Book Reviews

A Death Feast in Dimla-Hamid, by Terry Glavin. Vancouver: New Star Books, 1990. xiii, 200 pp. $24.95 cloth.

Terry Glavin learned a valuable lesson from the Gitksan and Wet'suwet'en. Instead of a history that details the events of a few, he has learned that history is the story of nations, of people. And he has learned that history doesn't progress along a linear path beginning at some arbitrary date.

In the case of the First Nations, that arbitrary date has been the arrival of Europeans on the lands of the Americas. In this history, the peoples of these lands lived in some sort of suspended animation, "in the mists of time." In this history, First Nations only came into being when Europeans arrived to give us a purpose, that is to become Europeans.

In *A Death Feast in Dimla-Hamid*, history begins long before the arrival of Europeans. It begins in the origins of the Gitksan and Wet'suwet'en, and of the great city known as Dimla-Hamid to the Gitksan and as Dzilke to the Wet'suwet'en.

Dimla-Hamid, or Dzilke, was an ancient city state that existed at the meeting of the Skeena and Bulkley rivers. It was a city that was vibrant with people thousands of years ago, long before the Europeans say we arrived in these lands.

And though the streets and houses no longer stand, Dimla-Hamid is still with us today. The lessons of those days, the very names, the stories, have been passed across the ages, from generation to generation.

The story of Dimla-Hamid is especially important today. Dimla-Hamid was abandoned those many years ago because of wars and environmental upheaval, because the people no longer respected the living beings that sustained them. As Mas Gak says, "Dimla-Hamid is a physical thing, but it didn't occur just once or twice. . . . It's happening right now."

It is here that Glavin has learned his lesson well. He is able to understand that what is occurring within the territory of my people is a new Dimla-Hamid. He weaves the many strands of history together, juxtaposing the very ancient with the very recent, letting history echo through

today. What he has done is taken the oral history of the Gitksan and Wetsuetin and put it on paper.

I remember as a child sitting and listening to a gripping history of an ancient time, and suddenly being brought back to the now, only to be sent back in time by the mastery of the old people's oratory. They would always finish by bringing us back to the present, with the moral message, connecting the history with philosophy, impressing on us the lessons of the ancients, so we could learn from their folly and their achievement.

As such, *A Death Feast in Dimla-Hamid* is not a usual history book with a linear beginning, middle and end. The book is a tribute to the way in which the old people record and tell history, which makes it no less accurate. In fact, this book would be useful in schools as a history text book. It details the arrival of the Europeans and the legislation and other facts that outline the relationship between the First Nations and the Europeans.

The book is a window where one can glimpse the complex Gitksan and Wet'suwet'en court case around jurisdiction and ownership over our territory. Here it is made clear that our case is about our territories, but tied to that is our philosophy, our world view. We want to protect these territories and use them wisely, with all those that live within those boundaries.

At times I wept as I read the book. Especially when it tells of the injustice over the years. Glavin lists the many laws, legislation, and policies that have sought to hoard rather than share this land with the First Nations. For instance, "In 1889, as the Fishing Canning industry began its boom on the West Coast (of British Columbia) the fishing companies from the coast's indigenous peoples . . . were the only reliable fishermen . . . so the Fisheries Act provided that . . . Indians could no longer sell fish or own fishing licenses, they could only sell fish to those companies." Such information gave validation to the heavy feeling in my soul.

It is important to note that Glavin experienced and recorded the good humour that is an integral part of Gitksan and Wet'suwet'en daily life — including the most difficult and darkest of times.

Glavin also experienced and recorded the ignorance and misunderstanding of some local non-Natives about the issues that we are trying to deal with. The resulting racist attitudes are testimony to the failure of the education system to include the true history within its curriculum.

Glavin provides the reader with another way of looking at history and politics, and for this reason *A Death Feast in Dimla-Hamid* is a most important and useful publication.

