at almost all the myriad little communities which at that time existed in shore settlements and float camps in every inlet. They were able to lead the sort of gypsy summer life that was the envy of all in the great company of fishermen, loggers, fish packers, government officials, policemen, storekeepers, homesteaders and casual Depression transients whom they met en route. Wanderers of independent means were rare on the coast in those Depression years, and not especially welcome, but the Barrows, by reason of their excellent manners, their hearty sharing in all the social events of the coast people and, above all, their persistent interest in all that went on in that now long-vanished society, were enthusiastically greeted annual fixtures.

Thus it is particularly fortunate that at least some of Francis Barrow's journals have been rescued from destruction and are now edited and published by Beth Hill. She has provided an attractive introduction and conclusion and highly informative bridging notes, but has allowed Barrow to speak very much for himself. She has also very sensibly arranged the excerpts in sequence as the *Toketie* proceeds up the coast, so that we can group together the successive annual impressions of each locality in turn.

Insofar as there was a purpose to these wanderings, it was to record Indian petroglyphs and other remains for the Provincial Museum and Dr. William Newcombe. Barrow's sketches of these petroglyphs are used as the chapter heads of the book. However, the archaeology was only a pretext for prolonged visits, nosing into all the unlikely corners of the

coast and making extended and risky trips up to the heads of Toba, Bute and Knight Inlet, always recording the fascinating range of characters: the Klein Brothers of Pender Harbour; the heroic, moving spirit of the Columbia Coast Mission, the Reverend John Antle; J. F. Macdonald of Princess Louisa Inlet; Ned Breeze and his wife of Marina Island; and the Stantons, Jim and Laurette, settled for a lifetime in the mountain fastness at the head of Knight Inlet, where the grizzlies grazed like cattle and playfully wrestled in the early morning stillness at their door. All these, and the impressions of that far-off vanished society are evoked by Barrow's journal and by Beth Hill's skilful interpolations. This is a wonderfully entertaining and moving book for all who loved the old society of the coast and mourn its passing.

University of British Columbia JOHN NORRIS

Tough Guy: Bill Bennett and the Taking of British Columbia, by Allan Garr. Toronto: Key Porter Books, 1985. Pp. 190.

This book is a journalist's account of the restraint program begun in B.C. in February 1982 and intensified with the legislative package presented in July 1983. It is a book about personalities and day by day events, not social and political forces or historical context. The focus is on Bill Bennett as the pivotal personality in the scenario of restraint, and the perspective is unabashedly partisan. Mr. Garr writes as an opponent of the restraint program and the neoconservative philosophy it embodies.

After a prologue which sets the tone of the book with a portrayal of the firings of a number of Human Rights personnel, the narrative begins with a sketchy account of W. A. C. Bennett and the Social Credit Party which preceded the leadership of William Bennett junior. This is followed by a brief description of Bennett junior's personal background and political career before restraint. For political history this is thin stuff, although the theme of continuity in political style is appropriate. As Garr observes, the threat of the "socialist hordes" as a rallying mechanism has been a mainstay for father and son. The other theme in these early chapters is pure pop-psychology: a father-son relationship which leaves the son "running from his father's shadow." Fortunately this theme plays little role in the rest of the story.

Garr's account of the beginnings of restraint in 1982 focuses on the marketing people. He accepts the claim by Patrick Kinsella, the chief

politico in the Premier's office at the time, that restraint was a marketing strategy, albeit one that fit with the Premier's politics. To sell a politician whose image was less friendly and less likeable than his competitor's, it was necessary to portray him as a "tough guy" who could deal with tough economic times. Restraint was therefore the policy that was needed. Garr never considers the question of whether restraint, part one, would have taken place regardless of the image people.

At stage two in restraint, after the successful 1983 election campaign, the Premier is more clearly at the helm. He is seen as orchestrating the program and setting the tone in accord with a neo-conservative philosophy he developed under the tutelage of his policy adviser, Norman Spector.

The strength of the book is its account of the Solidarity movement that developed in response to the July package. Garr provides a good chronology of Solidarity's development and does not hesitate to portray the conflicts which plagued the coalition from the outset. His focus remains one of personalities, but the different interests, styles and priorities of the groups involved are clearly illustrated.