Surrey, B.C. DOREEN JENSEN and LORETTA TODD

Vancouver's Voyage: Charting the Northwest Coast, 1791-1795, by Robin Fisher. Vancouver and Toronto: Douglas and McIntyre, 1992. xii, 131 pp. Maps, illus. $35.00 cloth.

This book was published in conjunction with the conference held at Simon Fraser University to observe the 200th anniversary of the arrival of the Vancouver expedition on the Northwest Coast. But it must not be dismissed as merely a curtain-raiser for that notable conference: it is a concise, perceptive, and superbly illustrated account of Vancouver's accomplishment that will appeal to a wide variety of readers.

The shadow that has fallen over the Columbus celebrations has reached as far as the Pacific Coast. "This book," Dr. Fisher remarks in his preface, "appears at a time when 'exploration' and 'discovery' have become dirty words." But there is very little in the record of relations between the Vancouver expedition and Native peoples that calls for any apology. Vancouver had been specifically instructed "to use every possible care to avoid disputes with the Natives of any parts where you may touch, and to be particularly attentive to endeavour . . . to conciliate their friendship and confidence." Good relations, indeed, were essential. It quickly became apparent that the maze of islands and inlets that characterize the Northwest Coast could only be explored in small boats. These were highly vulnerable, and the trade goods that they carried for purposes of barter made them a rich prize in the eyes of the Indians. Nevertheless, although warning shots were fired occasionally, two years passed before a clash with the Tlingit in the Behm Canal resulted in bloodshed. And even then, Vancouver held himself partially to blame. He had been caught off guard: "having been so long accustomed to tranquil intercourse with the several tribes of Indians we met with, our apprehensions of any molestation from them were totally done away." But Vancouver sensed that a change was coming, due primarily to traders who gave the Indians firearms. Indeed, he doubted if it would have been possible to carry out the survey, dependent as it was on small boats, at any later date.

The survey itself was a daunting enterprise, involving as it did the detailed examination of the thousands of miles of coastline between Lower California and Cook Inlet, in Alaska. Vancouver's plan of attack, as Admiral Bern Anderson, one of his biographers, has remarked, was "rendered infallible by its simplicity": he set out to examine every foot of the continental shore, which would entail exploring every opening or inlet along the way. It has been estimated that the ships' boats covered a total of 10,000 miles in the course of the three survey seasons. Bad weather fre-

quently made rowing the boats acutely uncomfortable as well as laborious, but Vancouver and his officers time and again praised the way in which the seamen performed their tasks. Nor did they find any consolation in the scenery that tourists now flock to see. They preferred their landscapes neat and tidy and found the coast for the most part desolate and dreary. Vancouver named his first important anchorage north of Burrard Inlet Desolation Sound.

The illustrations are outstanding and supplement the text in a striking way. Thanks to a generous benefactor, Gary Fiegehen was able to roam the coast (at times presumably by helicopter) and photograph in colour some thirty of the features that figure in Vancouver's own narrative. Neither a man nor a man-made object appears in them, and they make apparent, in a highly dramatic way, the ruggedness of the coast that the expedition explored. The wonder is not that *Discovery* and *Chatham* grounded and bumped occasionally; sailing in waters that were at best charted only in a rudimentary way or not at all, it is a wonder that they survived the survey. Ironically, their most dangerous moment seems to have come when the great survey had been completed and they were leaving the anchorage Vancouver had named Port Conclusion, bound for Nootka Sound and thence for England. They had progressed only a few miles when the wind dropped and they nearly came to grief on the rocks near Cape Ommaney: at the last minute a gentle breeze sprang up and blew them offshore. So narrowly did Vancouver and his shipmates — and his charts — escape destruction.

The photographs are supplemented by a selection of the engravings that appeared in the folio volume that accompanied the first edition of Vancouver's *Voyage*, and by sketches by midshipmen-artists, many of which have not been published before. Supplementing these again are reproductions of sections of Vancouver's charts, all placed near the portions of the text to which they relate. Throughout, the quality of the reproductions is outstanding.

Vancouver W. KAYE LAMB

The Northwest Coast: British Navigation, Trade, and Discoveries to 1812, by Barry M. Gough. Vancouver: University of British Columbia Press, 1992. xiv, 266 pp. Maps, illus. $39.95 cloth.

Traditionally, histories of the early Pacific coast of North America centred upon Spanish exploration and colonization, with some attention to

Russian entries and relatively little discussion of British presence prior to 1790. Spanish voyages deservedly occupy the operative role from the mid-sixteenth to nineteenth centuries, but Russian activity has been over-emphasized while that of England has been inadequately interpreted. Pioneering studies by Bancroft and Wagner, and the valuable *Flood Tide of Empire* (1973) by Warren L. Cook relegated Britain to somewhat passive mention, thus stimulating Barry M. Gough to produce his excellent narrative demonstrating her strategic position in *Distant Dominion: Britain and the Northwest Coast of North America 1579-1809* (1980).

During the past twelve years, Professor Gough has continued to write the maritime history of western Canada, and has become its leading authority. As would be expected, his continued research has resulted in uncovering of new material relative to his earlier study, necessitating substantial revisions and additions, and the publication of this new title, replacing *Distant Dominion.*

In opening chapters, Professor Gough traces Spanish and Portuguese interest in the Pacific in the sixteenth and seventeenth centuries, Russian-advances into Siberia in the final quarter of the seventeenth century, and the enormous problems of reaching the Pacific Northwest by sea — a lack of geographic knowledge, remoteness, harsh weather, diet, provisioning, disease, and ship design. English competition with Spain, encroachment upon her claims in North America, search for a water passage between the North Atlantic and Pacific, and development of British imperial policy in the region through the voyages of Drake (1579), Gilbert (1583), Cavendish (1587), and Shelvocke, Rogers, Dampier, and Anson in the early eighteenth century are treated as actors on this stage, and Russian claims by Bering and Chirikov in 1727-1741 giving greater impetus for the search for a strait as promoted by the obsessive Arthur Dobbs are covered, as are failures of Middleton in 1742, the fictitious Bartolomé Fonte, and the generous £20,000 offered by Parliament for successful discovery. The rise of scientific interest in exploration and expansion supported by the Royal Society, Daines Barrington, and discoveries by Russians and Samuel Hearne brought the extraordinary James Cook, with such officers as Vancouver, Portlock, Dixon, and Billings, into the Northwest in 1776, and led to chance discovery of Nootka Sound in March of the following year with claims of possession made two centuries earlier.

Development of the British Pacific Northwest following Cook's epic voyage is the subject of the remaining eight chapters. Following general discussion of trade factors and the value of sea otter pelts, the opening of

commerce in these furs between Nootka and China by James Hanna in 1785, Nathaniel Portlock and George Dixon in 1786, and the expansive rivalry of Strange, Barkley, Meares, Colnett, and Duncan is treated, as is exploration realized by these merchant-navigators. John Meares' establishment at Nootka in 1788, his primacy over United States entry by Robert Gray and John Kendrick, and plans for definitive expansion related to settlement of Botany Bay in the same year are discussed in light of Spanish claims in the Northwest by Juan Pérez (1774), Bruno de Hezeta and Juan Francisco de la Bodega y Quadra (1775), Ignacio Arteaga (1779), and Esteban José Martínez (1788), which led to the latter's tardy fortification of Nootka in 1789.

Within the broad concept of freedom of the seas and British dominance of maritime trade, detention of English ships and the arrest of Colnett by Martínez in 1789 were intolerable and led to heavy pressure upon Spain, weakened by collapse of the French monarchy. Unable to present a forceful response, Spain agreed to the Nootka Sound Convention of 1790, which opened the area to free trade and created a transcontinental Canada. Effecting the terms of the Convention, in 1791-92 Vancouver explored the Pacific coast north to Alaska and, with Valdés and Alcalá Galiano of the *Sutil* and *Mexicana*, confirmed the absence of an interoceanic strait in temperate waters and circumnavigated the island which would bear his name. Mutual abandonment of Nootka by Spain and Britain in 1795 ended active Spanish presence north of California, formally terminated in 1819 by the Transcontinental Treaty.