Although the Solidarity response is well covered, there is little analysis of popular reaction to the government's policies, and the author draws no general conclusions about this period in B.C. history. The book merely continues its narrative of events with a final dispatch from the war zone.

The style of the book is unfortunate. Obviously writing to be "controversial, witty and shocking," the author has indulged in hyperbole and "one-liners" to an extreme degree. His narrative is constantly interrupted by digression into personal histories which distract the reader from the topic at hand. His portrayal of the personalities involved on the restraint side is so uniformly negative that credibility is strained. For these reasons, *Tough Guy* cannot be taken as serious political journalism. The hyperbole and personal gossip pervading it undermine the positive aspects of the book.

University of British Columbia LYNDA ERICKSON

The Alaska Highway: Papers of the 40th Anniversary Symposium, edited by Kenneth Coates. Vancouver: University of British Columbia Press, 1985. Pp. xx, 208; $22.95.

Conference papers are a drug on the market, and it is a brave publisher who risks money (or a granting agency's dole) on them. The quality inevitably is varied in the extreme, for all too often the organizers seem to have been obliged to include their chairperson's crony from Oshkosh, and ordinarily the subject matter is so broad that the only thing holding the book together is the binding (and these days, even the binding is likely to fall apart before the book is half read.) This collection of essays on the Alaska Highway may include some by cronies — it is hard to imagine that Alaska Highway specialists would not know each other — but certainly the subject matter is tightly focused.

What we have here are almost all of the papers presented to a 1982 conference at Fort St. John to celebrate the fortieth anniversary of the construction of the great highway from Edmonton to Fairbanks. The fourteen essays are grouped into sections on the planning of the highway, its construction, the threat it posed to Canadian sovereignty, its impact on the people of the area and its postwar operations. The contributors are historians from Canada and the United States and specialists from other genres. What gives the book its utility is the range of the contributions, which include somewhat unusual subjects as medical problems during the construction of the project, the effects of the highway on Yukon Indians, and the army's planning for the defence of the highway in the early postwar years.

The most interesting papers (to this reviewer, at any rate) are those that treat the Alaska Highway as a problem in Canadian-American relations. The Americans had not been enormously concerned about a land link to their Alaskan Territory until Pearl Harbor changed the strategic balance, and then the pressures from Washington on Ottawa grew intense. The most striking contribution to this book is by Capt. Vince Bezeau, then of the Directorate of History, National Defence Headquarters. While acknowledging that the construction of the road was "a magnificent achievement carried out as a military project in time of war," Bezeau also argues — convincingly — that it was hastily planned, without due consideration for strategic necessity, and that it proved unnecessary in defence terms given what we now know of Japanese military plans as well as the fact that the bulk of Alaskan supply con-

tinued to go by sea, just as it did before the road was built. There is some hindsight there, to be sure, but it is largely convincing.

As striking, although it has been known for some time, was the extraordinarily lax attitude Ottawa initially showed to the threat posed by the influx of thousands of foreign troops to the maintenance of Canadian sovereignty. The slightly bitter joke among the locals was that the U.S. Army answered the telephone with "Army of Occupation," and for a time the senior "bureaucrat" representing Ottawa was a Chamber of Commerce official in Edmonton. It was the British High Commissioner to Canada, Malcolm MacDonald, who first blew the whistle, and Curtis Nordman, the conference organizer, tells the story of this able man's successful (and quite improper for a British diplomat) efforts to get Mackenzie King and the Ottawa mandarins to focus on the Northwest. For some time afterwards, the Prime Minister was wont to muse in his diary on the American "hand" spreading over the continent, and his government, just as soon as the war was over, paid the Americans in full for all their installations in Canada and gratefully ushered them out. Nordman happily also includes the full text of MacDonald's decisive memorandum on the subject.

This is a good collection of papers, well edited and well presented with maps and photographs, good enough to give the lie to those strictures about conference papers with which this review began.

York University J. L. GRANATSTEIN