As British claims to the north Pacific coast became more secure in the later eighteenth century, exploration westward into Athabascan waterways and Great Slave Lake by Hudson's Bay Company and explorers Peter Pond (1775-1788) and Alexander Mackenzie (1789) and establishment of St. James and other forts on the Pacific watershed from 1806 to 1814 in response to the Lewis and Clark expedition of 1804-05 and Astorian venture of 1810 assured transcontinental possession in Canada. As Professor Gough concludes, Britain's tide of empire was rising, trade became dominion, and the modern perimeters of Canada were established by 1821 when the Hudson's Bay and Northwest companies merged.

Extensive endnotes and an exhaustive bibliography of printed and manuscript sources from British, Canadian, and U.S. archives and libraries reflect the thoroughness of the author's research and support his well-written narrative. Two maps orient the reader geographically, fifteen plates of contemporary engravings and maps, and an analytical index enhance

a nicely designed and printed volume. This is an important work, indispensable to any collection of Canadiana, British Columbiana, or Pacific Northwest history.

University of San Francisco W. MICHAEL MATHES

Canada and Japan in the Twentieth Century, edited by John Schultz and Kimitada Miwa. Toronto: Oxford University Press, 1991. xii, 262 pp. Illus. $14.95 paper.

Canada and Japan, while they may appear initially to be very distinct and different sorts of nations, exhibit a number of intriguing complementarities. Japan is densely populated; Canada is filled with empty spaces. Canada is a young country; Japan has a long history. Japan is heavily industrialized and a leader in technology; Canada is a primary producer, rich in the resources that Japan lacks. Japan has a homogeneous population; Canada is a multi-ethnic mosaic. Canada's federal structure holds together a loose collection of autonomous provinces; Japan is one of the most highly centralized and nationally cohesive countries in the world. Canada and Japan also have a number of important similarities which belie these more obvious differences. Both have export economies heavily dependent on the United States market, and both are greatly influenced by U.S. politics and culture. Both countries grapple with the problems associated with "internationalisation," although in different ways. Canada, with new immigrants arriving daily, struggles to integrate the world into its multicultural mosaic; Japan, with its more homogeneous population, strives to integrate itself into the world community.

The editors of this book point out all of the above and argue that in light of many common interests, and a strong economic (albeit assymetrical) relationship, it is somewhat surprising that both sides treat the other with a certain ambivalence. Japan writes off Canada as a medium-sized power relying on an ever-dwindling stock of raw materials to be sold in international markets at ever-declining real prices. Canada (apart from British Columbia and Alberta) focuses more on the U.S.A. or Europe for its political, economic, and cultural ties. The editors bemoan this general ambivalence, and put it down to "mutual ignorance," yet another example of the perception gap which exists between Japan and the West.

The body of this book makes a valiant attempt to overcome this lack of knowledge. It contains a welcome collection of essays on aspects of the ties between Japan and Canada in the present century as seen by scholars from both countries. The editors and the book's contributors set out there-

fore to bridge the distance and language barriers that separate Canadian research on Japan from Japanese scholarship on Canada. The book's fifteen articles explore the growth of social, diplomatic, economic, political, and religious ties between the two countries from the turn of the century to the present. Covered in this work are many important events and examples of Japan-Canada interactions of the last ninety years; these include early Japanese immigration, Japanese internment in World War II, diplomatic ties, and the post-war rebuilding of trade with Canada. To provide the reader with a balanced overview, each topic is addressed by at least two articles, one by a Canadian scholar and one by a Japanese. A particularly attractive characteristic is a succinct editorial introduction to each theme, which helps to tie together the authors' contributions.

This book will offer students of Canadian economics and political science important insights into the various dimensions of the relationship between Canada and Japan. For instance, although trade and investment links with Japan have today brought to Canada a large number of Japanese business, government, tourist, and student visitors, authors Roy and Tsurumi note that at the beginning "not all were welcome." Japanese immigration to British Columbia, which commenced initially in the 1890s, was extremely unpopular right up to the last world war, as like the Chinese, the Japanese were perceived as "cheap" or "unfair" labour. Despite the discrimination, many Japanese migrated to towns such as Steveston in British Columbia only to be moved to remote relocation camps after the attack on Pearl Harbor. During roughly the same period (1873-1941), contact between Canadians and Japanese in Japan was being carried out by Protestant missionaries from Canada. Ion and Kimitada in their essays record that the achievements of the Canadian missionary movement in Japan were considerable, despite its failure to convert many people to Christianity. By way of illustration, many Canadian schools were established in Japan which still exist today, and Canadian missionaries helped promote Japanese studies as a legitimate subject for university study. Focusing on the contemporary period, McMillan provides a particularly useful essay in which he argues that Canada has failed to capitalize on its early links with Japan. He notes that the Canadian presence in the Japanese market is particularly weak (while roughly 30,000 Japanese nationals now work in Canada) and laments that Canadians still view Japan as yet another trade partner, and not as *the* industrial power in Asia (or the world, for that matter) and the window to the Pacific Rim.

University of British Columbia DAVID W. EDGINGTON

Emerging Issues in Forest Policy, edited by Peter N. Nemetz. Vancouver: University of British Columbia Press, 1992. xviii, 573 pp. $49.95 cloth, $29.95 paper.

This collection of twenty-two essays gives an economic slant on such subjects as forests in connection with the environment, timber supply, world trade, Asian and African rural communities, multiple uses, and land abuse in the third world. The editor contributes a good survey, and his co-editors, American forest economists Roger Sedjo and William Hyde, offer five of the better chapters. Only partly about B.C., the volume succeeds in showing how questions about our still unlogged areas will now be resolved by the changes in wood supplies from dozens of new nations. I found it very enlightening.

Scanning the useful index shows that forest taxation is no longer regarded as the main economic policy instrument, though some chapters do present numerical calculations in which the total revenues from "stumpage" emerge. Otherwise, only Patricia Marchak's study of how an emerging global log market is affecting wood-product communities in B.C. and in Japan even asks whether revenue arrangements seriously change the way loggers operate.

Some perennial forest issues still flourish. One of these is the best-rotation question: how to identify and enforce a planting-to-cutting period to get the forest value over a string of "rotations." Still a puzzle, it is taken up for B.C., and also for the U.S., Sweden, half a dozen Asia-Pacific regions, Kenya, and Brazil.

Several chapters, reviving forestry's interest in "institutions," examine public versus private ownership, lease specifications, the terms of the leases of forest users, and the politics and lobbying behind changes in such institutions — notably the short life of a Swedish law intended to share out the timber cut among companies.

Some authors urgently discuss what Hyde calls rural Asian "social forestry." A main issue is whether to favour fenced plantations or to try to redirect existing village "systems" that share out fuelwood, fodder, and land settlement by means of self-government, personal or communal property, and social pressure and/or custom. The authors distrust forest economists' traditional nostrum — individual ownership — and they respect indigenous institutions. But only up to a point. Many want to prevent today's "traditional" open, destructive access to the woods by creating or at least fortifying collective responsibility and control and curtailing individual rights.

They are properly modest, knowing too little about the characteristics of alternative institutions, yet realizing that many rural systems are not traditional but quite modern adaptations to larger numbers, new tastes, new techniques, and new roads. The authors also admit they know little about whether or how the government, the markets, or the courts can actually re-model today's forest-using institutions.

From the dozen articles about North American and British Columbia's forests, two approaches can be mentioned.

Any reader will appreciate one grouping of chapters which illustrate some classical political-economy concepts, more familiar in farm than in forest discussions. Among these are a survey by Bengtson and Gregersen of *technical change*, touching on the house construction industry. They find that builders, like farmers, change to new materials as quickly as other industries. In a pair of papers, Sedjo investigates the usefulness of the concept of one region's long-run *comparative advantage*, when rival regions can still export old-growth timber. Bowes and J. Krutilla offer an empirical example of the intricacies of *joint production* when density in a Sierra Nevada forest stand helps timber growth but retards water run-off for irrigation. And Wear and Hyde explore the *redistribution* goals lurking within two well-known USDA Forest Service efficiency-increasing programmes.

A second group presents policy, simulation, and econometric models. For example, Margolick and Uhler neatly measure the loss of ending the protective log-export ban. Thompson, Pearse, van Kooten, and Vertinsky simulate the rehabilitation of almost one million hectares of cut-over forest land that is "Not Satisfactorily Restocking." Making many sweeping assumptions about future yields on a wide range of land qualities with, and without, the rehabilitation measures, they find the province's net benefits to be surprisingly modest. A larger simulation, by Adams, forecasts in detail periodic U.S. softwood-supplies or harvests to A.D. 2040. It enables them to estimate the price and quantity effects of a policy that reduces the public cut: a higher price, larger private cut and increased imports. (In later decades the U.S. private forests cannot supply so much, so price rises and imports increase more.) While it is based on market forces, this study stops short of trying to measure any cost or benefit that might flow from such a drastic cut.

Related to this second group are several competent studies of Canadian or Canada-U.S. forest product trade. R. Boyd and K. Krutilla simulate how free trade would work for several U.S. forest sectors, finding the losses of some are less than the gains of others. Irving Fox contributes a good

analysis of the industrial/political situations underlying the pre-FTA trade relations and those possible under the FTA.

It is regrettable that some of these Canadian and American studies badly need updating from their 1983 or 1988 bases. In them the recession seems hardly to have started. To use this book to take a view on B.C.'s internal and trade-policy forest choices, the B.C. reader must somehow get up to date. Having done so, such a reader will find the topics taken up in the volume's other chapters unusually enlightening.

Vancouver ANTHONY SCOTT

Three's A Crew, by Kathrene Pinkerton. Ganges: Horsdal and Schubert, 1991. 320 pp. Map, illus. $14.95 paper. (First published by Carrick & Evans, New York, 1940).

Three's A Crew is Kathrene Pinkerton's account of her cruises on the British Columbia coast between 1924 and 1930 with her husband Robert and their daughter Bobs. Midwesterners and professional writers, in 1917 they had gone to California, but in 1924, tiring of what Pinkerton called "the usual routine of proper schools, dancing lessons, the inevitable orthodentia for a growing child, and a decent neighborhood in which to bring up a daughter," they decided to "spend a summer cruising the intricate coastline of British Columbia." From their base at the Seattle Yacht Club, the Pinkertons took the *Yakima*, a thirty-six foot cruiser, north to British Columbia. This book, the final result of seven voyages, was first published in 1940, ten years after the most recent of the events described.

The book is in two halves. The first sixteen chapters (of thirty) concern the Pinkertons' first two summers on the coast; they dwell on travel, work, description, and place; on the challenges of living together and bringing up a child on a boat. British Columbia disappears in the wandering and formless final ten chapters, which deal mainly with Kathrene and Robert's sporadic tours of southeastern Alaska. As British Columbia disappears, however, a powerful mother-daughter story emerges.

The book is about national differences and their effect on Pinkerton and Bobs. Pinkerton insisted that the coast of British Columbia was different from the coasts to the north and south. Nowhere does she refer to Canada. This is "British Columbia," "the British Empire," and "Great Britain." Her first chapter is called "Going Foreign." When she finally reached Alaska, she wrote that it was "different"; she found a "warmth," "friendliness," "an instant sense of fellowship" there. "Nothing had led

us to expect an international boundary to change the flavour of a country, yet we sensed the change soon after crossing the line."

Her perception of unfriendliness may have been conditioned by her nationality and class. While Pinkerton thought she was heading north from Seattle into the "unknown," into a frontier, in fact she took a voyage to another culture. Institutionally and demographically, the province possessed a post-colonial Englishness, but English class distinctions, nurtured in provincial private schools, were under assault in the forest. "In the old country," Billy Welsh of Purple Lagoon told her, "they grade men like we grade cedar and that chap thinks he's number one. Old country grading ain't done by the soundness of the timber. It's just the barkmark men carry." And on an unnamed Gulf Island the *Yakima*, flying the stars and stripes, dropped anchor at a "secluded cove." While bathing in a natural sandstone tub they heard voices above them; "We looked up into the startled and indignant faces of an Englishman and his three sub-teen daughters. They stood in a line like steps. Baggey black bathing suits apparently bought for them to grow in, and white towels clasped to their bosoms, made them look like a row of enraged penguins." The Pinkertons retreated, leaving the unnamed family "staring after us, a frieze of British wrath and outrage." Pinkerton's frontier was somebody else's home.

Her patterns of naming reflect her upbringing and allegiance. The allusions, symbols, and institutions are American: we hear of Miss America, Daniel Boone, Paul Bunyan (twice), Christopher Columbus, the Smithsonian Institution, Uncle Sam, the Fourth of July, baseball, and fishing streams in New England. Non-Americans on the coast tend to be anonymous. Apart from a few loggers (the Dunseiths of Simoon Sound, Dave Connel of Seymour Inlet, and Billy Welsh of Purple Lagoon), and two well-known families (the Hunts of Fort Rupert and the Hallidays of Kingcome Inlet), Native people and Canadian and British settlers go nameless; they're part of the background, the "unknown." We hear of "an Orkney Islander," "an Englishman," "two charming Englishmen," "a provincial policeman," "a game warden," "a postmistress," "Two Finn Partners," "a missionary and two women assistants," "lady missionaries," "a forestry superintendent," "a Cambridge man," "the widow of a missionary," "the school matron," "an old fellow."

Pinkerton's descriptions of the coast and its communities are, however, as Charles Lillard notes in the foreword, very good. The place overwhelmed her. Seymour Narrows and Yucletaw Rapids were "bottleneck openings through which flows the northern tidal water serving the Gulf of Georgia. Twice each lunar day tides raise the level of the gulf and all

its channels, straits, inlets, arms, bays, and coves from eight to twenty feet. Twice daily all that immense amount of water must flow back to the open ocean. This surge and ebb, this filling and emptying of a large and complicated region, must take place through these narraw channels." "Every time the tide goes out it sets a table."

Her description of the floating logging camps of the "logging Eldorado" of Knight and Seymour inlets is superb if dated. These were masculine places. "Women and hens — they must put their feet on land. Kinship with the earth is femaleness and as insistent as the male instinct for boats." Some of the women climbed up the mountains from the water to the "slashings" where, she wrote, they "watched their men at work and shared the excitement over a growing boom. They were the happy ones, for they were defeating a country which frustrated femaleness." She noted the transition from hand logging to logging with donkey engines. "Even Rockefeller couldn't finance the ideas that come into a man's head when he sees these things," a lumberman told her. Pinkerton discovered "logical and original thinking" of a high order in the logging camps. She met one Steve, "a completely disillusioned capitalist," a hand-logger who had recently bought a donkey engine in the belief that "power logging would give him ease." He wished he had remained a hand-logger. "And look at me!" Steve said, "Instead of the donkey working for me, I'm working for the donkey. Investment, pay roll of seven, fire regulations, and I got to have a show big enough to pay to set up the rig. I got to sell my boom no matter what the market is so I can meet expenses. I saved to buy that critter over there, and it's eating me up."

These rich descriptions of gender, work, and natural grandeur and sustenance are, however, incidental to the plot of the book, which is Bobs Pinkerton's exposure and assimilation to British Columbia society.

At first, when Pinkerton had Bobs with her on the boat, "The usual gap between adult and child was closed because we did everything together." This changed in 1925 when she transferred Bobs from her school in San Francisco to an "English boarding school a few miles outside Victoria." This was Strathcona Girls' School at Shawnigan Lake. Pinkerton thought the new school "a bit severe." "The English system of abrupt dismissal of parental anxieties is kind but disturbing. The manner of the mistresses implied that for generations English schools had taken charge of the very young and made a successful affair of their upbringing. But as I said good-by to an unfamiliar child, proudly wearing an odd blue tunic and school tie, whose main interest was that I carry on as calmly as the other well-trained parents, I felt as though I had casually handed in a

package at the proper wicket." Her feelings of anxiety were well founded, and mixed perhaps with guilt. After a winter at the school Bobs had changed. "She still committed the depredations of a twelve-year old. . . . But now she murmured 'Sorry' like a grown-up. I found myself less a mother than a hostess."

In the end Bobs was assimilated by the host society. While Pinkerton celebrated the Fourth of July, Bobs insisted on celebrating the Queen's Birthday. "Bobs played tennis and went sailing. She and I went on day-long shopping expeditions into Victoria, where we selected school clothes and topped off at teas with other mothers and daughters who had spent similar days. When the excitement was over, Bobs went off to school, a dignified upper sixth-former." By 1929, Bobs had been assimilated into the interwar Anglo-British Columbian élite of private property, private schools, private yachts, and private balls; of tennis, badminton, blazers, tunics, fruit cake, ginger beer, dancing parties, holiday teas, luncheons, and evening dresses, all of which Pinkerton describes with curiosity and distance. Bobs' graduation in 1930 coincided with the onset of the Great Depression; both events close the narrative. "The mop of blond hair, once brushed only under compulsion, was now trained in waves. Her head . . . was almost level with mine. She had made that transition from child to woman."

Bobs, then, adapted to the culture of the coastal élite, not to that of Billy Welsh, Wildcat Anderson, or Ben Marr. Her assimilation makes the book a British Columbian story, saves it from being simply a foreigner's look at the British Columbia coast, and justifies its reprint by a British Columbian publisher. Pinkerton, meanwhile, experienced a growing sense of cultural estrangement from her daughter. While Bobs adapted, her mother did not: she remained outside, a tourist, an observer, a foreigner on a coast of Native people and immigrants whose experience most emphatically was not American. Her fixed point remained the Seattle Yacht Club. Her assimilation was limited to wintering in 1924-25 in a log cabin on the Gulf of Georgia while her boat was being rebuilt in Seattle; to her adoption of Chinook words like saltchuck and qualicum ("a strong local night wind which comes up with little or no warning"); and to a winter in Victoria.

It is strange, then, that Lillard is blind both to Pinkerton's awareness of national differences and to the evolving and increasingly strained relationship with her daughter that unites the two halves of the book. He makes no mention of either. Instead, he obscures national differences (the key to the book) under the rhetoric of a Greater Northwest Coast, a place where

people, cultures, and institutions are undifferentiated, happily part of a grand historical and cultural continuum akin to the Northwest Coast Native "culture areas" of anthropologists.[1] The book is set, Lillard writes in the foreword, between Puget Sound and Alaska; "between Seattle and Haines." Lillard's generalizations about "our local history" and "our coast" beg the questions: Whose? Whose coast? What coast? What and where is the "Northwest Coast"? Who defined, or defines, the term? What is the necessity, let alone the legitimacy, of the term after 150 years of separate and distinctive economic, political, legal, cultural, and social history? Lillard, who grew up in Alaska, perhaps naturally views this region as an indivisible whole; but his is a view that does violence to Pinkerton's book, the contents of which, far from supporting notions of regional unity of cultures, refute them on every page. Lillard's Northwest Coast is not a place I know, and is not a place I can find in *Three's a Crew.*

University of Victoria RICHARD MACKIE

[1] Lillard presents his thoughts on this theme in greater detail in his "Comment" in *The Malahat Review* 60 (October 1981): 5-9.